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Los Angeles, CA 90025
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January 31, 2020

Penny Maus
Department Manager, Real Estate
Port of San Diego
3165 Pacific Highway
San Diego, CA 92101

Dear Ms. Maus:

Re: Submittal of the Stay Open San Diego Project Description and Pro Forma

In your letter dated October 15, 2019, the District granted an extension to January 31, 2020 for the submittal of the Stay Open San Diego Project Description and Pro Forma under section 6 of the ENA. We thank you for the additional time to diligently prepare the submittal package.

Following this letter, please find the requested project description and pro forma of the proposed Stay Open Hotel with sufficient detail to understand the Proposed Development and related Programmatic Components and to commence environmental review in accordance with the California Environmental Quality Act, the California Environmental Quality Act Guidelines and the District's California Environmental Quality Act Guidelines.

We thank you again for the opportunity and look forward to working together throughout the CEQA review process.

If you have any questions, please contact Steve Shpilsky or Andrew Swerdloff at (310) 474-7890 or via email at steve@stayopen.com or andrew@stayopen.com.

Sincerely,

Steve Shpilsky
Manager of Stay Open San Diego, LLC
CEO and Co-Founder of Stay Open, Inc.



I. Project Description

The proposed project by STAY OPEN San Diego, LLC (STAY OPEN or Applicant) is the adaptive reuse of the vacant space and rooftop of the existing District Annex Building (Annex Building) and partial use of the existing parking lot (Lot 3) located at 3125 Pacific Highway, San Diego, CA (Figures 1a and 1b show the location, building, and existing site map), just east of San Diego International Airport and bound by Pacific Highway, into a STAY OPEN Hotel. A second story would be added to the rooftop of the Annex Building and the roof would be extended on the west and south sides to increase the building area. The proposed project area includes up to approximately 31,000 square feet of building area, of which about half is from the existing and vacant Annex Building, and up to 47,000 square feet of parking lot area (Figure 2a, 2b, and 2c show the floor layouts and Figure 3 shows the building sections).

STAY OPEN would redevelop the project site with a STAY OPEN branded shared accommodations hotel, lobby bar and café, and rooftop restaurant and bar open to the public during business hours, and on-site parking for both hotel and retail guests as well as overnight parking for campervan guests. The café and restaurant areas would include open patio areas on the ground and second floors, where guests would enjoy food and drink service (Figures 4a, 4b, 4c, and 4d show the renderings). The indoor and outdoor restaurant areas would be available for private parties and other special events featuring music. By constructing a second level and increasing the square footage for affordable, overnight accommodations and food and drink service, the number of guests and visitors would increase, which would increase revenue for the District. Backlit illuminated signage displaying the STAY OPEN logo would be located on the Pacific Highway-facing frontages of the building. Additionally, STAY OPEN would install Billboard/Signage for advertising purposes on the project site.

Table 1 provides a summary comparison of the proposed project components with those of the existing facility. As shown, the proposed project would result in no change of site area but would increase building area to accommodate more affordable, overnight accommodations, and café/restaurant/bar areas. Additionally, a portion of the existing Lot 3 would provide parking for guests and visitors.

Project Component	Existing	Proposed	Change	Note
Building Land Coverage	25,000	25,000	0	No change as adaptive reuse of existing Annex Building
Building Floor Area (square feet)	10,923	31,000	20,077	Adaptive reuse of existing vacant Annex Building. Floor extension at lower roof level and addition of one floor on top of existing 1-story concrete structure
Building Height (feet)	18	50	32	New second story
Number of Floors	1	2	1	New second story
Number of PODs	0	226	226	Shared POD room accommodations
Number of Private Rooms	0	10	10	Private rooms with or without bathrooms providing two queen beds
Number of Family Rooms	0	7	7	Private rooms with or without bathrooms accommodating families up to 4 people
Inside/Outside Café & Bar Seats (level 1)	0	286	286	Maximum seating
Inside/Outside Restaurant & Bar Seats (level 2)	0	179	179	Maximum seating
Employees (daily)	0	25	25	Maximum number of daily employees
Parking Site Area	100,249	40,000	(60,249)	Existing 100,249 sqft (2.3-acres) Lot 3 parking lot; Utilizing only ~40%
On-Site Parking	N/A	88	N/A	Reconfiguring stalls to maximize space efficiency (ie. up to 3 Islands)
Guests & Visitors per day (estimated average)	0	1,000	1,000	Maximum number of daily guests and visitors

The redevelopment includes a proposed hotel offering shared rooms with POD beds, private rooms with and without bathrooms, family rooms with and without bathrooms, and shared bathrooms; the hotel would offer up to 226 PODs and up to 17 private and family rooms. The proposed project would seek



variances for the number of toilets and urinals required to create more space for affordable accommodations taking into account usage data and guest comfort to ensure the appropriate number of bathroom facilities. The proposed project would also include ground floor indoor/outdoor bar and café with tables and benches for up to 286 guests and visitors, rooftop restaurant and bar with tables and benches for up to 179 guests and visitors, up to 88 parking stalls for hotel and retail guests, overnight campervan guests, and designated parking for shared transportation vehicles such as scooters, bicycles, and cars (Figures 5a and 5b show the parking layout). Additionally, the parking lot would also provide space for pop-up events and food trucks.

The project would construct a light-weight, steel structure on top of the Annex Building rooftop to create a second story and would expand the lower roof on the west and south sides. The building footprint would remain nearly the same but structural strengthening, including strengthening of the existing roof slab at the lower roof level, retrofitting approximately 30% of the existing piles by adding supporting micropiles, retrofitting the west and south side shear walls, and framing the new roof expansion with concrete filled metal deck, WF beams, and steel pipe columns supported on micropiles, would be required to increase the ductility and strength of the overall structure (Figures 6a, 6b, 6c, and 6d show the structural work). The overall building height would increase by up to 32 feet over the height of the existing structure, from approximately 18 feet to approximately 50 feet.

As conditions of the CDP, the applicant would also be required to include sustainability features in the proposed project design. These features are listed in Section A, Demolition and Construction, of this project description.

A. Demolition and Construction

The staging area would be located to the south of the project site in the fenced parking lot area that would be closed to the public (Figure 7a shows the staging area). All stockpiling would be stored on-site on asphalt or existing dirt and covered for rainfall events. Demolition and construction hours would be from 7:00 A.M. to 7:00 P.M. Monday through Saturday, except for City Holidays, in compliance with San Diego Municipal Code Section 59.5.0404. During construction, a K-Rail or similar safety barrier would be erected to provide continued pedestrian access along the sidewalk of Pacific Highway as the sidewalk would be interrupted by construction. A peak daily total of 70 construction workers would be needed during project construction. Workers would park in the parking lot adjacent to the staging area and up to 100 construction-related parking spaces would be required. A peak daily total of 100 vehicle and 50 truck trips would be expected during project construction.

Demolition and construction of the proposed project would involve selective demolition, cleanout, preparation, and installation of supporting micropiles on the interior and exterior of the occupied portion of the Annex Building temporarily displacing the office tenants (IT office space). The work would require up to 12 weeks to complete.



During this time, the IT office employees would be temporarily relocated to office trailers installed on the south side of Lot 3, temporarily displacing parking (Figures 7a and 7b shows the location, footprint, and detail of the trailers). The office trailers would accommodate up to 41 employees. Employees would continue to park their vehicles in the District parking lot to the north of the Port of San Diego office tower and/or park adjacent to the temporary office trailers. During this temporary relocation, the Port of San Diego, at its own expense, could direct the general contractor to make desired improvements/upgrades to the occupied portion of the Annex Building. Post-completion of the structural improvements, the office space would be rebuilt and tenants would return to the space. Upon opening of the STAY OPEN Hotel, the Port of San Diego would offer a rent concession equal to the cost of temporarily relocating the IT office employees on-site.

The majority of the demolition and construction would occur within the vacant portion of the District Annex Building as well as the rooftop. Demolition of walls, decking, and foundation would occur as well micropile driving along the exterior of the structure. Disposal of all demolition debris would adhere to all construction and demolition recycling requirements. Disposal sites would be Rock Ridge Crushing for concrete and asphalt, Pacific Resource Recovery for vegetation, and Sanco Recycling for wood and metal. Concrete topping along the rooftop would occur to reinforce the deck. This, along with other steel columns and hold downs for the second story would require extensive work on the deck.

In addition to demolition and structural improvements, significant coring would occur to accommodate new mechanical, electrical, and plumbing (MEP) work. The coring would occur post-completion of demolition and structural improvements. A new HVAC system utilizing multi-zone Variable Refrigerant Flow (VRF) heat pumps would be installed. Multiple central outdoor units would be installed on the second floor of the Annex Building in the mechanical yard area (Figure 2b) feeding multiple units inside the hotel. The system would incorporate multiple exhaust and make up air systems (MAS) for proper ventilation within the hotel. All food related facilities would be fully designed with a commercial kitchen package to include exhaust and MAS systems. To determine an accurate utility demand for the proposed project, after the complete design of all HVAC, plumbing, and electrical systems, a Life Cycle Cost Analysis would be completed.

Earthwork would consist of up to 47,000 square feet of grading to accommodate parking spaces, drive aisles, curb and gutters, ribbon cutters, and landscaping. Moreover, included in this area, up to 6,000 square feet of excavation would be required for the bioretention basin as well as utilities. Domestic and irrigation water trenches and trenching for sewer and dry utilities, including electrical, gas, cable, and phone lines would be anticipated throughout the proposed project. There would be up to 400 feet of trenching, approximately 2 feet deep, and excavation would reach depths of up to 10 feet. It is anticipated that up to 400 cubic yards of dirt would be needed for backfilling. A determination of any utility improvements would be determined by the civil engineer or utility consultant for the proposed project.



The proposed project would involve construction of the following:

- An approximately 21,000 square feet of additional building area would be added to the rooftop of the Annex Building to create a second story for hotel accommodations as well as a restaurant and bar area;
- Approximately 30% of the existing piles would need to be retrofitted with helical piers (Figure 5a shows the location of the proposed helical piers);
- Approximately 4-feet of west and south side shear walls would be fiber wrapped (Figure 5a shows the location of walls and Figure 5d shows the detailed work);
- The second-floor deck area would be expanded to the west and south side of the Annex Building to create additional rooftop restaurant and bar space on the second floor and the west side of the ground floor would be extended to create more affordable accommodations (Figures 5b and 5c show the deck expansion);
- No more than 15 new micropiles on the west and south sides of the Annex Building would be installed to support the deck expansion to the west and south side (Figure 5a shows the location of the proposed new piles and Figure 5d shows the detailed work). The maximum depth of the new piles would be up to 50 feet;
- Existing slab at the roof would be strengthened with rebar or equivalent area of RFP above the columns in up to 26 locations (Figure 5b shows each of the locations and 5d shows the detailed work);
- The lower roof slab would be cut to create an atrium that would require local strengthening (Figure 5c shows the anticipated location of the atrium but it is subject to change as the building design evolves);
- Building materials used would include concrete, steel, glass, and drywall;
- Type of construction would be Type II-B, fully sprinklered;
- Major external architectural features (see Figures 4a through 4d and Figures 8a, 8b, and 8c);
- Sustainability project features proposed include:
 1. Building
 - a. Multi-Modal Transportation Hub:
 - The proposed project would include an interactive kiosk and STAY OPEN app educating guests about area rapid transit, airport traffic, area tourism, nightlife, and area history;
 - The parking lot would contain an area for shared transportation including scooters (ie. Bird), bicycles (ie. Uber), and cars (ie. Zipcar);
 - Outdoor and indoor bicycle locks would encourage visitors and guests to utilize human-powered transportation.
 - b. High-efficiency, clear, low-reflective Low-E glass;
 - c. Light-colored roofing materials would be used to reduce heat buildup in the building and reduce the heat island effect;
 - d. Photovoltaics located on the roof of the mechanical yard of the Annex Building would be reused;



- e. Photovoltaics would be added to the pergolas located at the exterior food and beverage area on the second floor as well as the parking lot;
 - f. It is anticipated that the proposed project would exceed the minimum energy efficiency standards dictated by the California Title 24 Building Code requirements in both energy and water efficiency;
 - g. Ducts within the proposed building would be sealed during construction and cleaned out during commissioning to promote indoor air quality by minimizing dust and mold accumulation;
 - h. Hardscape, roofing, and deck materials would include high-albedo (light-colored and reflective) paving to reduce heat island effect;
 - i. Water fixtures, including showers, toilets, urinals, sinks, and kitchen equipment within the proposed building would be low-flow and would reduce water use beyond California Title 24 Building Code standards.
2. Materials & Resources
- a. Adhesives, sealants, and paints would confirm to the guidelines for low- and no-volatile organic compound (VOC) products, satisfying SCAQMD standards;
 - b. Carpets would conform to the product requirements for the Carpet and Rug Institute Green Label Program;
 - c. During demolition and construction, the proposed project would meet or exceed the County of San Diego's ordinance requirement that 90% of inerts and 70% of all other materials be recycled;
 - d. The proposed project would use recycled materials and materials that are produced in the Southern California area for construction.
3. Mechanical Systems
- a. The HVAC system would be highly efficient with average SEER rating greater than 16;
 - b. Larger mechanical and plumbing equipment, such as pumps, air handlers, exhaust fans, and kitchen hoods, would use variable-speed drives, which reduce energy use to a minimum amount required to satisfy the immediate demand.
4. Lighting
- a. The proposed project would implement lighting management controls to save energy:
 - Incorporation of automatic lighting management controls to save energy;
 - Use of a daylight-harvesting system that senses the amount of incoming daylight and reduces the electrical lighting accordingly;
 - Installation of occupancy sensors in offices and restrooms to turn off lights in unoccupied spaces;
 - Individual light-dimming controls throughout;
 - Use of LED lighting for signage and illuminated features;
 - Use of high-efficiency, shielding lighting for all nighttime lighting fixtures.
5. Landscape and Water Quality



- a. The existing topography and drainage of the proposed project would be maintained. The grading work would slope the existing parking lot towards the stormwater treatment basins channeling stormwater away from the Annex Building (north to south), while creating a beautiful wetland area, where the stormwater would eventually drain into the city stormwater system;
 - The bioretention basin would consist of a depressed surface area of approximately 12 inches that would retain stormwater above grade. The stormwater would then pass through a layer of amended soil approximately 30 inches deep, a 24-inch gravel layer, and ultimately a perforated pipe to be discharged;
 - The treated stormwater would then be directed back to the city stormwater system.
- b. Landscape design would specify low-water use plants and drip irrigation, and promote surface infiltration where appropriate;
- c. Shade trees would be installed in the parking lot area;
- d. Plants that are tolerant of saturated soil conditions would be used where landscaped areas retain stormwater;
- e. Landscape irrigation control would be employed to allow for shut-off after a rain event to prevent irrigation during and after precipitation.

Project demolition and construction would take approximately 12 to 15 months to complete (Figure 9 shows a detailed demolition and construction schedule), and most of the work would occur within the vacant portion of the District Annex Building and on the rooftop. The staging area and parking area for construction vehicles would be located in the portion of Lot 3 adjacent to the vacant portion of the Annex Building, temporarily displacing parking.

Construction noise would occur throughout the project. There will be heavy disruption during demolition and construction and improvements of the vacant portion of the Annex Building, but this will not directly disrupt the occupied portion of the Annex Building. Pile driving, demolition, and structural improvements would create the bulk of the disruptions. MEP coring and other construction activity would create background noise with variable disruption and would occur throughout the construction period.

A list of anticipated construction and demolition equipment is included in Table 2. The construction/demolition equipment is subject to change, as needed.

Table 2 - Anticipated Construction/Demolition Equipment*		
Compressor	Forklift	Micro-Pile Driver
Generator	Dump truck	Excavators
Bob Cats	Scaffolding	Concrete Cutters
Scrapers	Crane	Dump Truck
*Multiple pieces of the equipment listed here may be necessary		



B. Operations

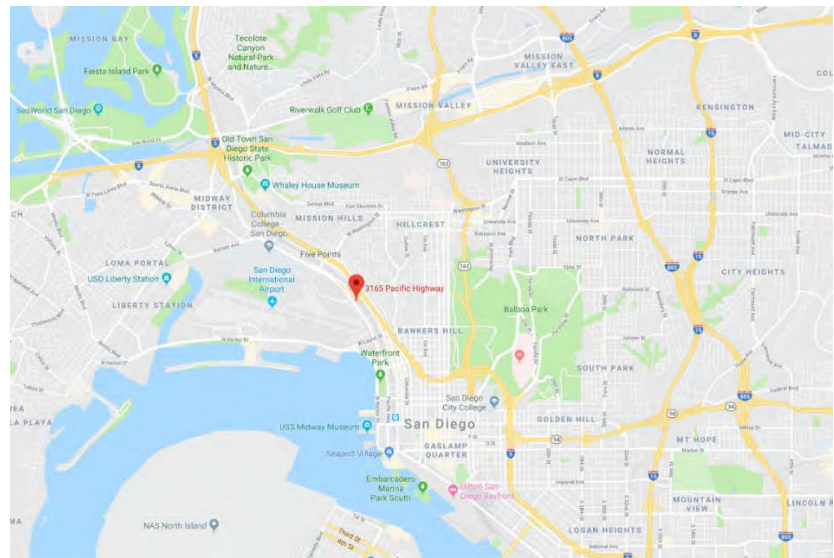
The proposed project would result in total accommodations of up to 226 PODs and up to 17 private and family rooms and a lobby bar and cafe and second floor rooftop restaurant and bar providing a total of 465 seats for guests and visitors. The public restaurant, bar, and café would be available to the public during business hours and would be accessible via elevator and stairs. A peak daily total of 25 employees would operate the proposed project. The maximum number of daily guests and visitors to the proposed project is anticipated to be 1,000. Upon completion, utilizing the Regional Input-Out Modeling System (RIMS II), the proposed project would generate over 100 total new jobs from construction and operations.

Up to 88 parking spaces would be provided in Lot 3 for hotel, retail, and campervan guests. Guest and visitor vehicles would enter the parking lot from Pacific Highway. Shuttle pickup would be provided to transport guests to the San Diego International Airport terminals and the cruise port. A five-minute walk away, the Middletown trolley station would transport guests to Little Italy, the Convention Center, downtown San Diego, and other San Diego attractions.

C. FAA Obstruction Evaluation

The proposed project would seek an obstruction evaluation (determination of no hazard to air navigation) provided by the federal aviation administration (FAA) for construction cranes and permanent structures. The proposed project would apply for the highest crane and building height allowable under FAA regulations based on Terminal Procedures (TERPs). The maximum building height would not be more than 50 feet above the current top of the floor slab of the Annex Building accommodating the elevator penthouse and approximately 10-foot elevator cars. The adjacent San Diego Port Authority 7-story, office tower is approximately 105 feet tall, and the proposed project would not need a crane as high as the port building, so the proposed project is anticipated to receive a Determination of No Hazard (DNH) letter from the FAA.

Figure 1a - Location, Existing Building, and Existing Site Map

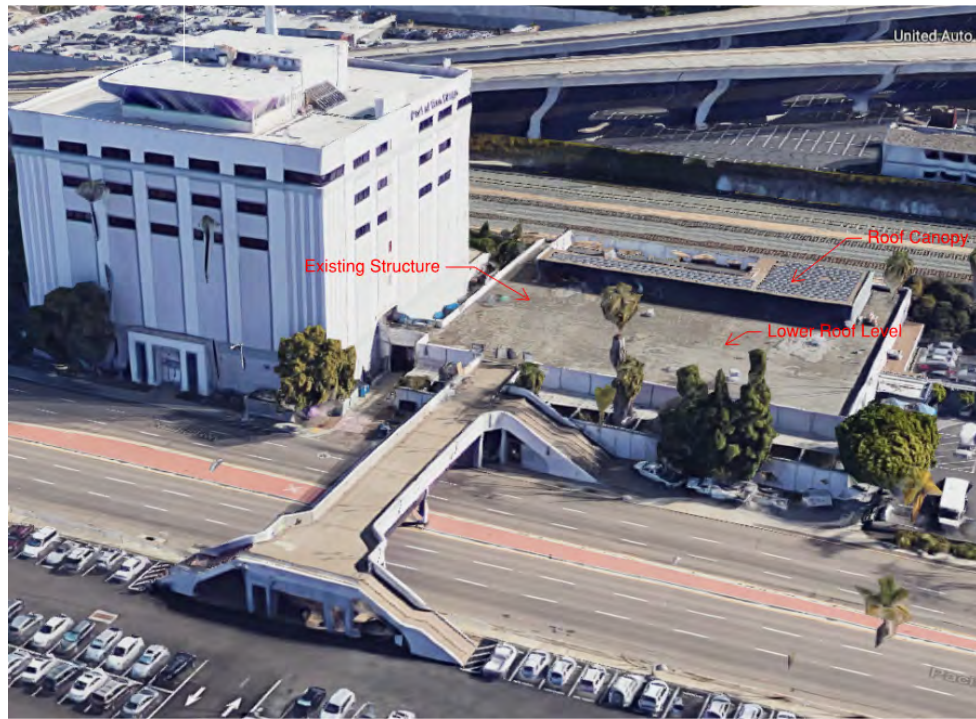


Vicinity Map-I



Vicinity Map-2

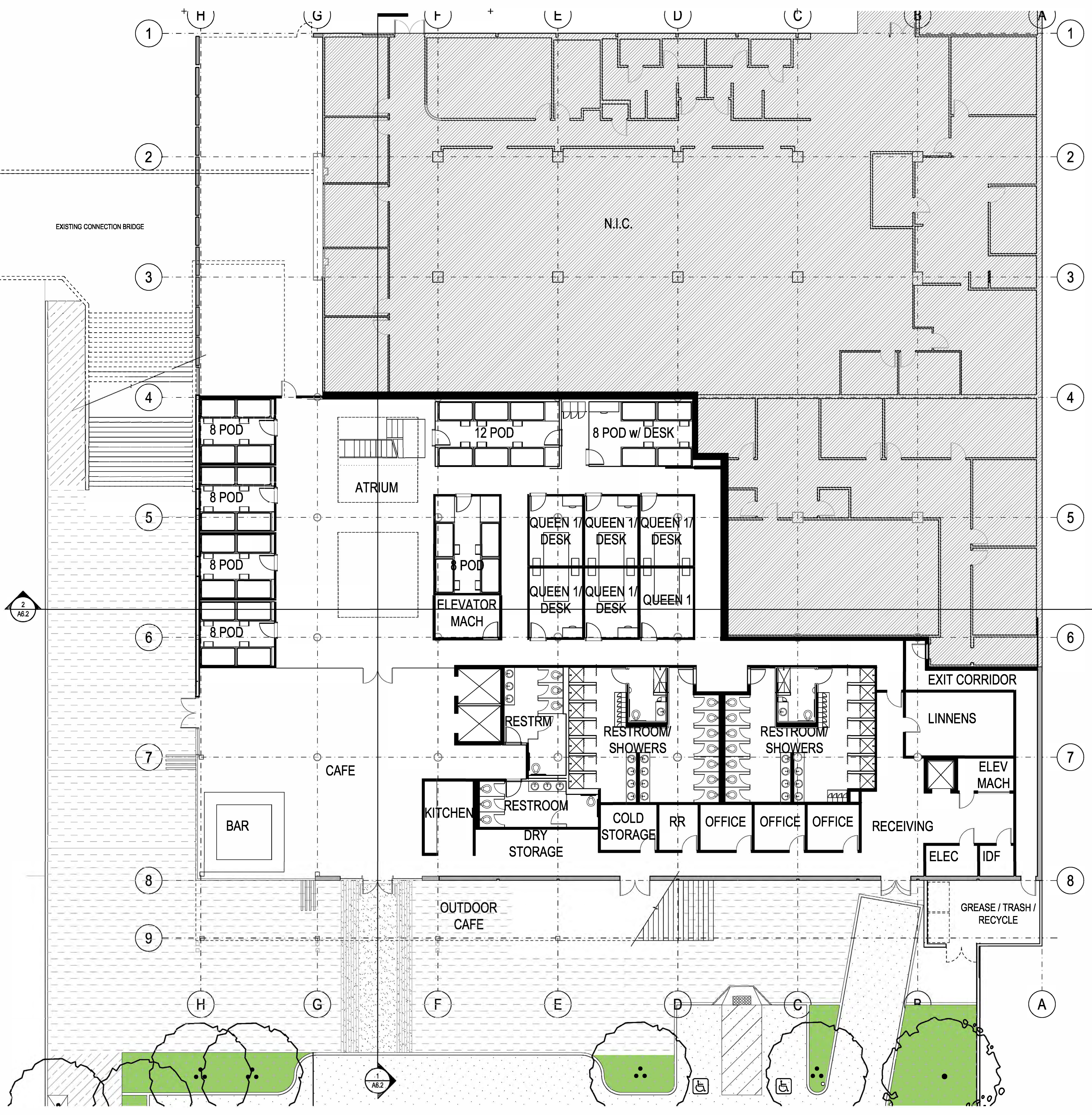
Figure 1b - Location, Existing Building, and Existing Site Map



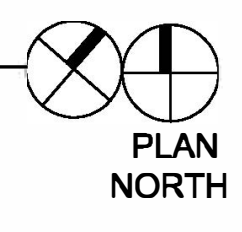
Existing Structure Aerial View

Figure 2a

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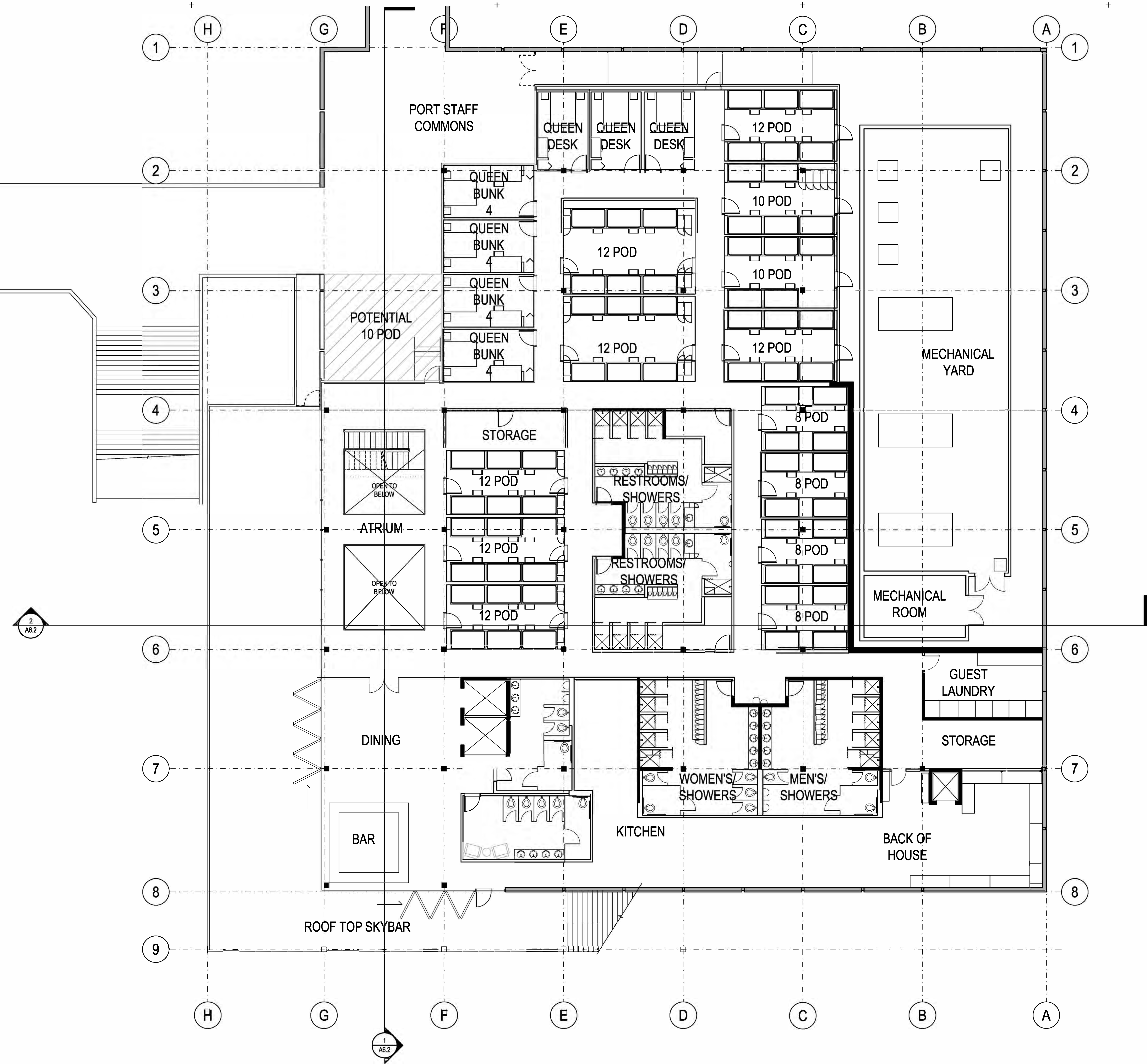


1 FLOOR PLAN - LEVEL 1 (OPTION #2)
SCALE: 1/8" = 1'-0"



A203
LEVEL 2 / LOWER ROOF (OPTION 2)
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Figure 2b



1 LEVEL 2 / LOWER ROOF (OPTION #2)
SCALE: 1/8" = 1'-0"

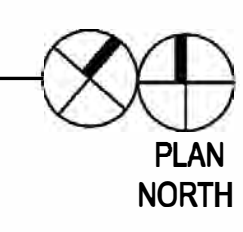
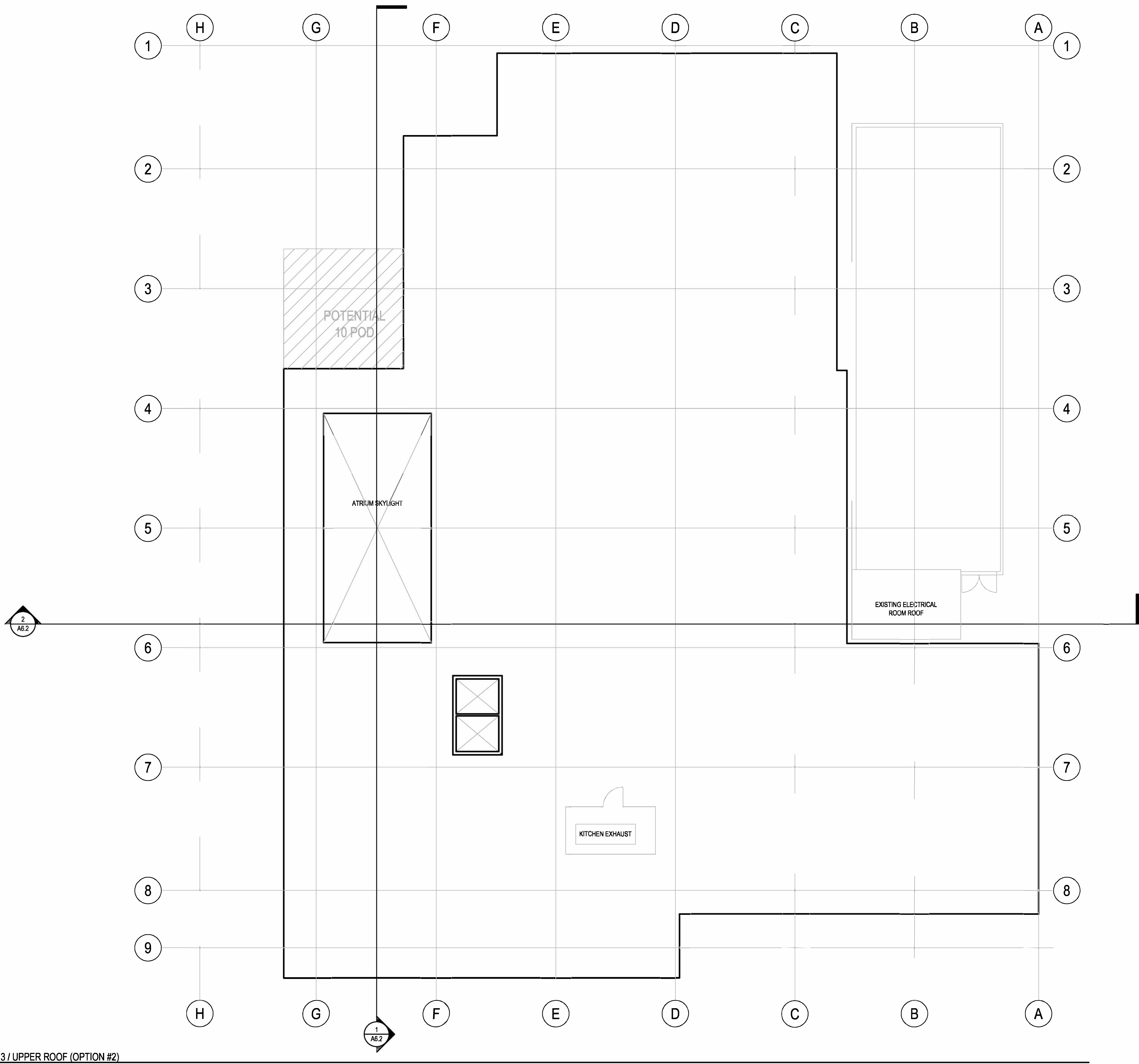


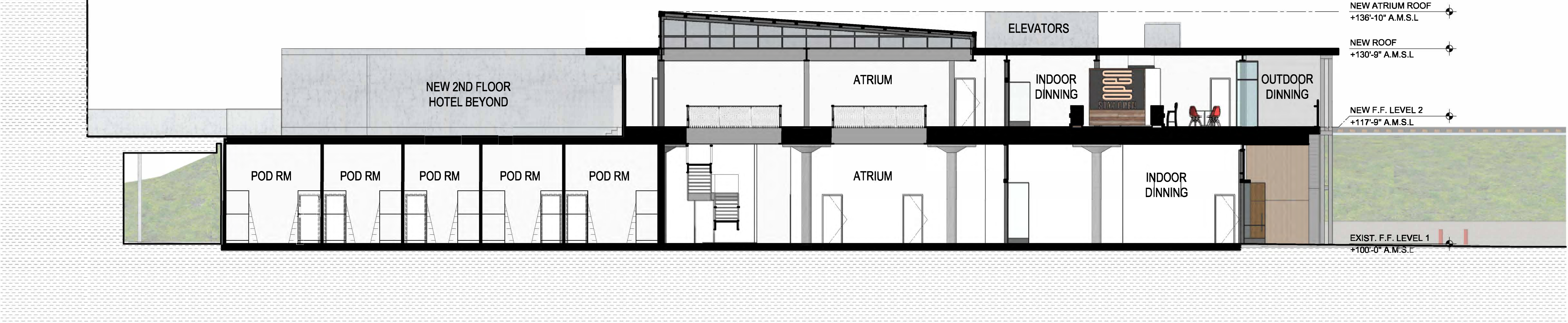
Figure 2c



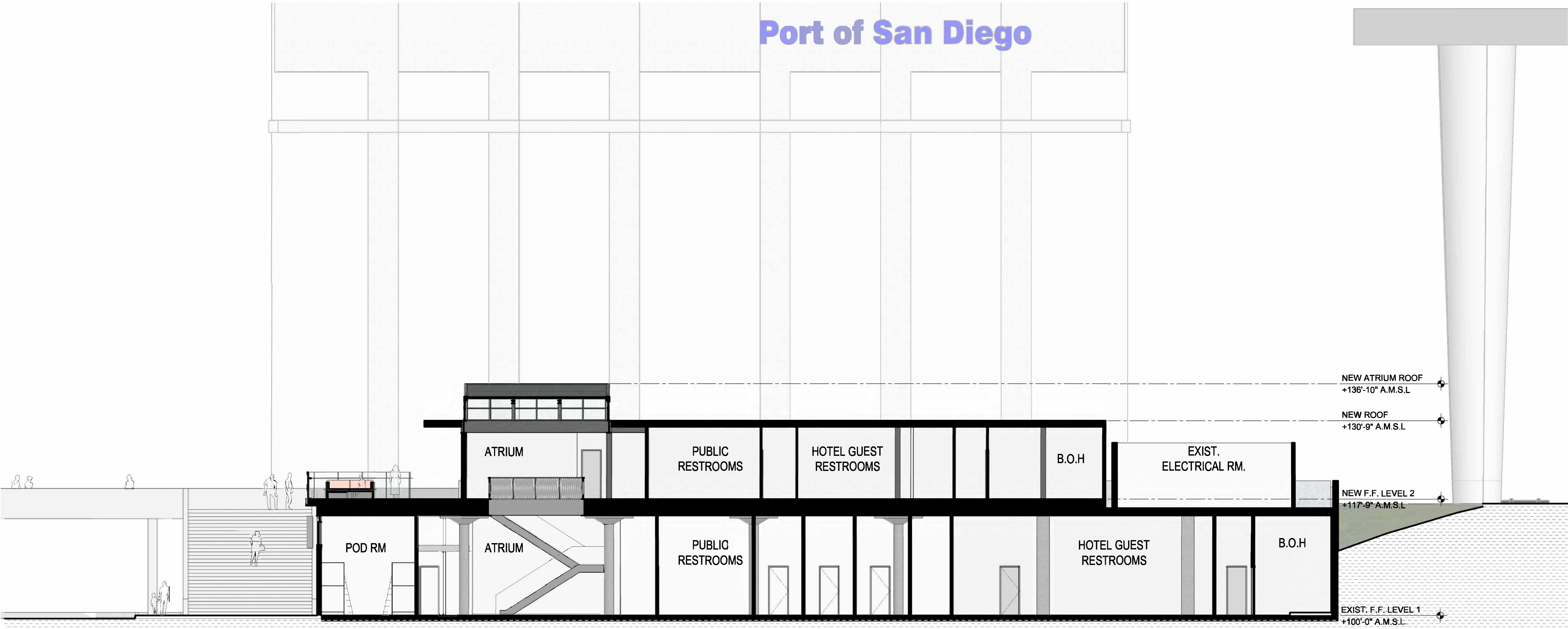
1 LEVEL 3 / UPPER ROOF (OPTION #2)
SCALE: 1/8" = 1'-0"

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Figure 3



1 SECTION 1
SCALE: 1/8\"/>



2 SECTION 2
SCALE: 1/8\"/>

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Figure 4a

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Figure 4b

STAY OPEN SAN DIEGO FEASIBILITY

3165 PACIFIC HWY.
SAN DIEGO, CA 92101

01.31.2020 50% SET
ISSUES:

**PRELIMINARY NOT
FOR CONSTRUCTION**

PROJECT NO:

FILE NAME:
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(E.G. P:\2020\20200101\Central Files\001\001.dwg)
DRAWN BY: CHECKED BY:

PLOT DATE:

TITLE:

**EXTERIOR
RENDERING 2**

DRAWING NO:

A6.4

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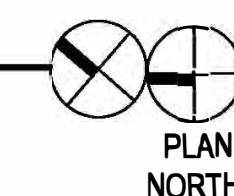
Figure 4c

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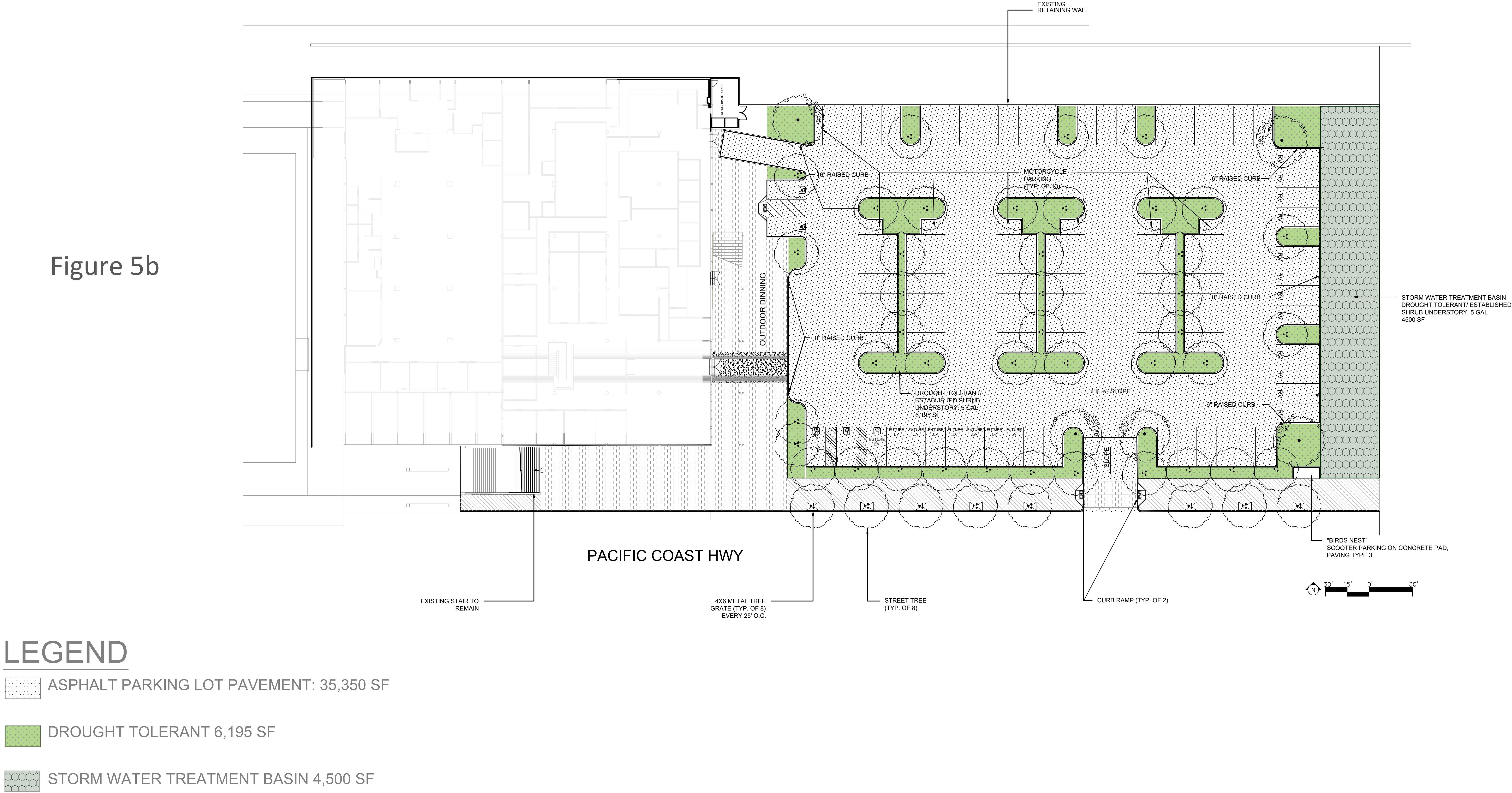
Figure 4d

1 CONECTUAL SITE PLAN
SCALE: N.T.S.



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Figure 5b



LEGEND

- ASPHALT PARKING LOT PAVEMENT: 35,350 SF
- DROUGHT TOLERANT 6,195 SF
- STORM WATER TREATMENT BASIN 4,500 SF

carrierjohnson + culture
architecture + environments + brand strategy + graphics



Figure 6b

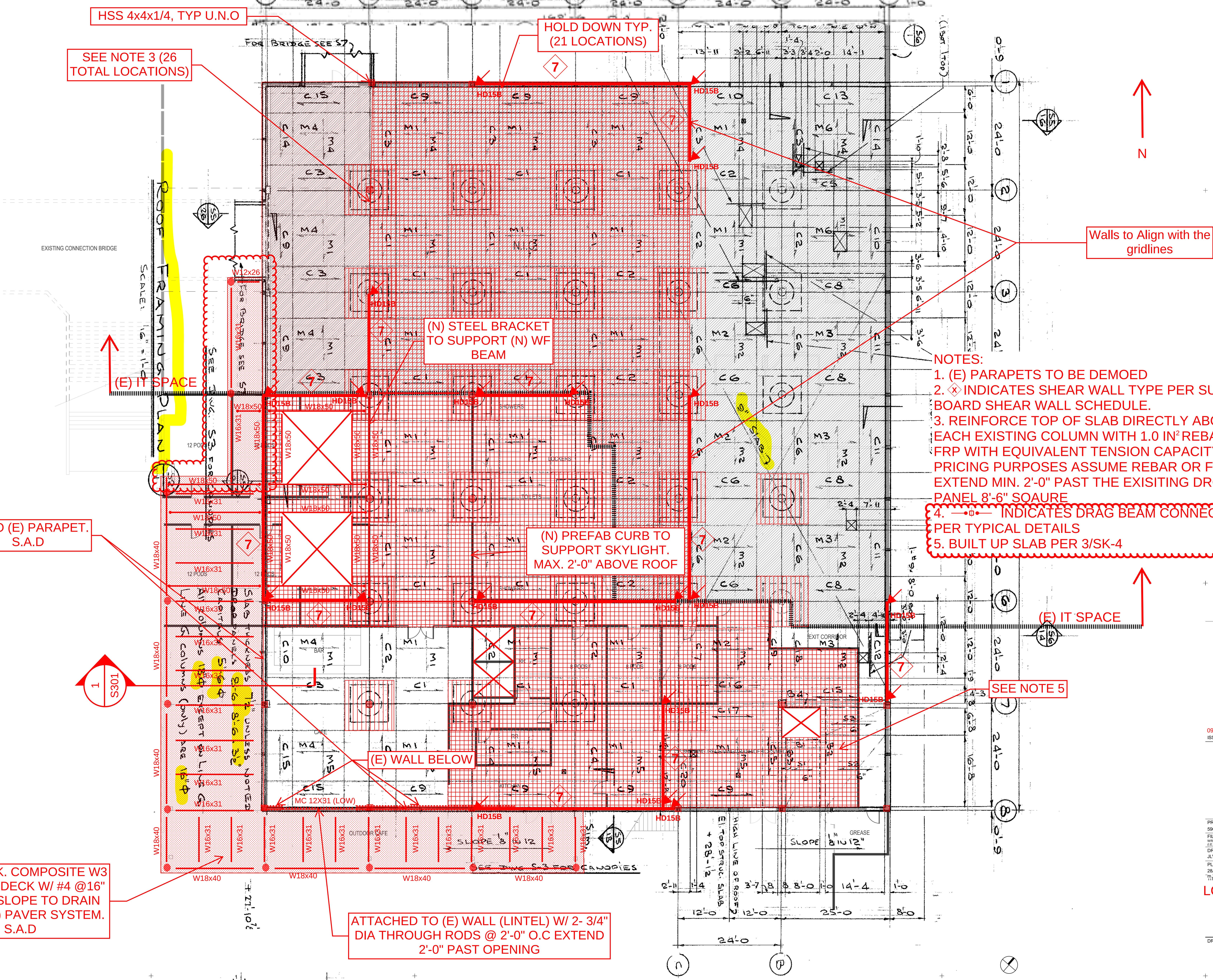


Figure 6c

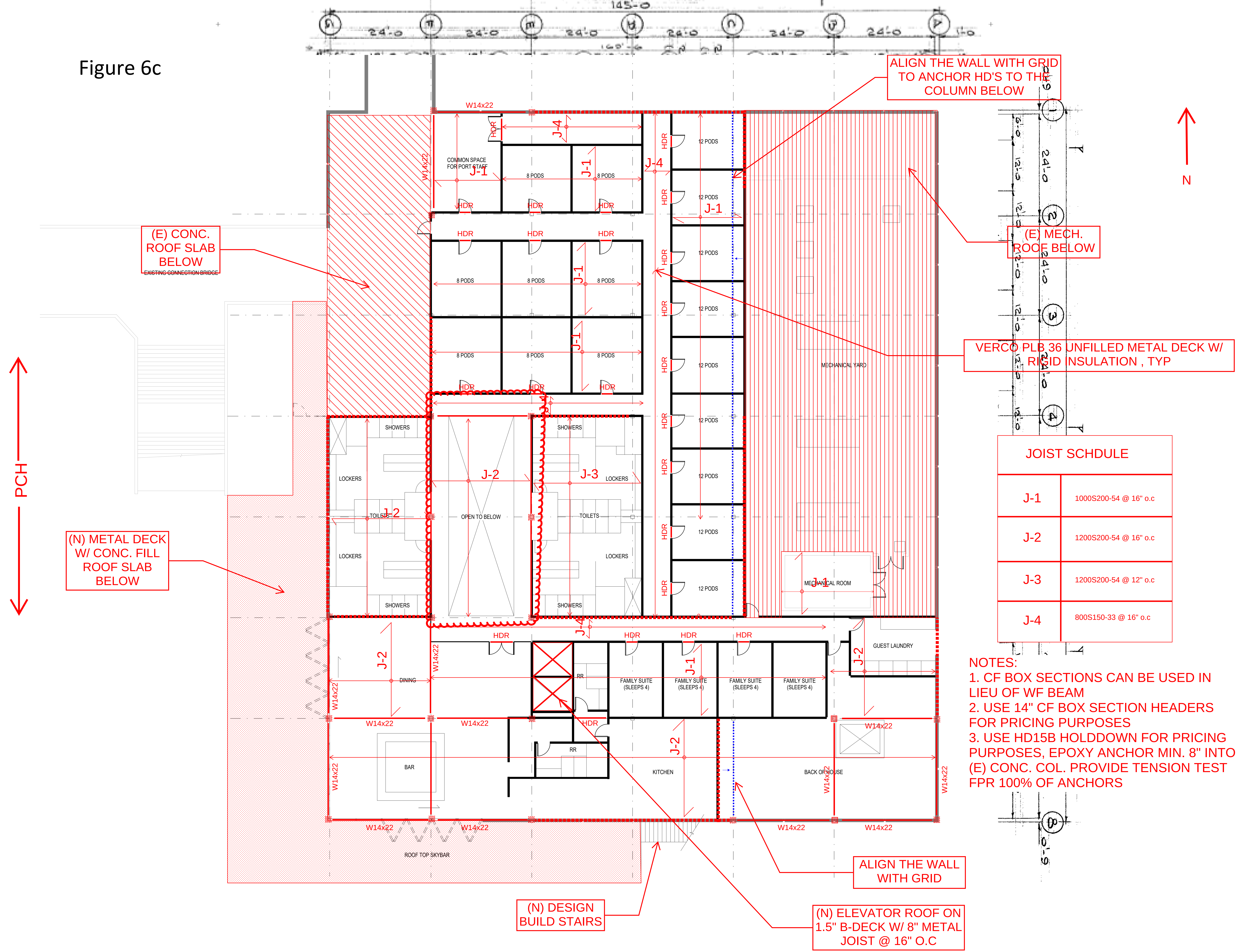
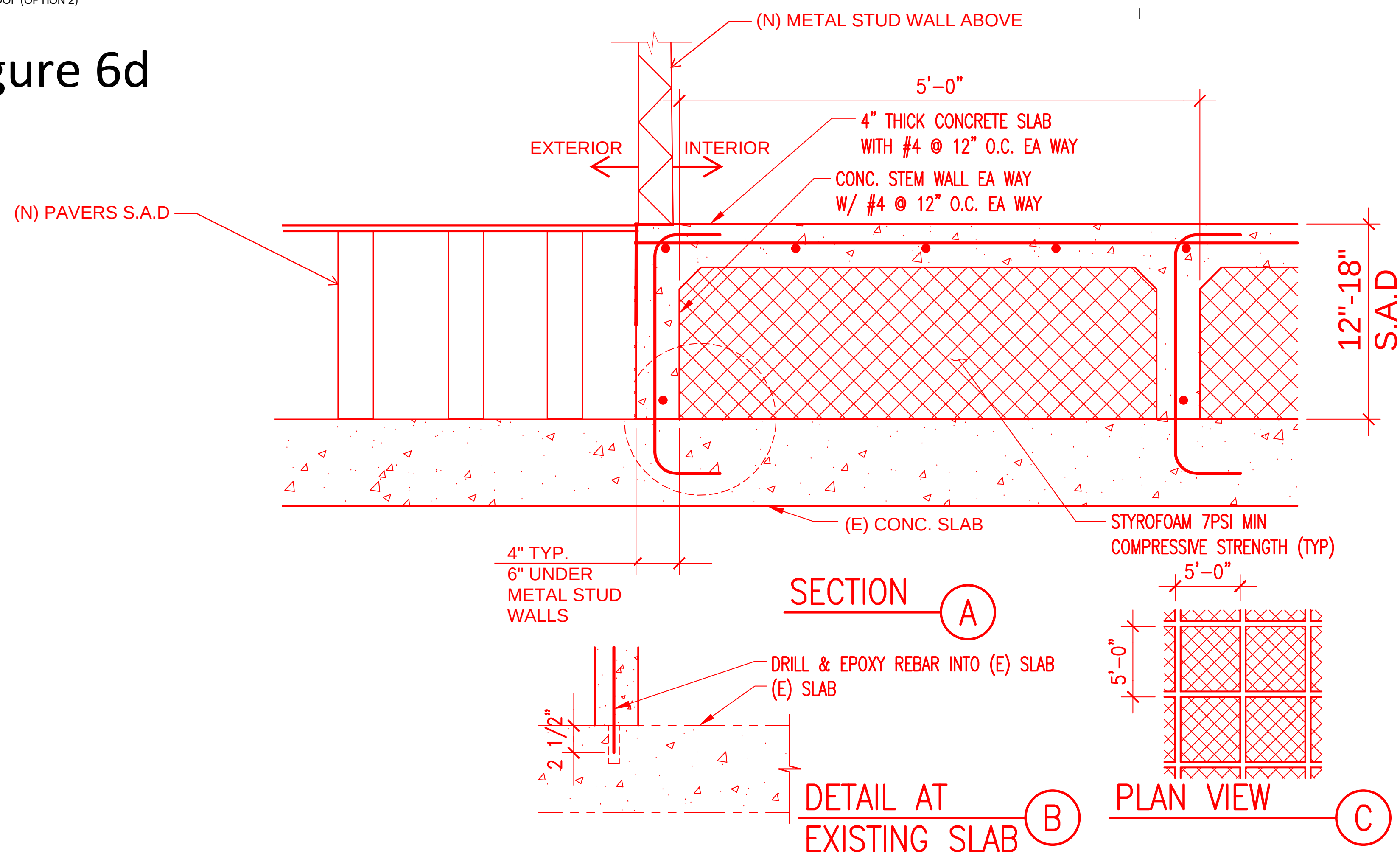
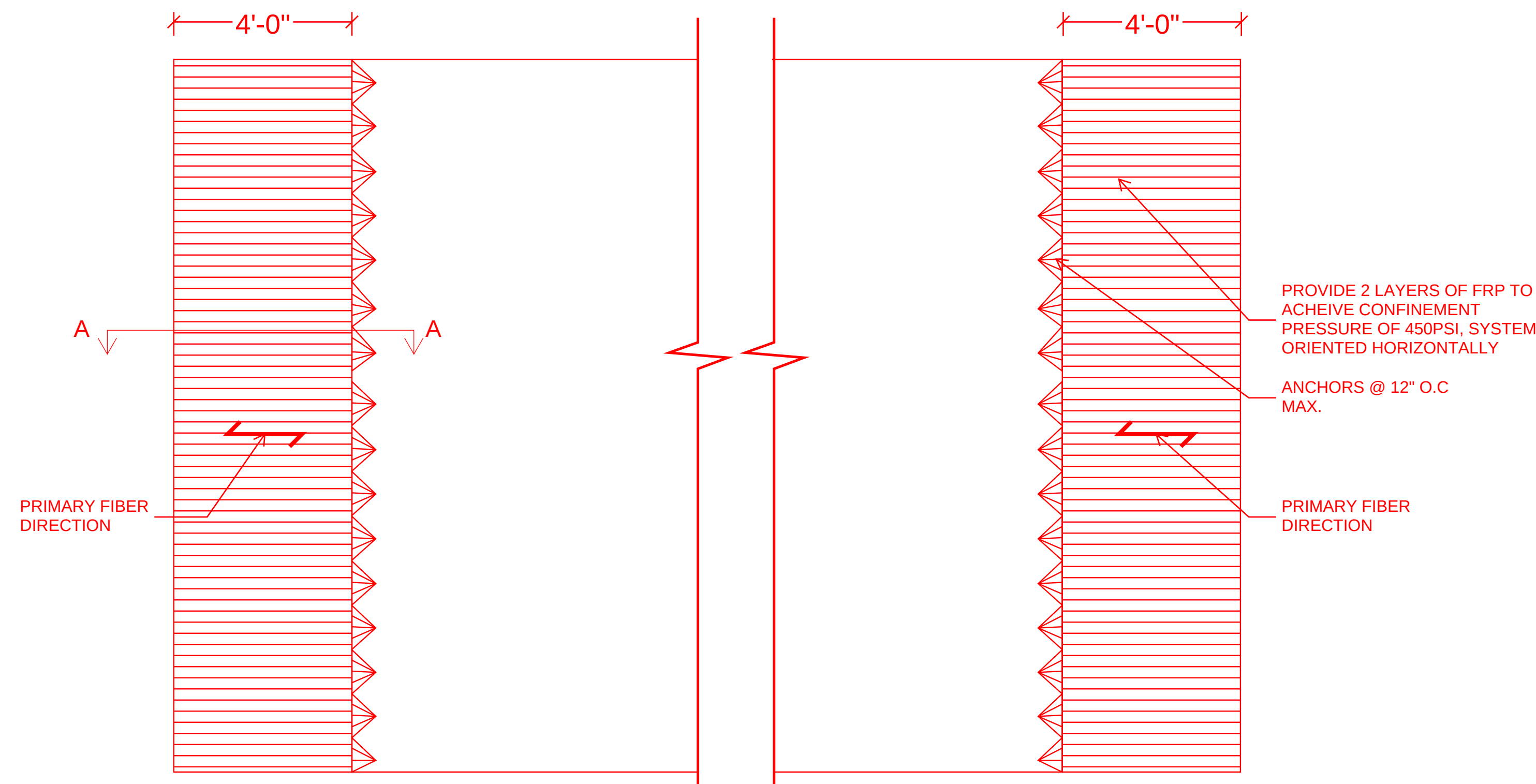
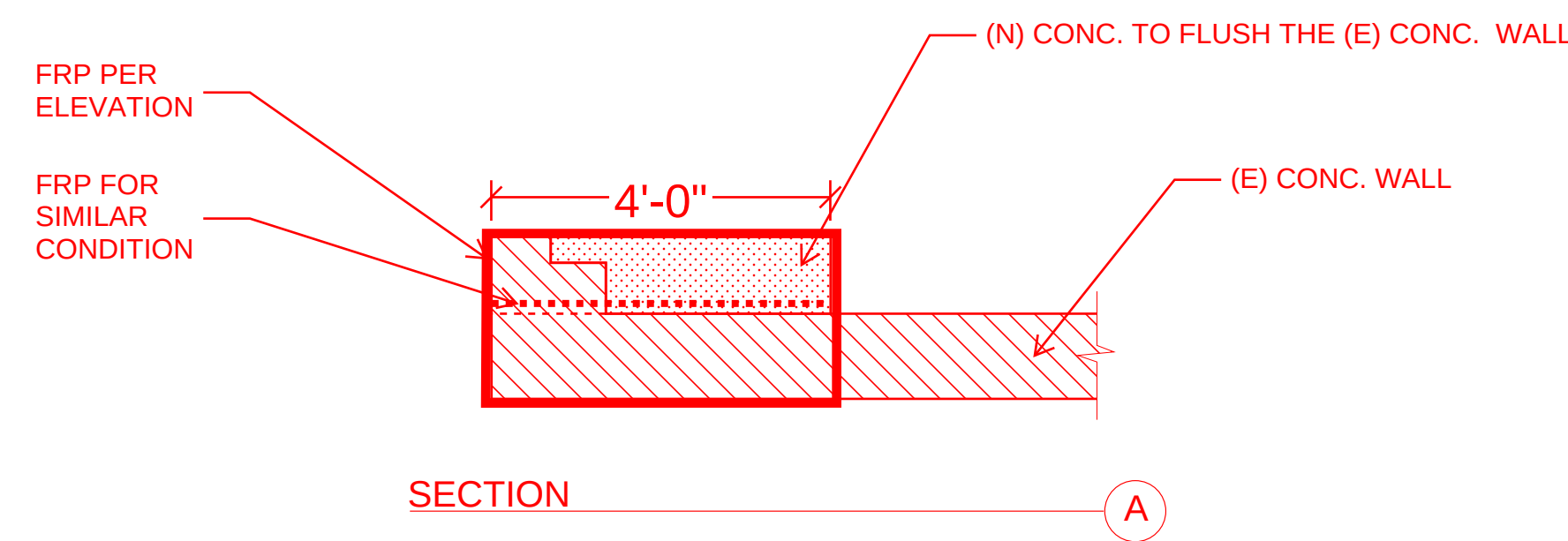


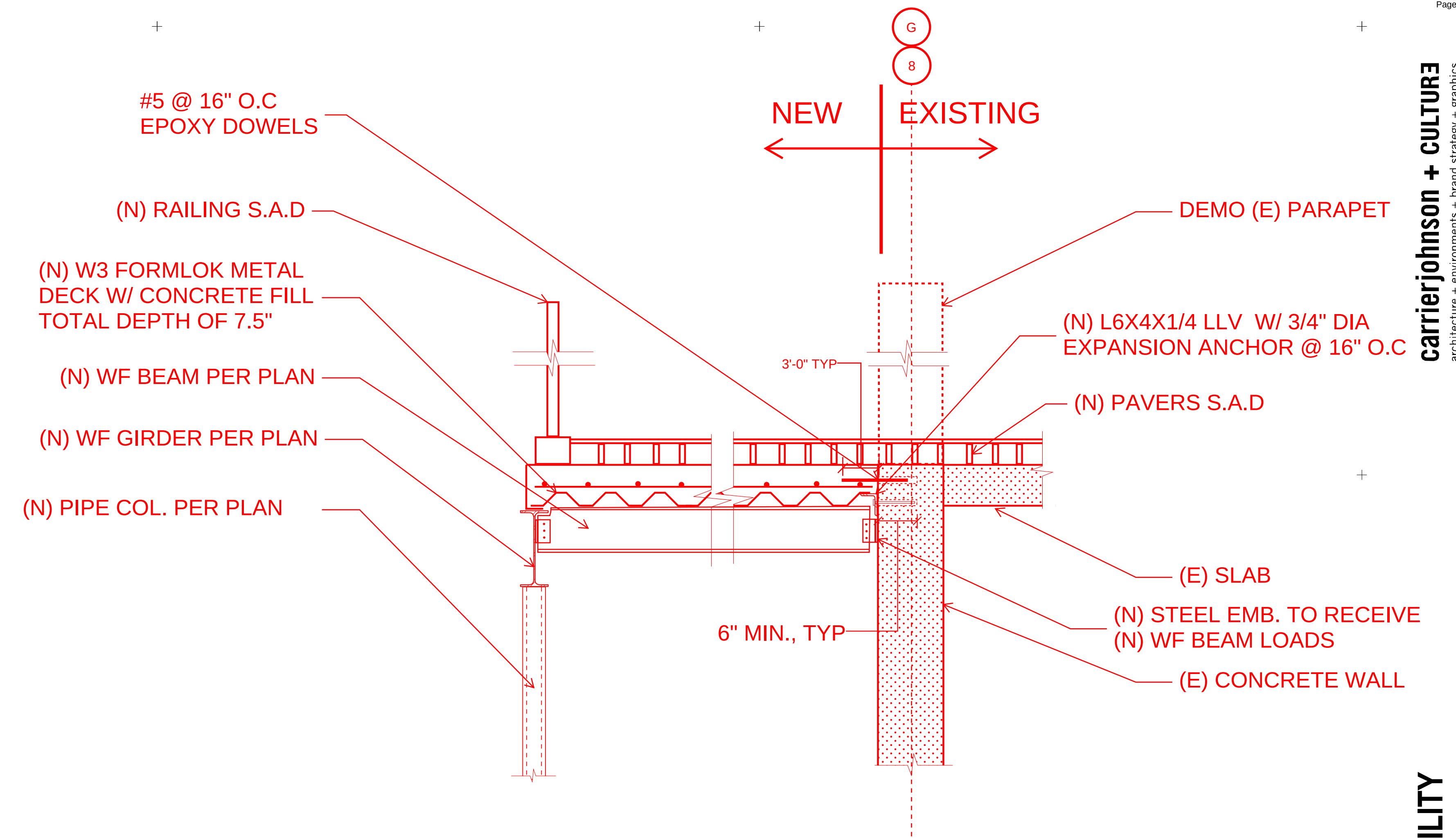
Figure 6d



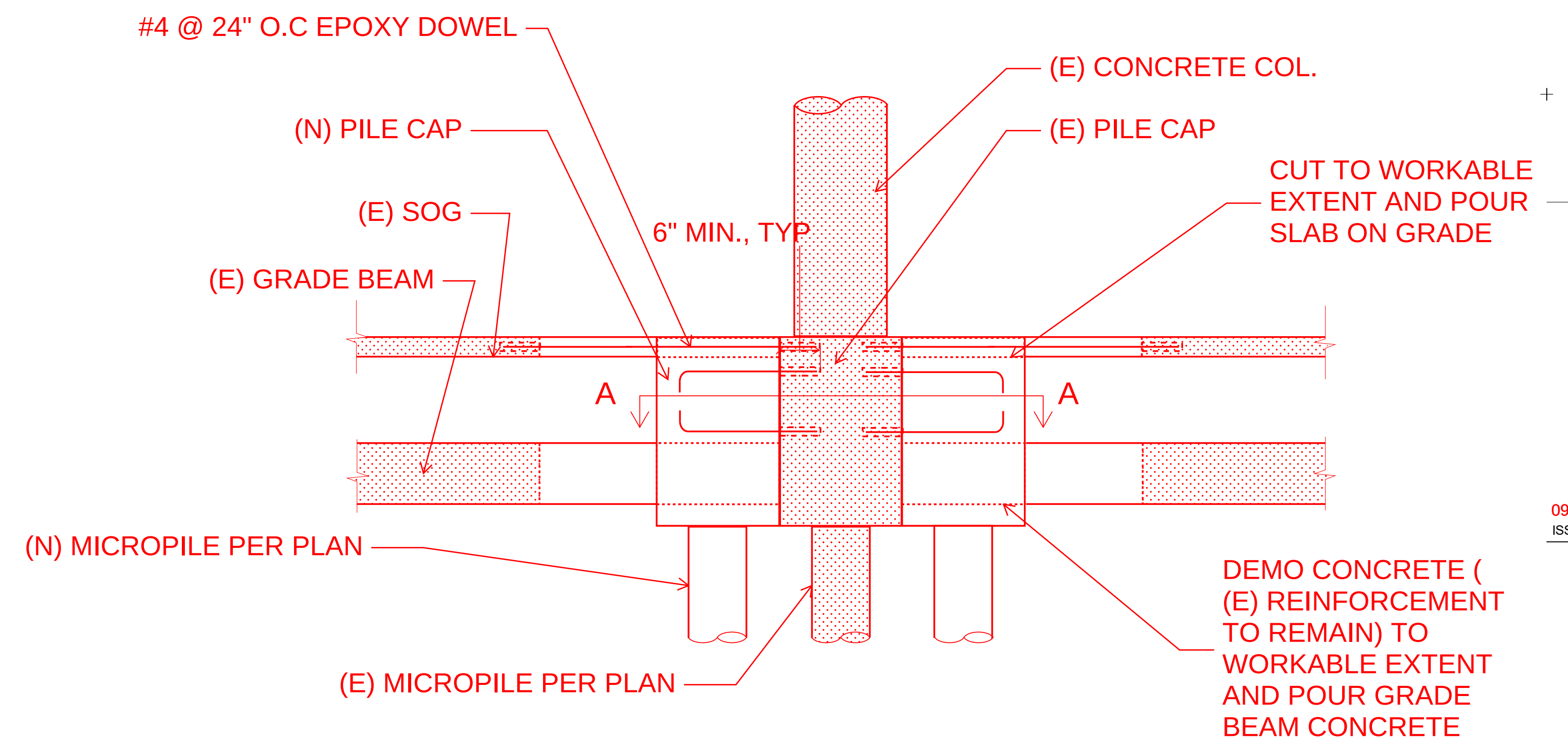
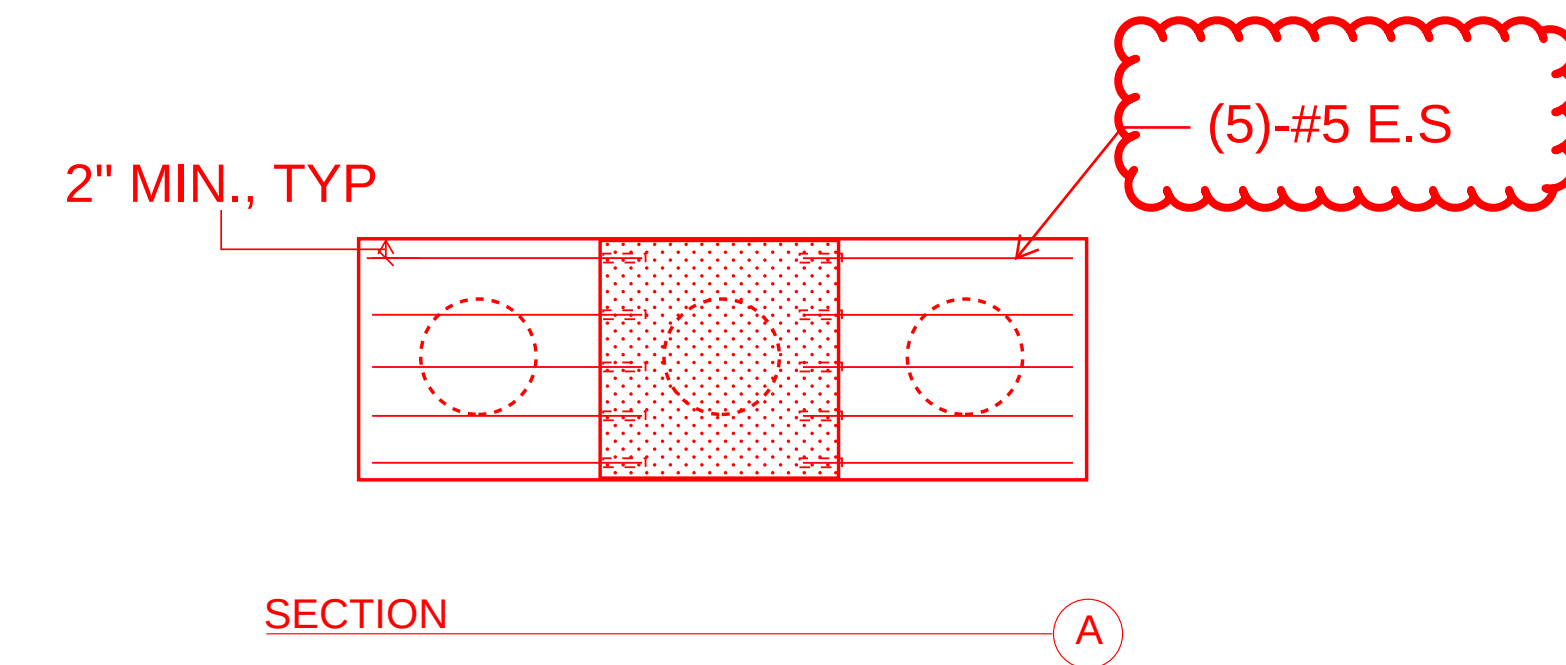
BUILT UP SLAB DETAIL
SCALE:NTS



(E) WALL FRP STRENGTHENING DETAIL
SCALE:NTS

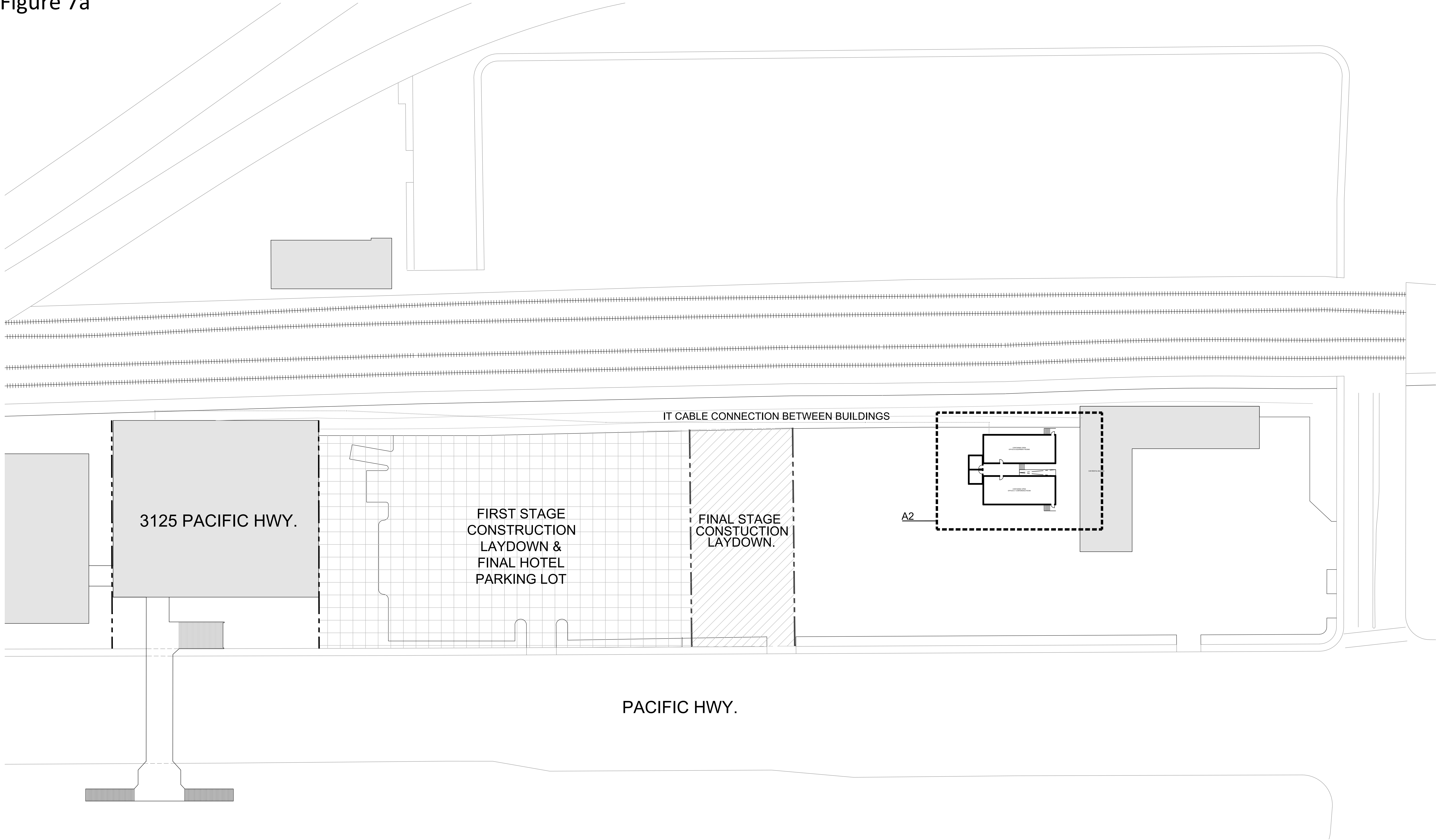


(N) METAL DECK TO (E) SLAB CONNECTION
SCALE:NTS

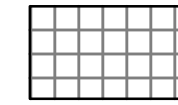


(E) PILE CAP TO (N) PILE CAP CONNECTION DETAIL
SCALE:NTS

Figure 7a

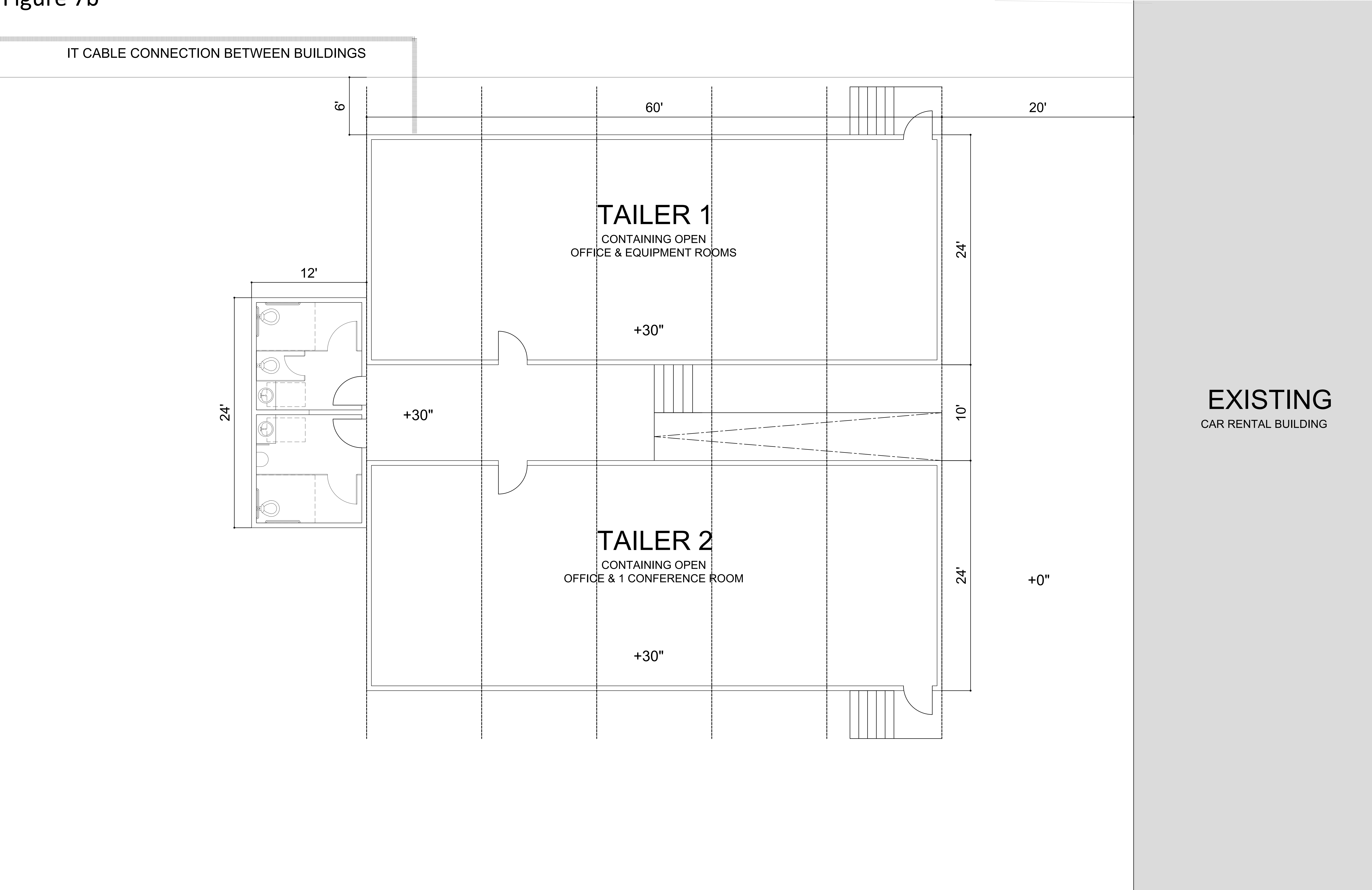


OPTION 1

-  BUILDINGS
-  FIRST STAGE CONSTRUCTION-
LAYDOWN & FINAL HOTEL PARKING LOT
-  FINALS STAGE CONSTRUCTION LAYDOWN

SITE PLAN
A1

Figure 7b



OPTION 1

TWO 24'X60' TRAILERS
ONE 12'X24' BATHROOM TRAILER
GROSS AREA: 1440 SF EACH / 2880 SF TOTAL
NET AREA: 2736 SF TOTAL
OPEN OFFICE: 2052 SF (UP TO 41 OCCUPANTS)
SINGLE CONFERENCE: 136 SF (UP TO 9 OCCUPANTS)
EQUIPMENT ROOMS: 548 SF (UP TO 2 OCCUPANTS)

PLUMBING REQUIREMENTS
WOMEN'S: 1 ADA STALL - 1 REGULAR- 1 SINK
MEN'S: 1 ADA STALL - 1 URINAL- 1 SINK

TRAILER PLANS
A2

ALL IDEAS, DESIGN, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY, AND THE PROPERTY OF CARRIER JOHNSON + CULTURE AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH THIS PROJECT. NONE OF SUCH IDEAS, DESIGN, ARRANGEMENTS, OR PLANS SHALL BE USED BY, OR DISCLOSED TO ANY PERSON, FIRM, OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF CARRIER JOHNSON + CULTURE. FILING THESE DRAWINGS OR SPECIFICATIONS WITH ANY PUBLIC AGENCY IS NOT A PUBLICATION OF SAME. NO COPYING, REPRODUCTION OR USE THEREOF IS PERMISSIBLE WITHOUT THE CONSENT OF CARRIER JOHNSON + CULTURE.

Figure 8a

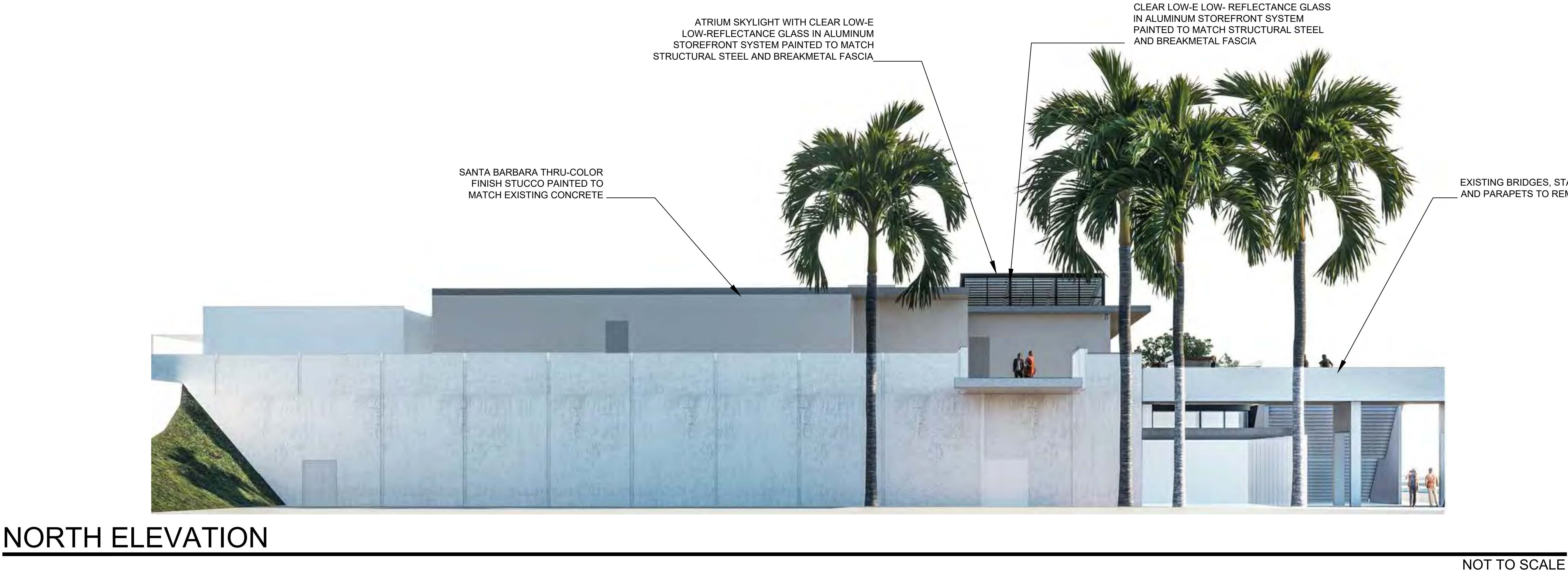
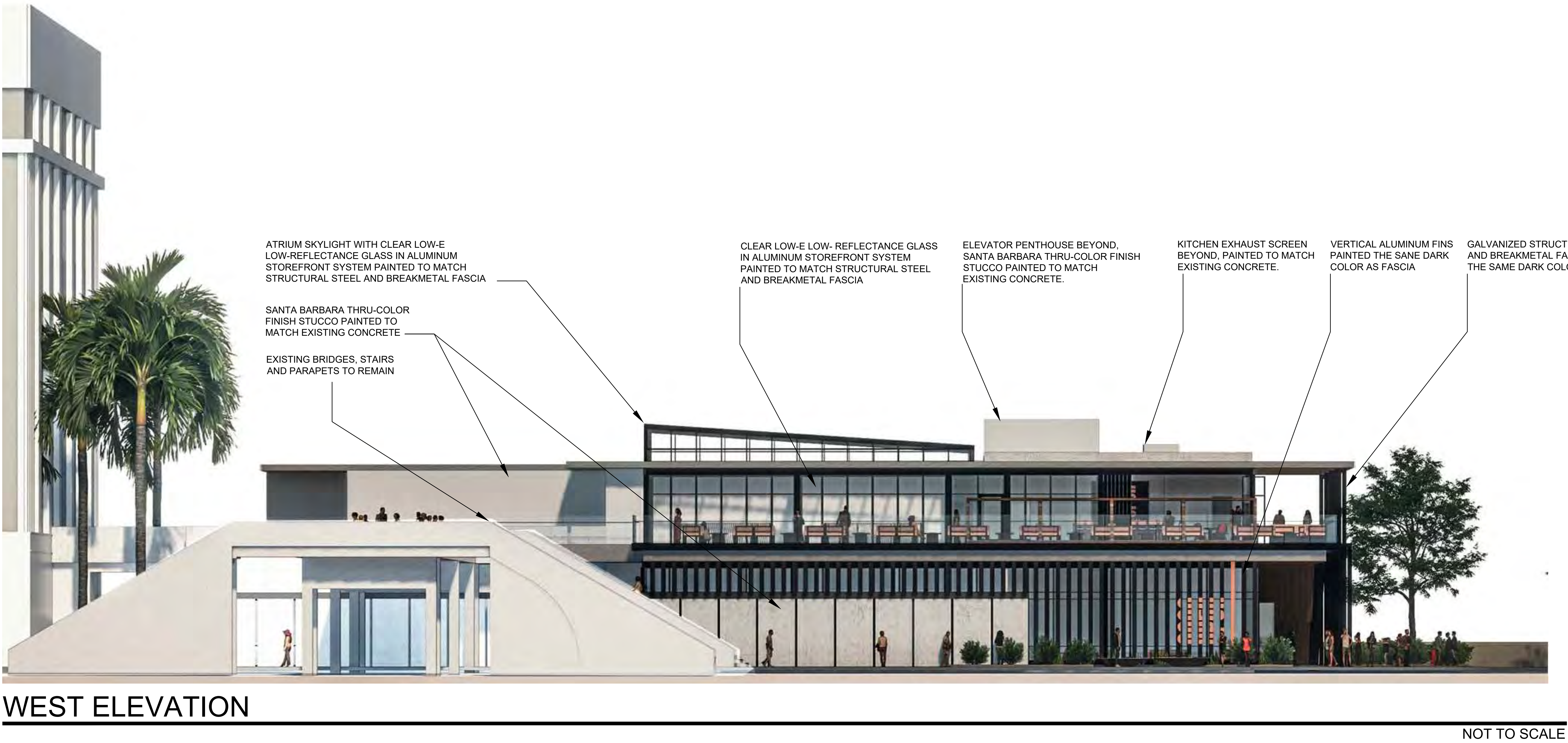
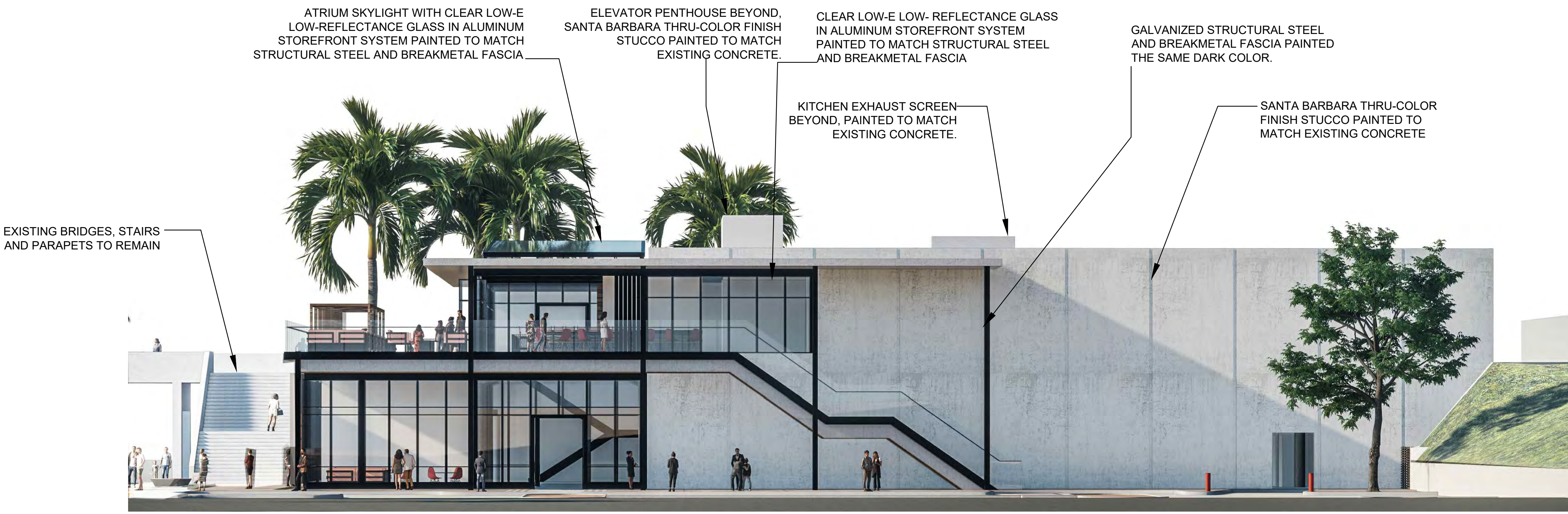


Figure 8b



SOUTH ELEVATION



NOT TO SCALE

Figure 9

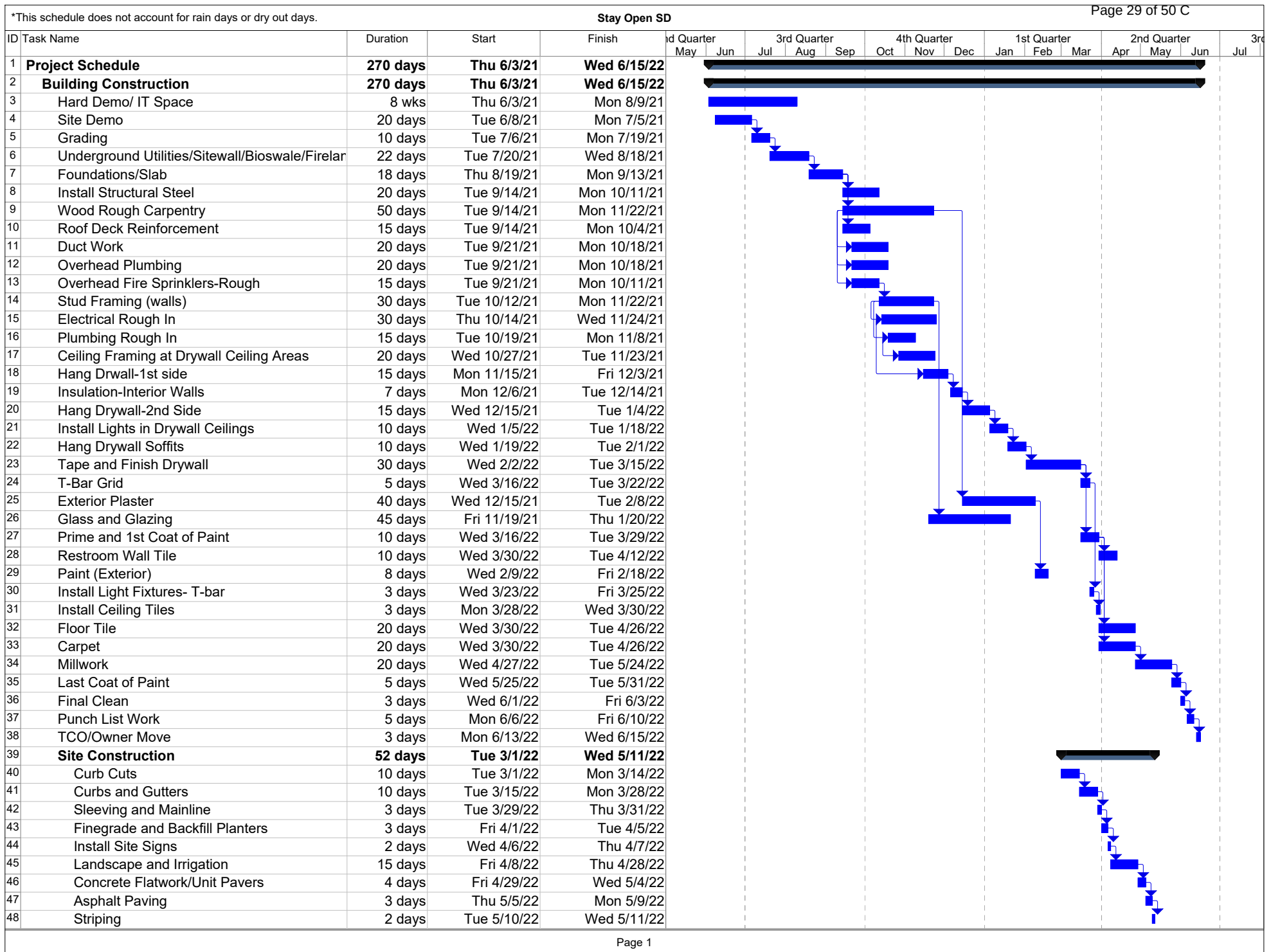
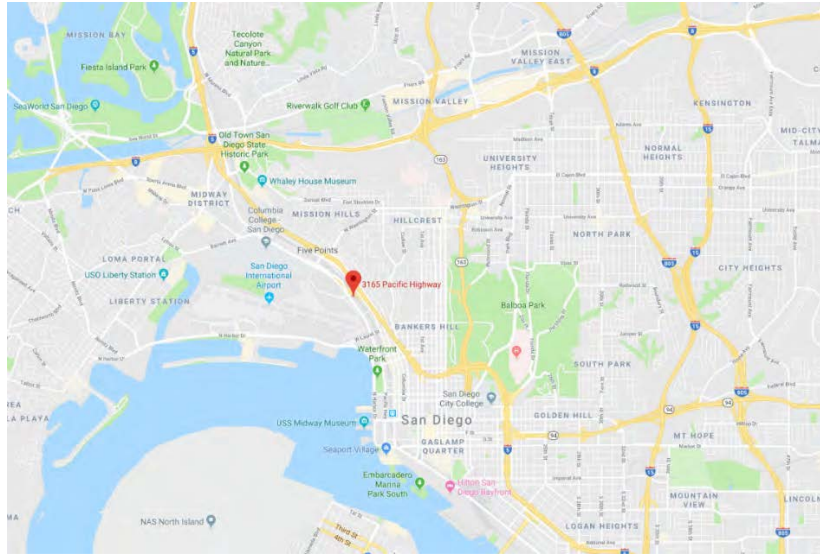


Figure 1a - Location, Existing Building, and Existing Site Map

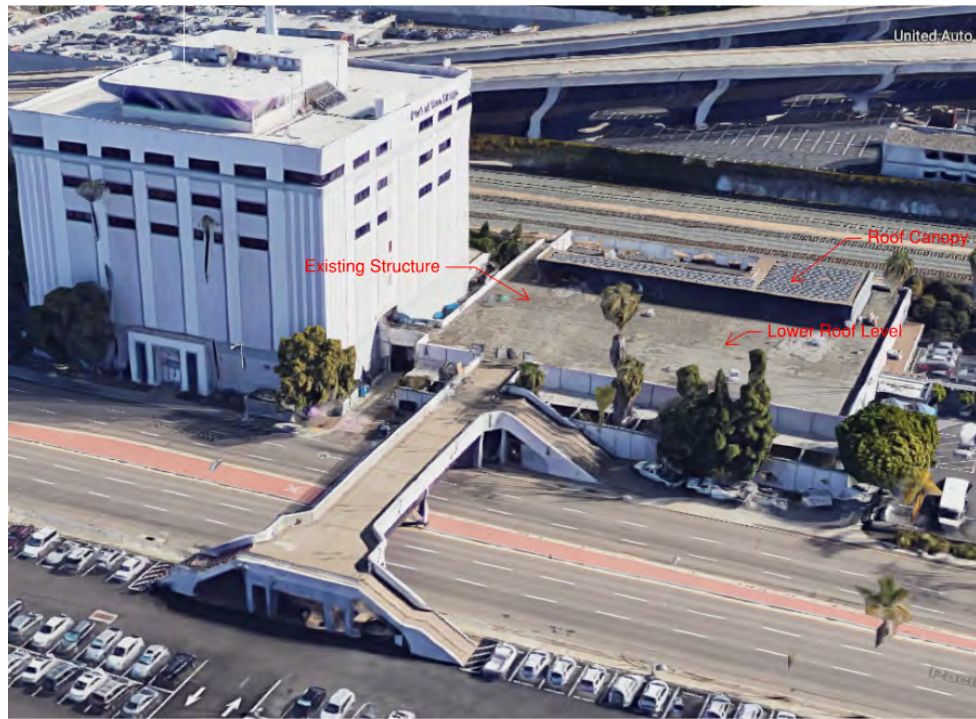


Vicinity Map-I



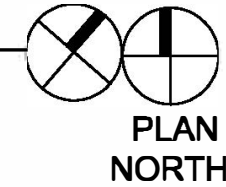
Vicinity Map-2

Figure 1b - Location, Existing Building, and Existing Site Map



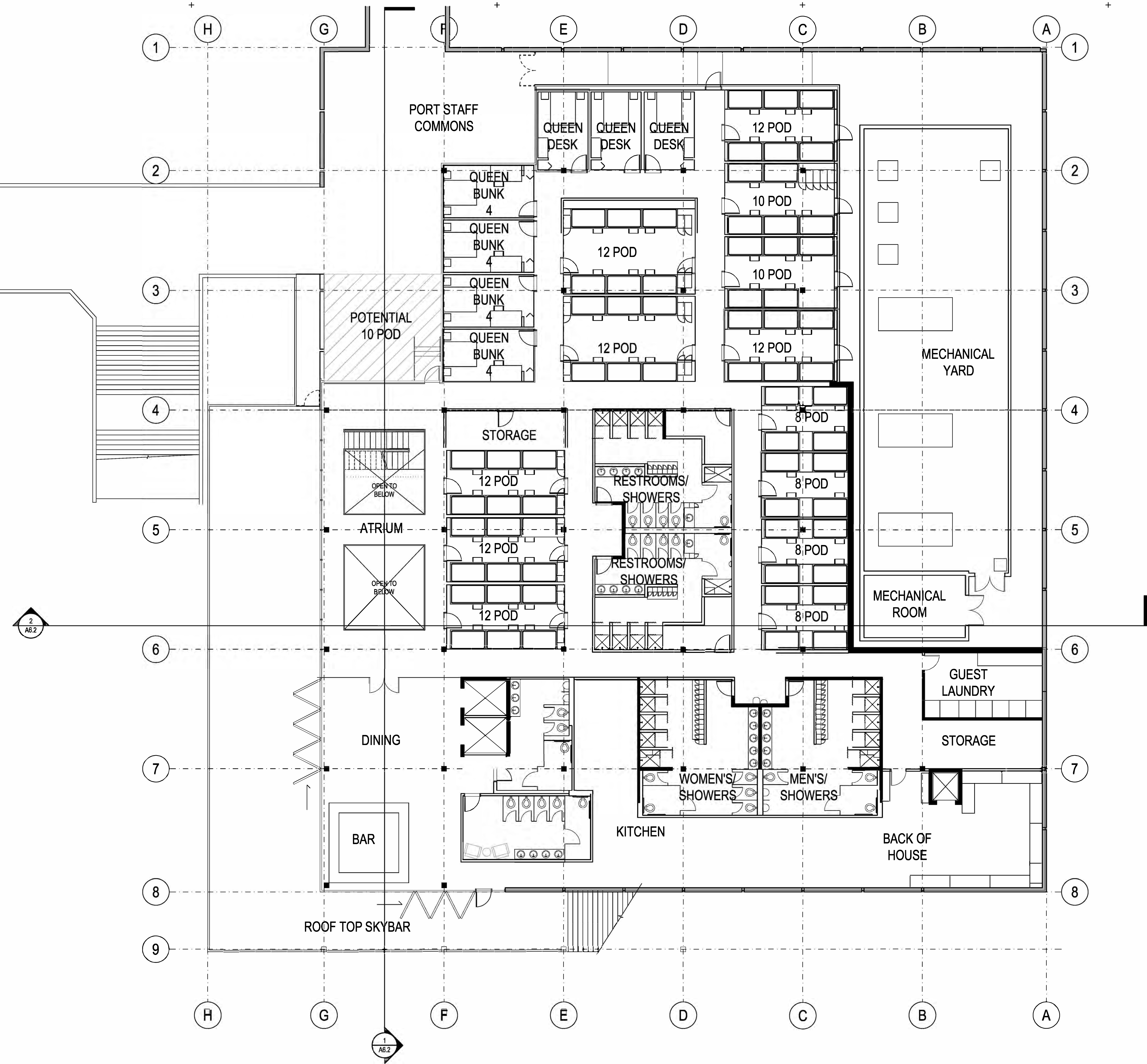
Existing Structure Aerial View

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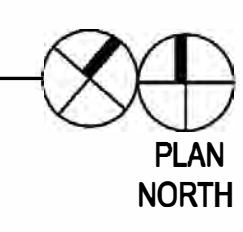


A203
LEVEL 2 / LOWER ROOF (OPTION 2)
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Figure 2b



1 LEVEL 2 / LOWER ROOF (OPTION #2)
SCALE: 1/8" = 1'-0"



Page 33 of 50 C

carrierjohnson + CULTURE
architecture + environments + brand strategy + graphics

STAY OPEN SAN DIEGO FEASIBILITY

3165 PACIFIC HWY., SAN
DIEGO, CA 92101

01.31.2020 50% DD SET
ISSUES:

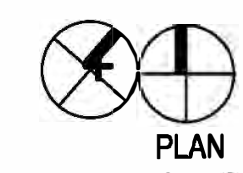
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LEVEL 2 /
LOWER ROOF
(OPTION 2)

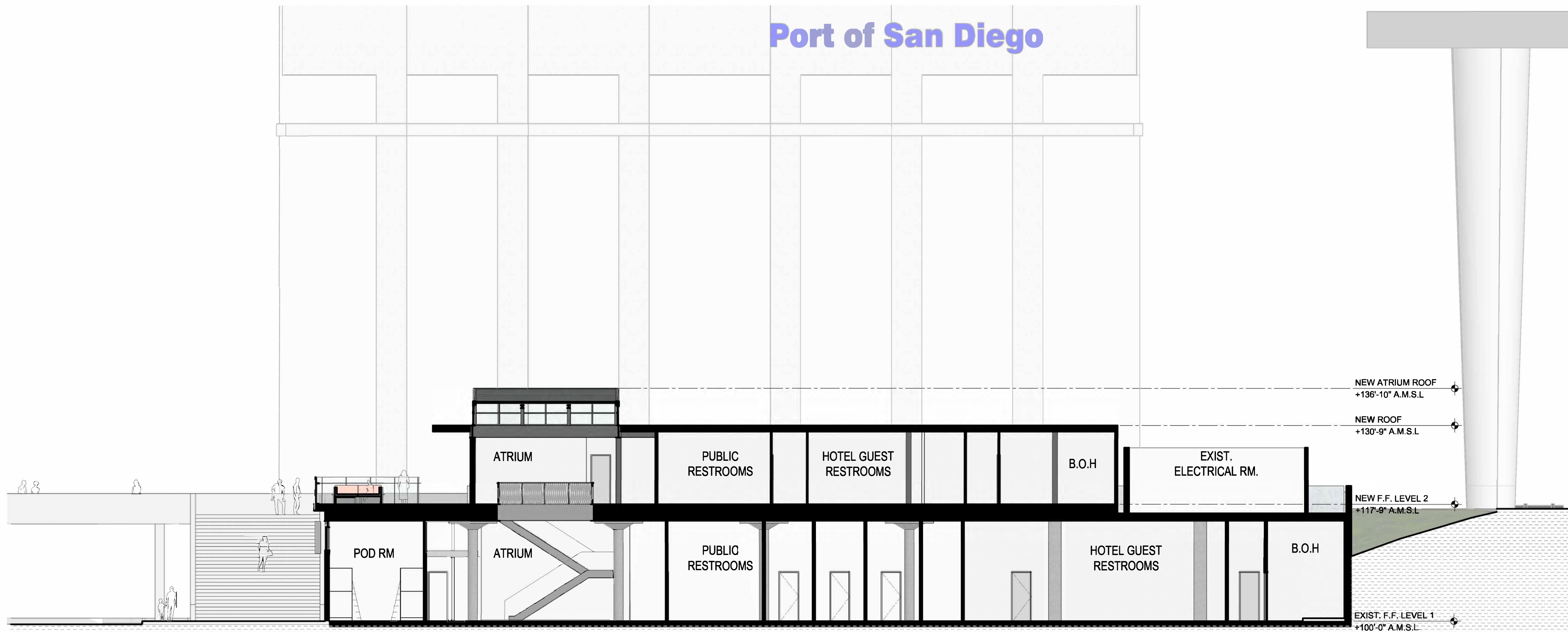
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A2.2

A2.3



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



2 SECTION 2
SCALE: 1/8" = 1'-0"

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Figure 4a

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Figure 4b

STAY OPEN SAN DIEGO FEASIBILITY

3165 PACIFIC HWY.
SAN DIEGO, CA 92101

01.31.2020 50% SET
ISSUES:

**PRELIMINARY NOT
FOR CONSTRUCTION**

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TITLE:

**EXTERIOR
RENDERING 2**

DRAWING NO:

A6.4

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Figure 4c

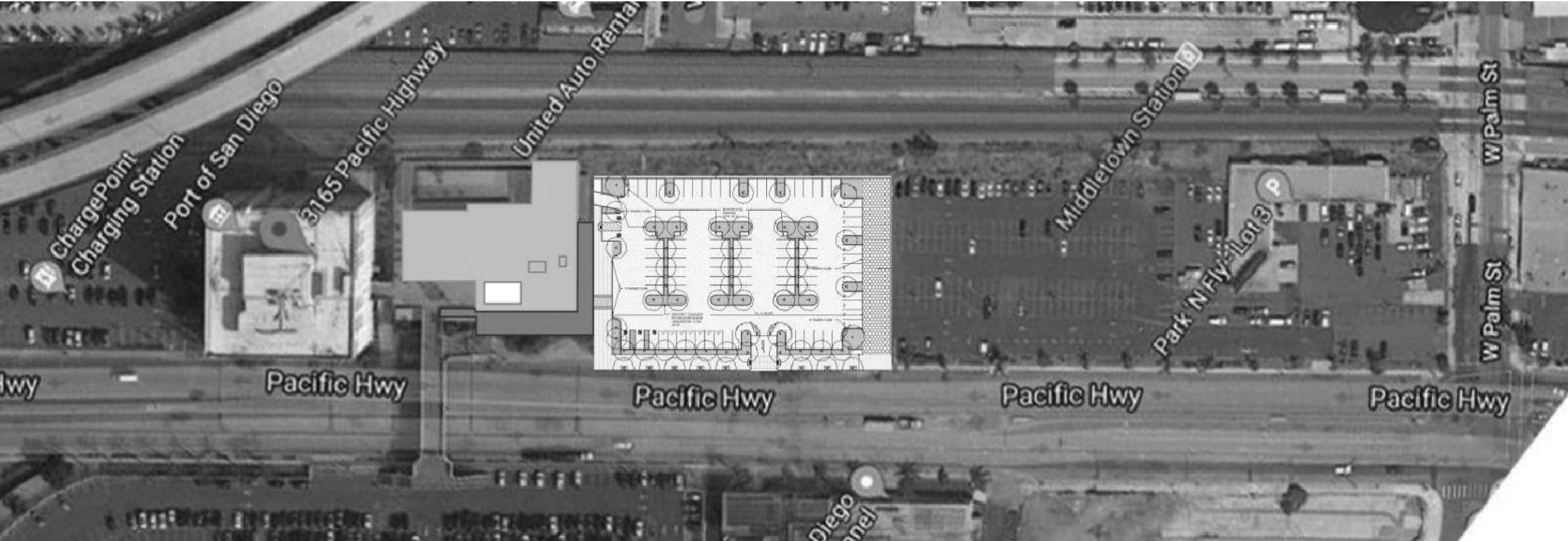
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Figure 4d

ALL IDEAS, DESIGN, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY, AND THE PROPERTY OF, CARRIER JOHNSON + CULTURE. FILING THESE DRAWINGS OR SPECIFICATIONS WITH ANY PUBLIC AGENCY IS NOT A PUBLICATION OR USE THEREOF. NO COPYING, REPRODUCTION OR USE THEREOF IS PERMISSIBLE WITHOUT THE CONSENT OF CARRIER JOHNSON + CULTURE. CARRIER JOHNSON + CULTURE ARCHITECTURE + ENVIRONMENTAL DESIGN + BRAND STRATEGY + GRAPHICS

Figure 5a



ALL IDEAS, DESIGN, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY, AND THE PROPERTY OF CARRIER JOHNSON + CULTURE AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH THIS PROJECT. NONE OF SUCH IDEAS, DESIGN, ARRANGEMENTS, OR PLANS SHALL BE USED BY, OR DISCLOSED TO ANY PERSON, FIRM, OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF CARRIER JOHNSON + CULTURE. FILING THESE DRAWINGS OR SPECIFICATIONS WITH ANY PUBLIC AGENCY IS NOT A PUBLICATION OF SAME. NO COPYING, REPRODUCTION OR USE THEREOF IS PERMISSIBLE WITHOUT THE CONSENT OF CARRIER JOHNSON + CULTURE.

Figure 5b

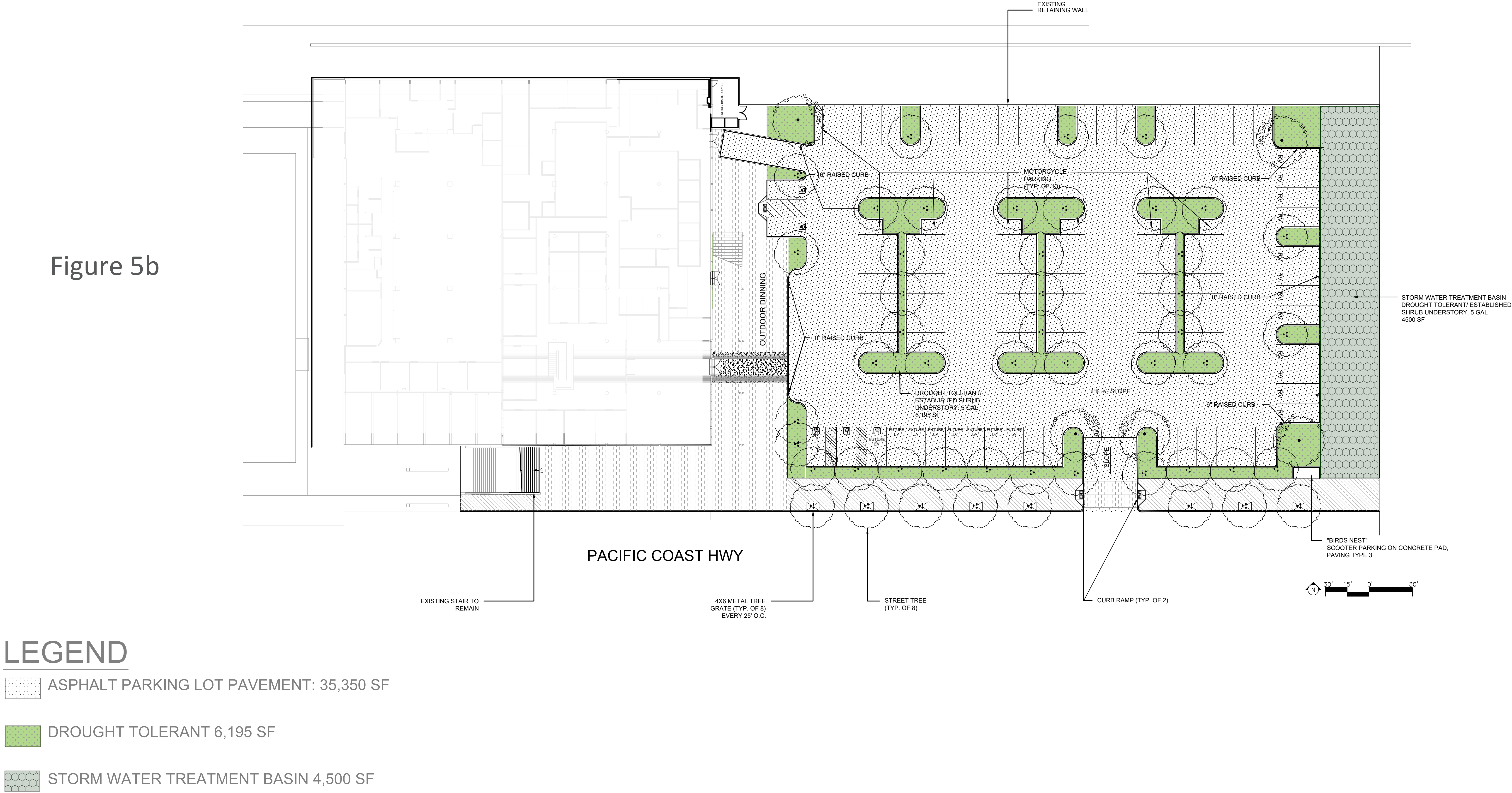


Figure 6a

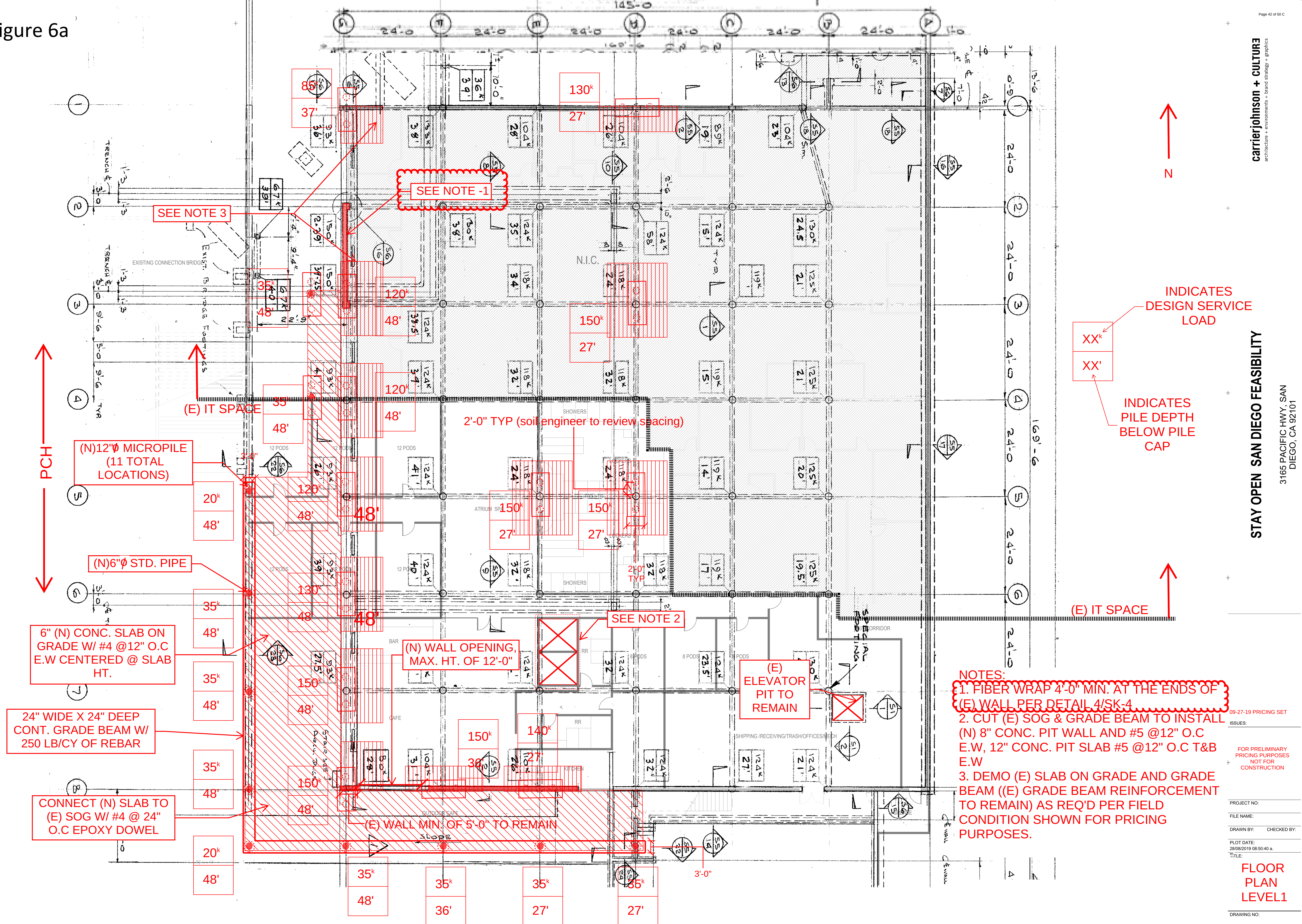
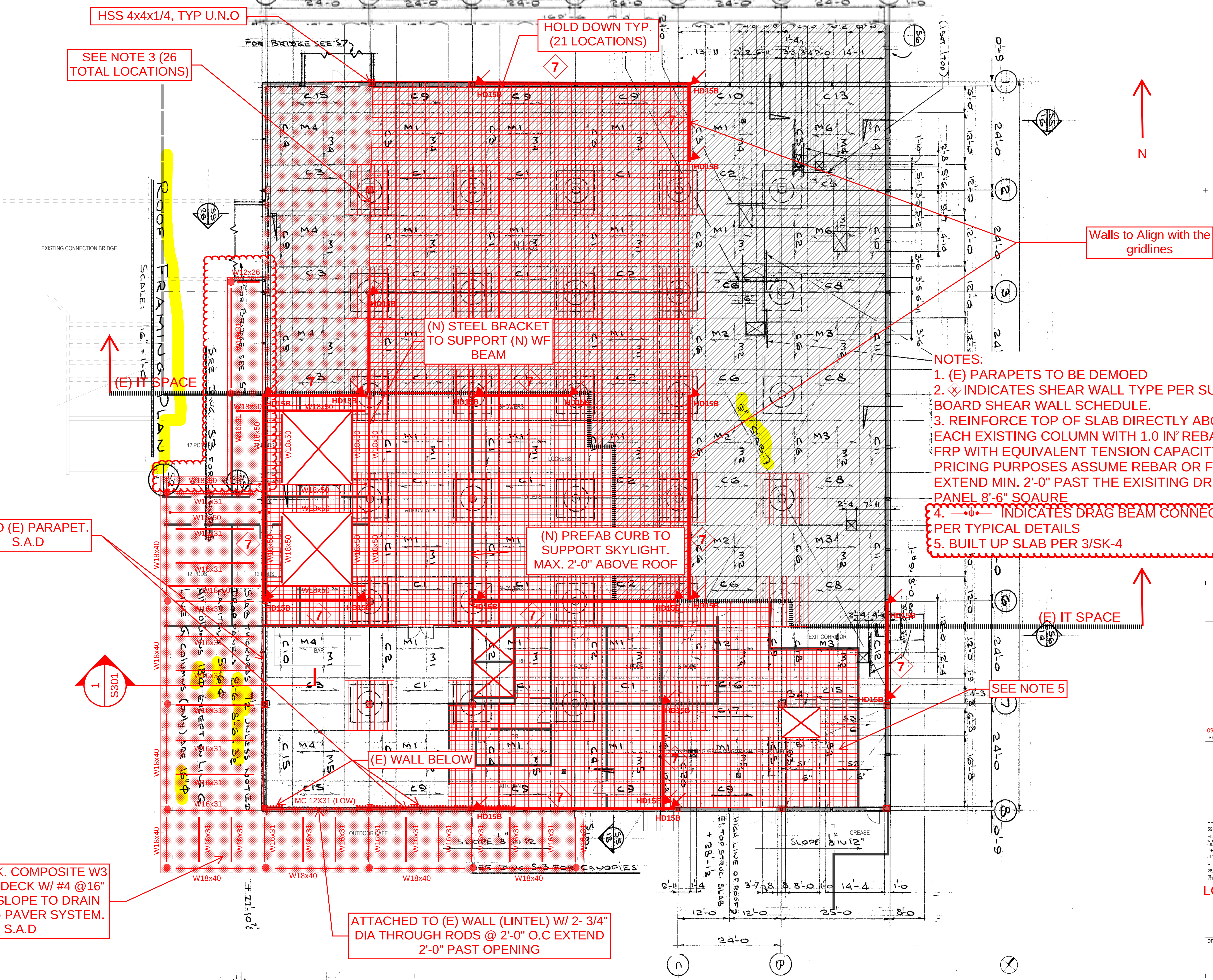
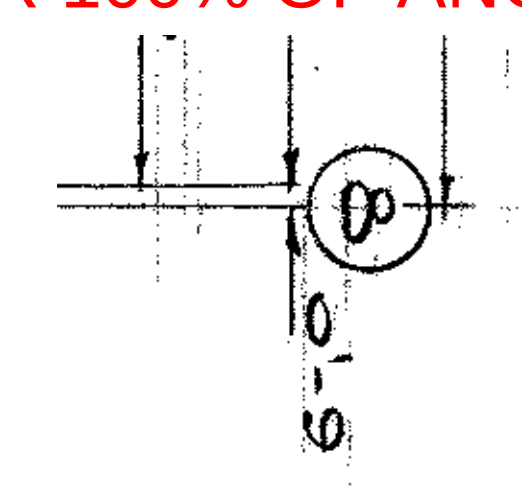


Figure 6b



PCH



JOIST SCHEDULE	
J-1	1000S200-54 @ 16" o.c
J-2	1200S200-54 @ 16" o.c
J-3	1200S200-54 @ 12" o.c
J-4	800S150-33 @ 16" o.c

- NOTES:**
1. CF BOX SECTIONS CAN BE USED IN LIEU OF WF BEAM
 2. USE 14" CF BOX SECTION HEADERS FOR PRICING PURPOSES
 3. USE HD15B HOLDDOWN FOR PRICING PURPOSES, EPOXY ANCHOR MIN. 8" INTO (E) CONC. COL. PROVIDE TENSION TEST FPR 100% OF ANCHORS

09-27-19 PRICING SET
ISSUES:

FOR PRELIMINARY
PRICING PURPOSES
NOT FOR
CONSTRUCTION

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5964.00

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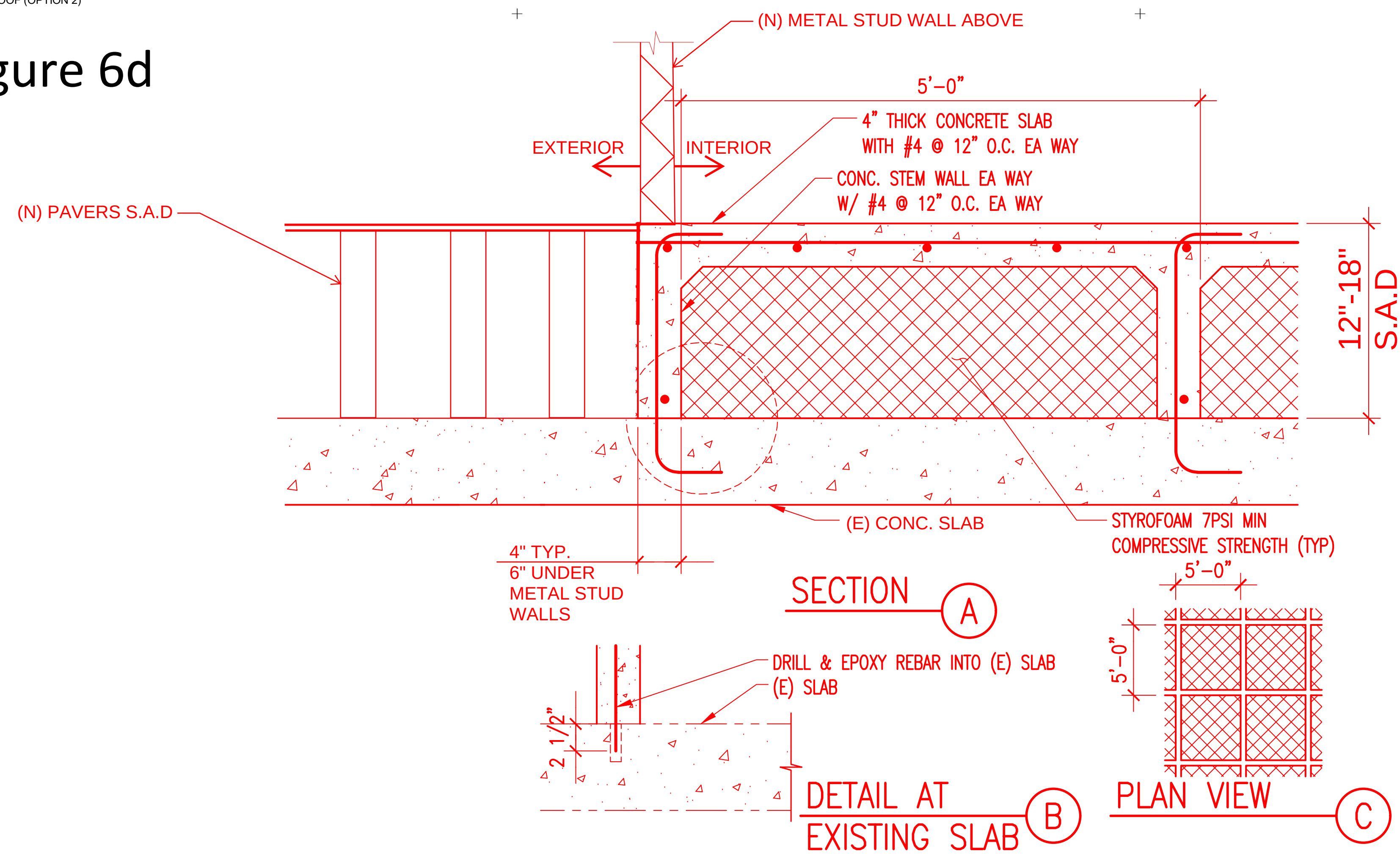
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ROOF PLAN

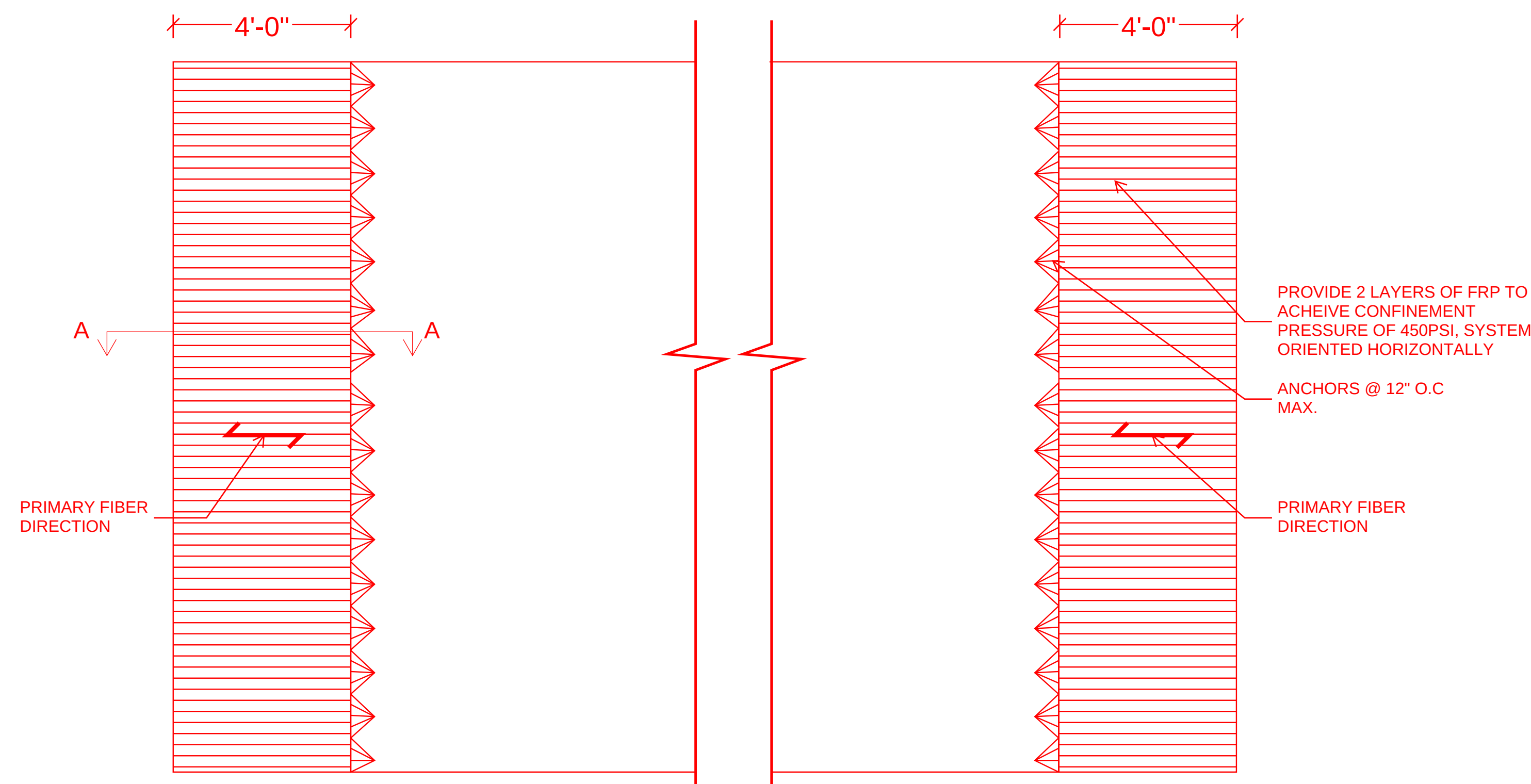
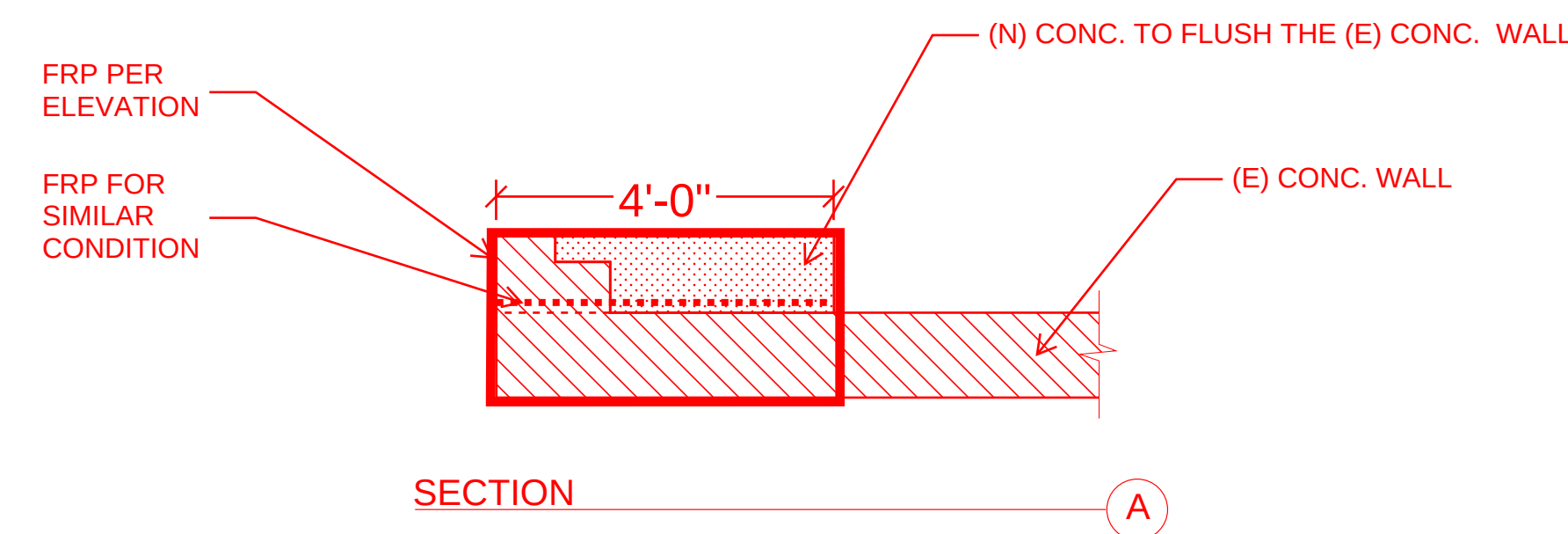
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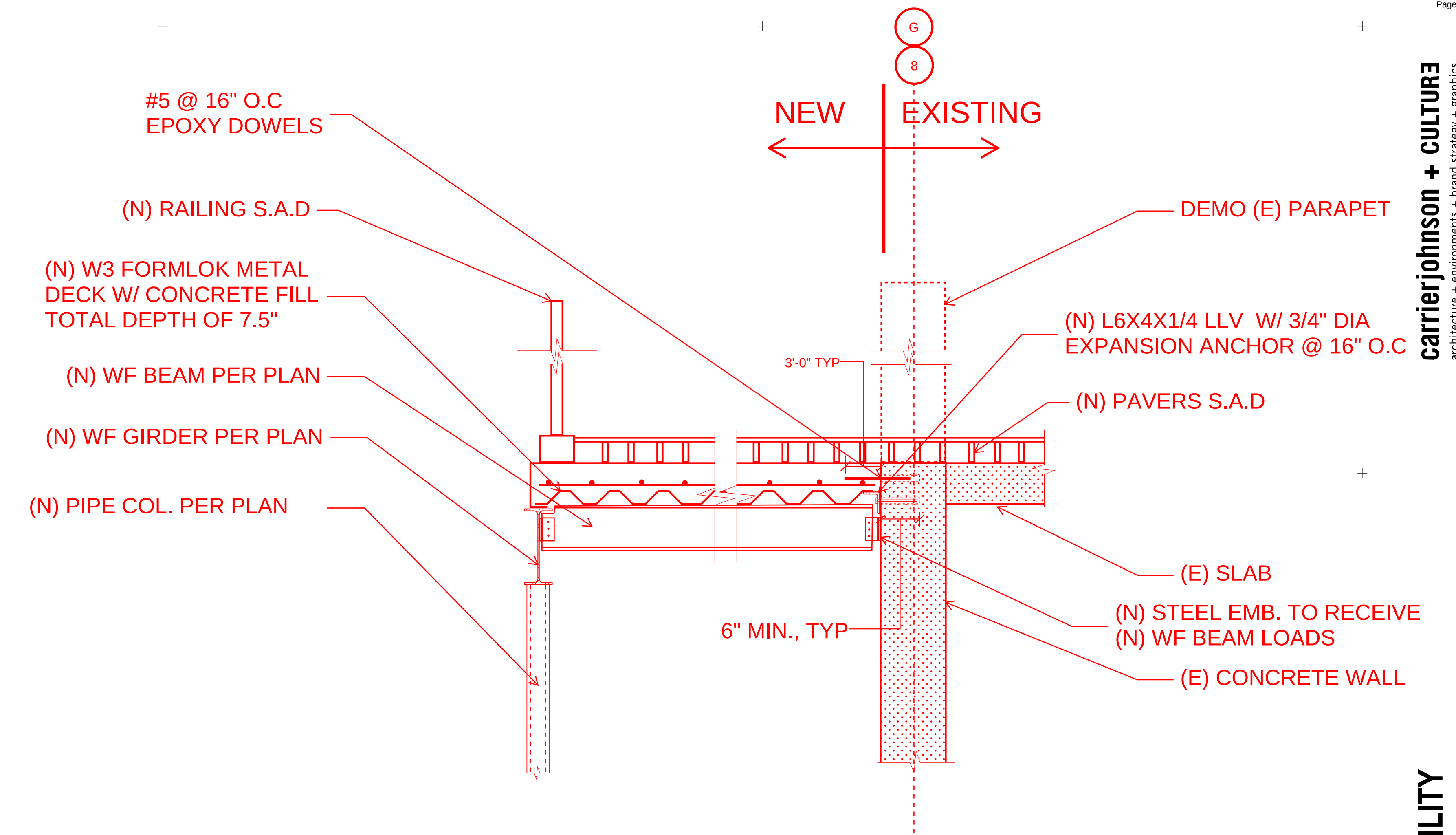
Figure 6d



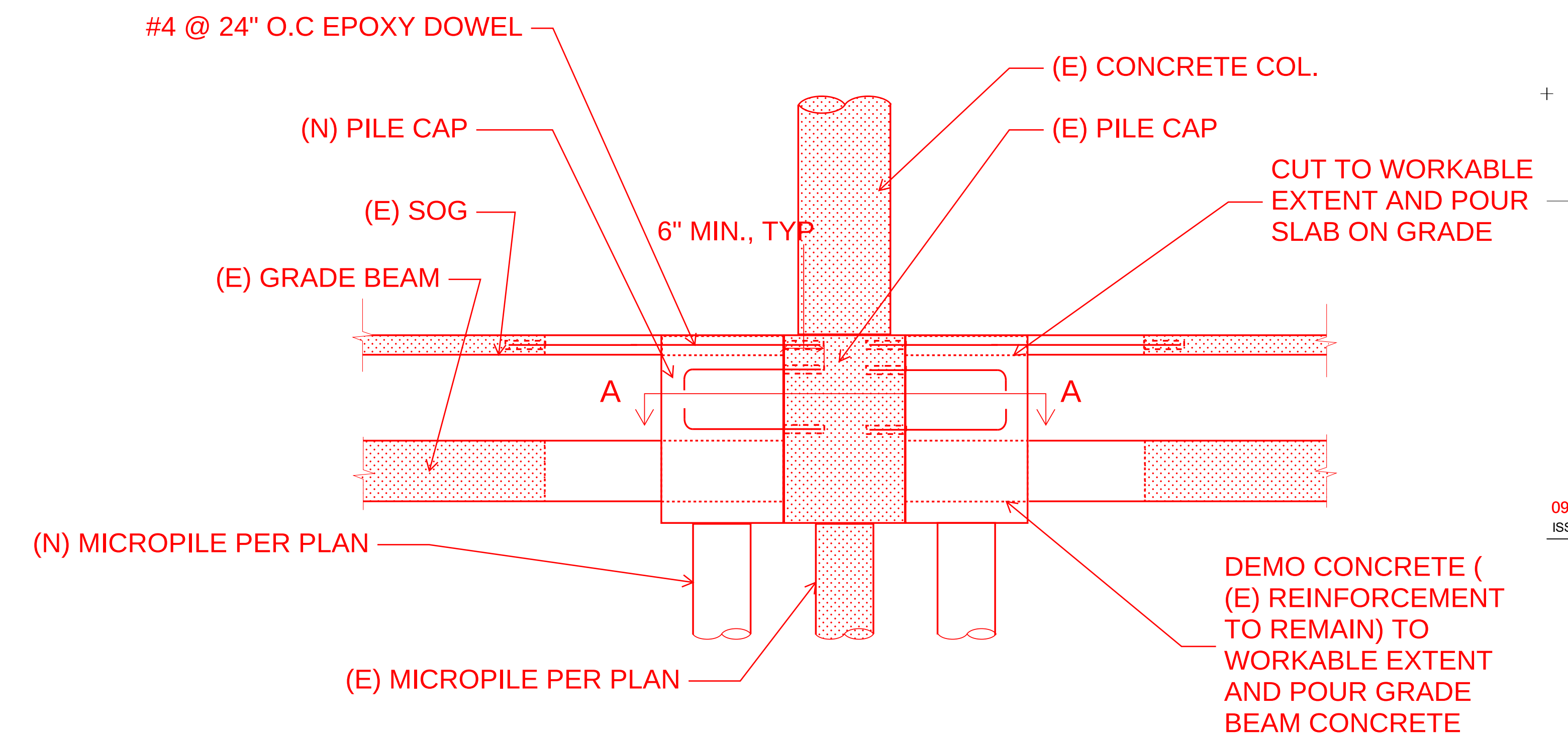
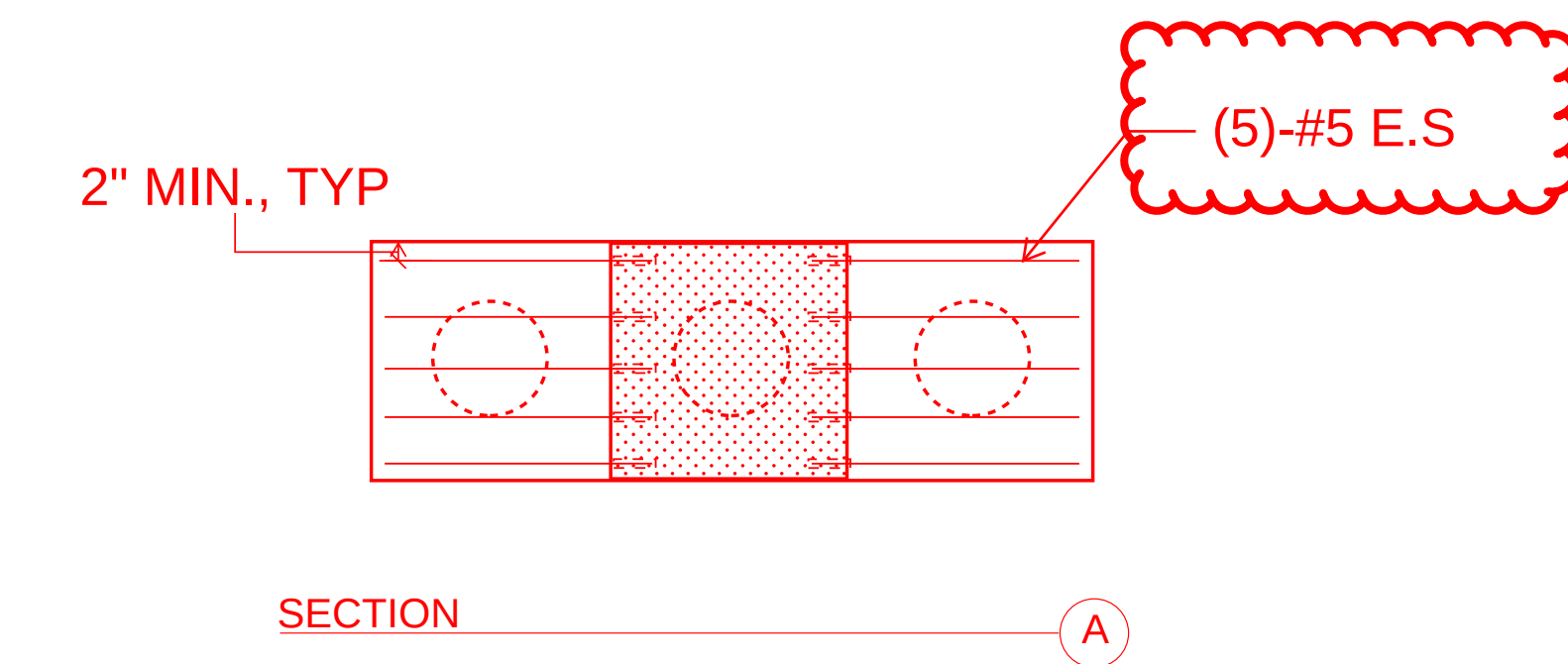
BUILT UP SLAB DETAIL
SCALE:NTS



(E) WALL FRP STRENGTHENING DETAIL
SCALE:NTS

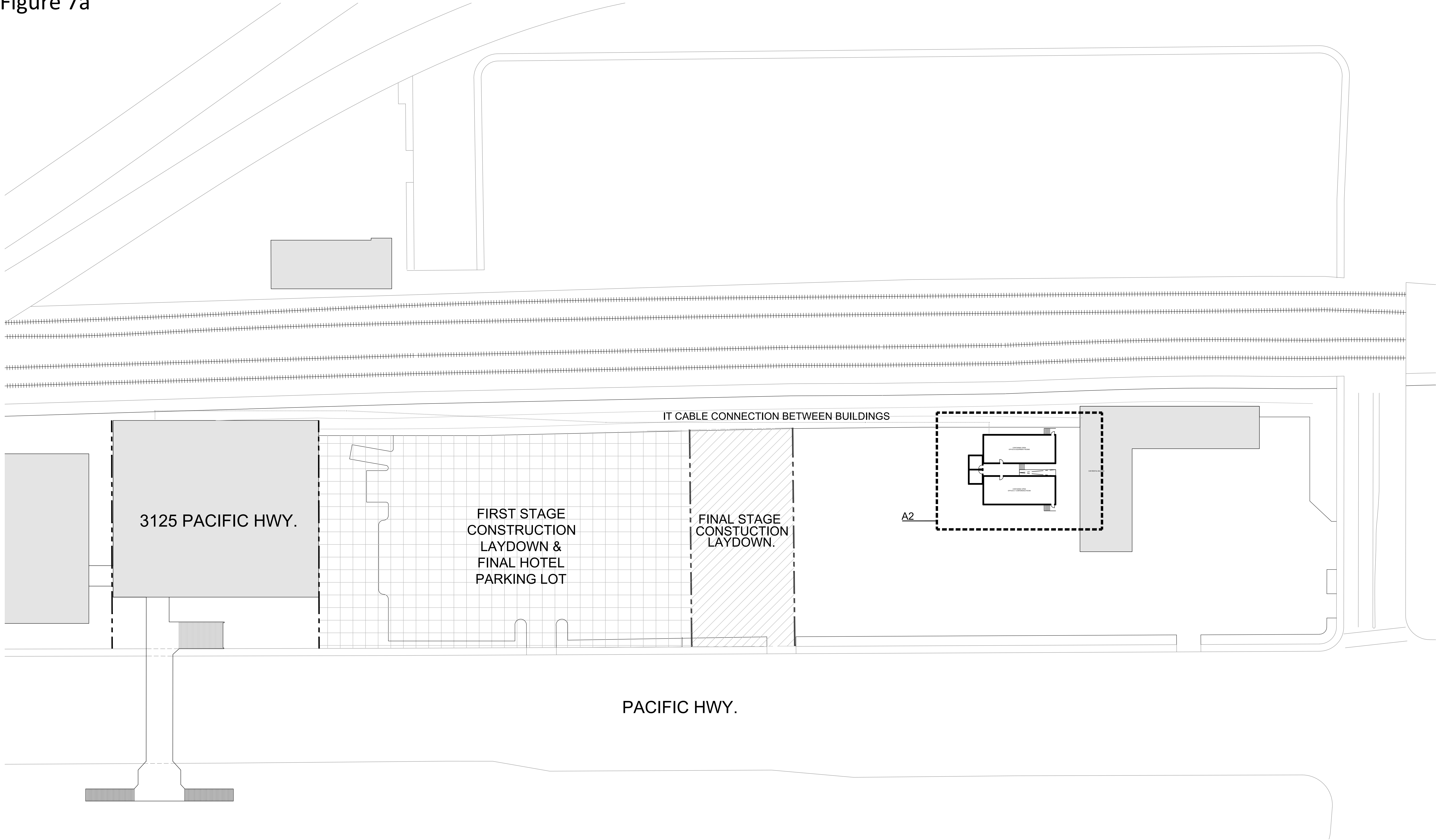


(N) METAL DECK TO (E) SLAB CONNECTION
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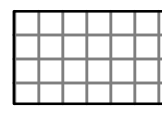
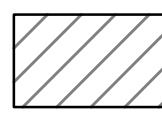


(E) PILE CAP TO (N) PILE CAP CONNECTION DETAIL
SCALE:NTS

Figure 7a

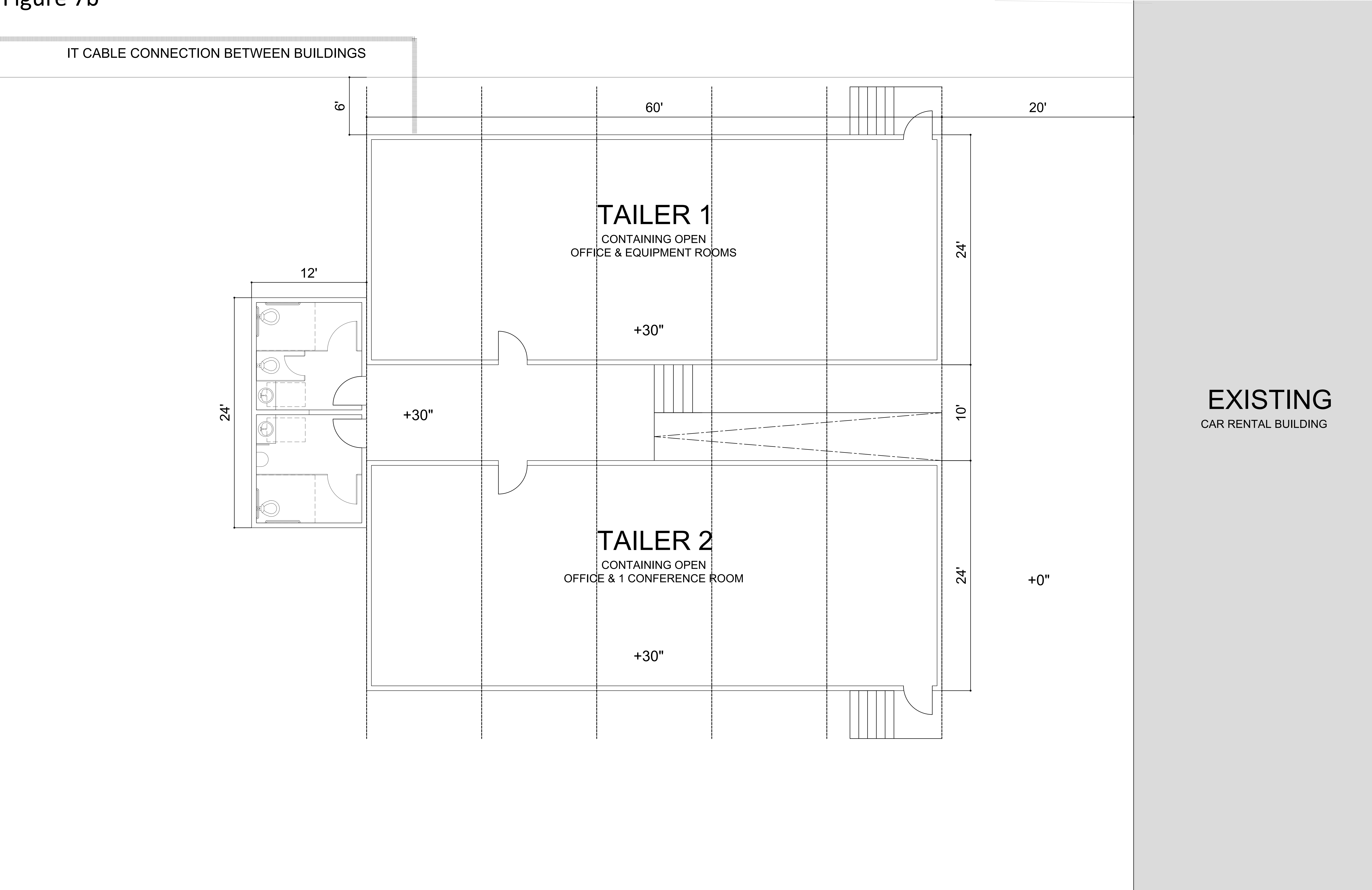


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A1

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MEN'S: 1 ADA STALL - 1 URINAL- 1 SINK

TRAILER PLANS
A2

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Figure 8a

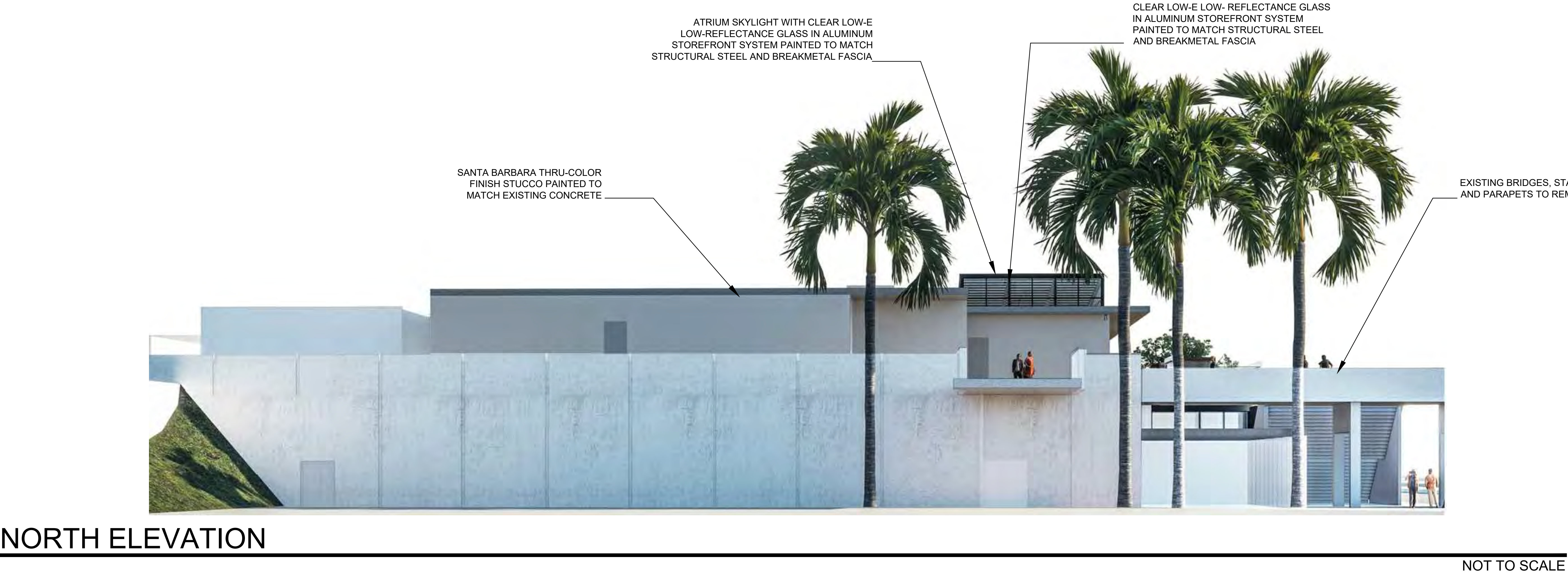
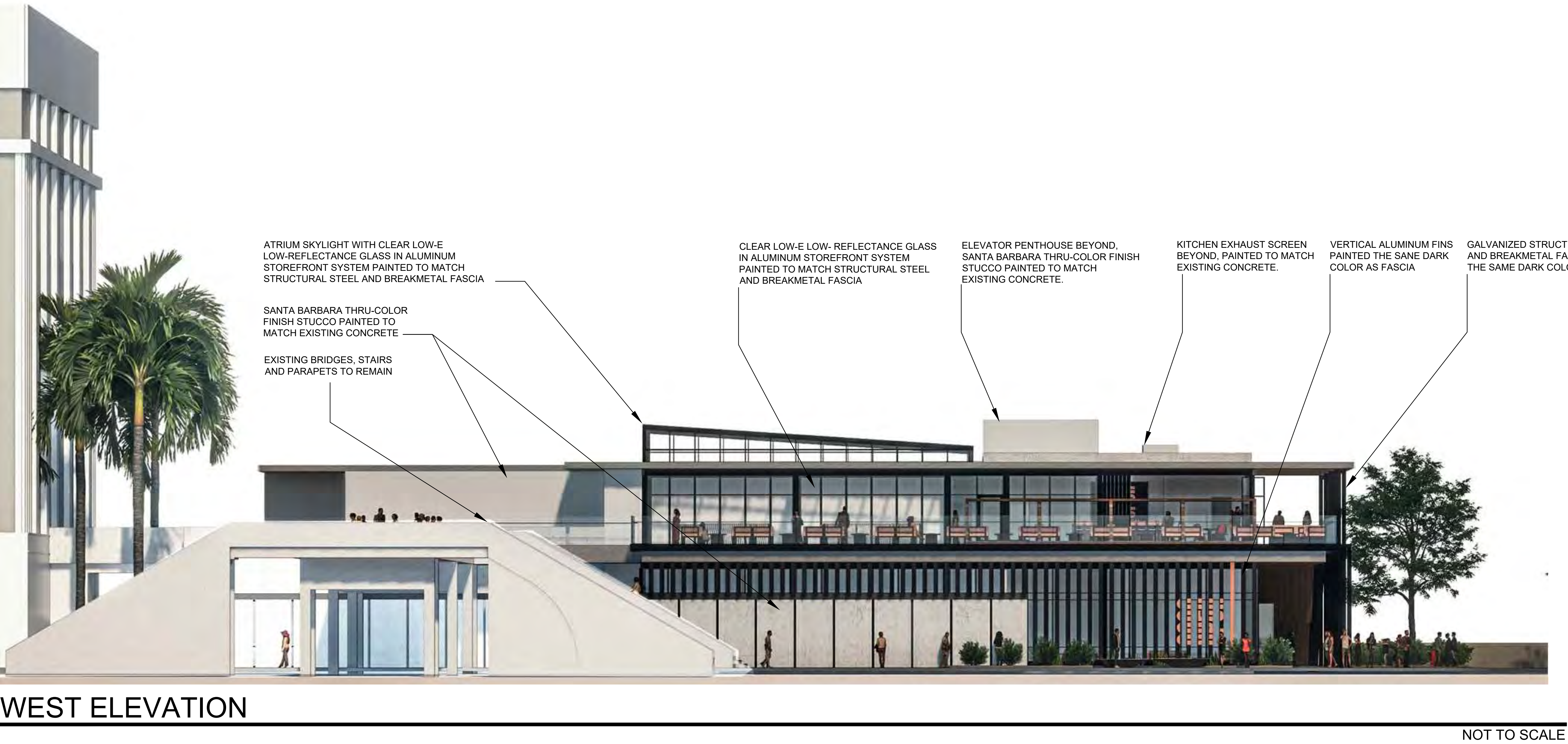


Figure 8b



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Figure 8c

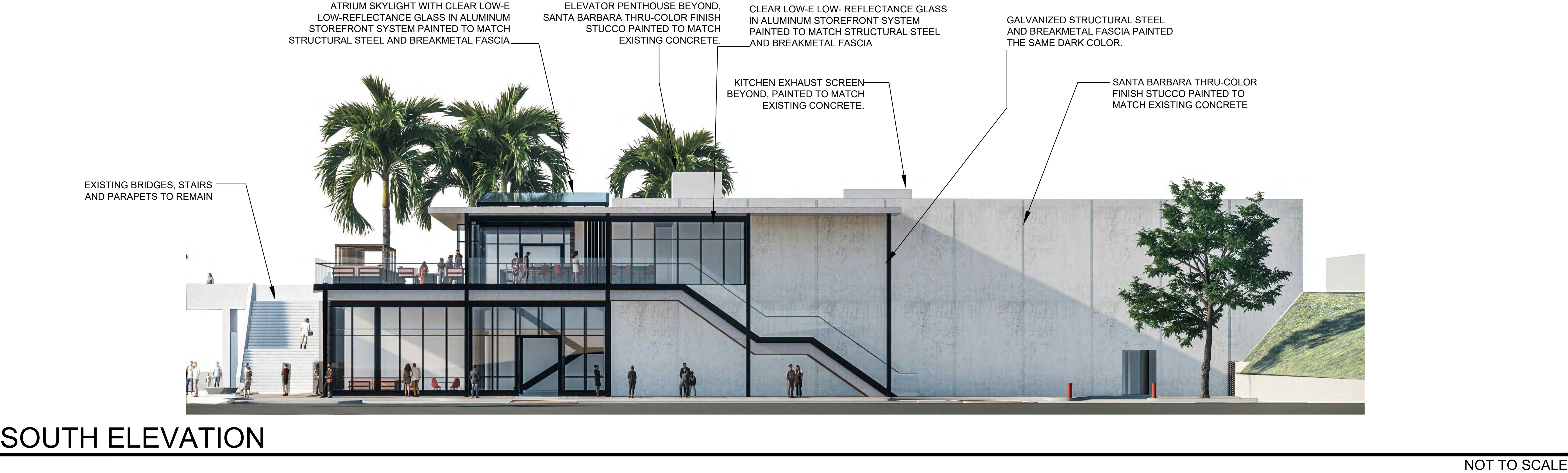


Figure 9

