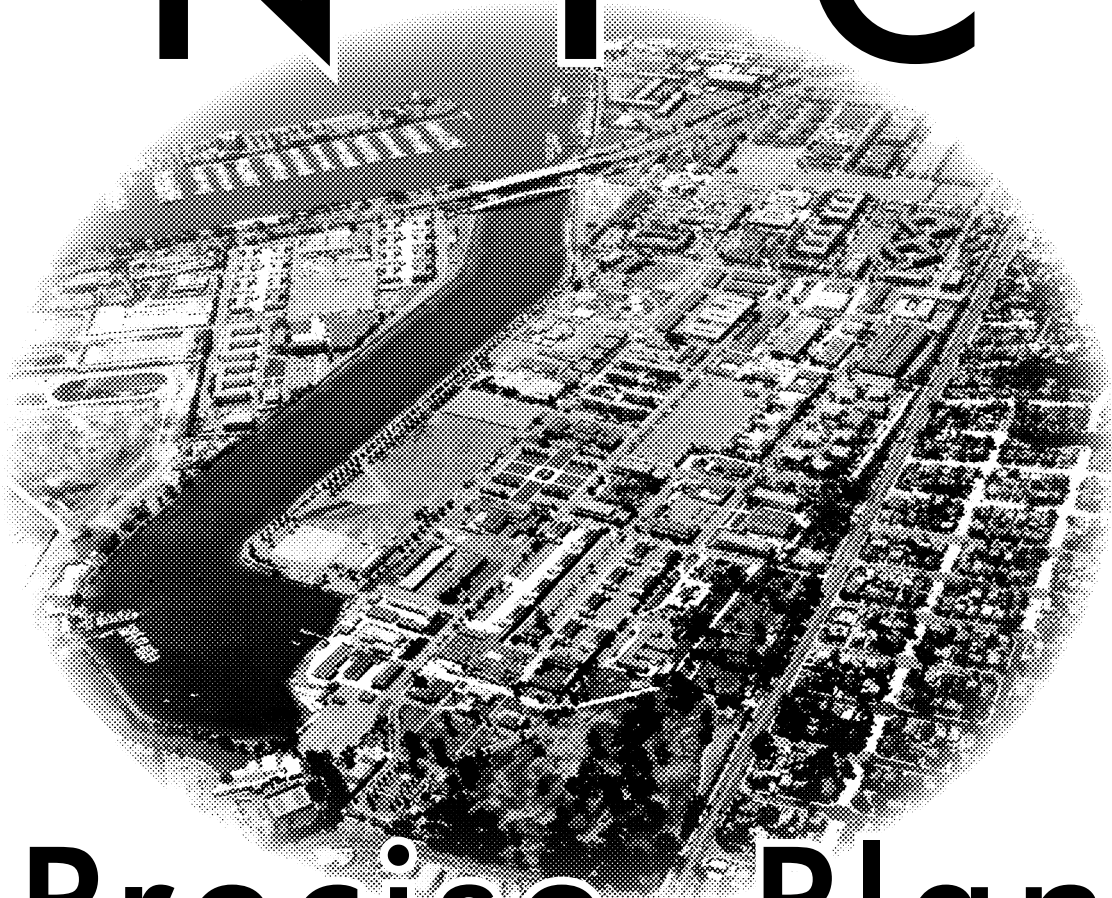


NTC



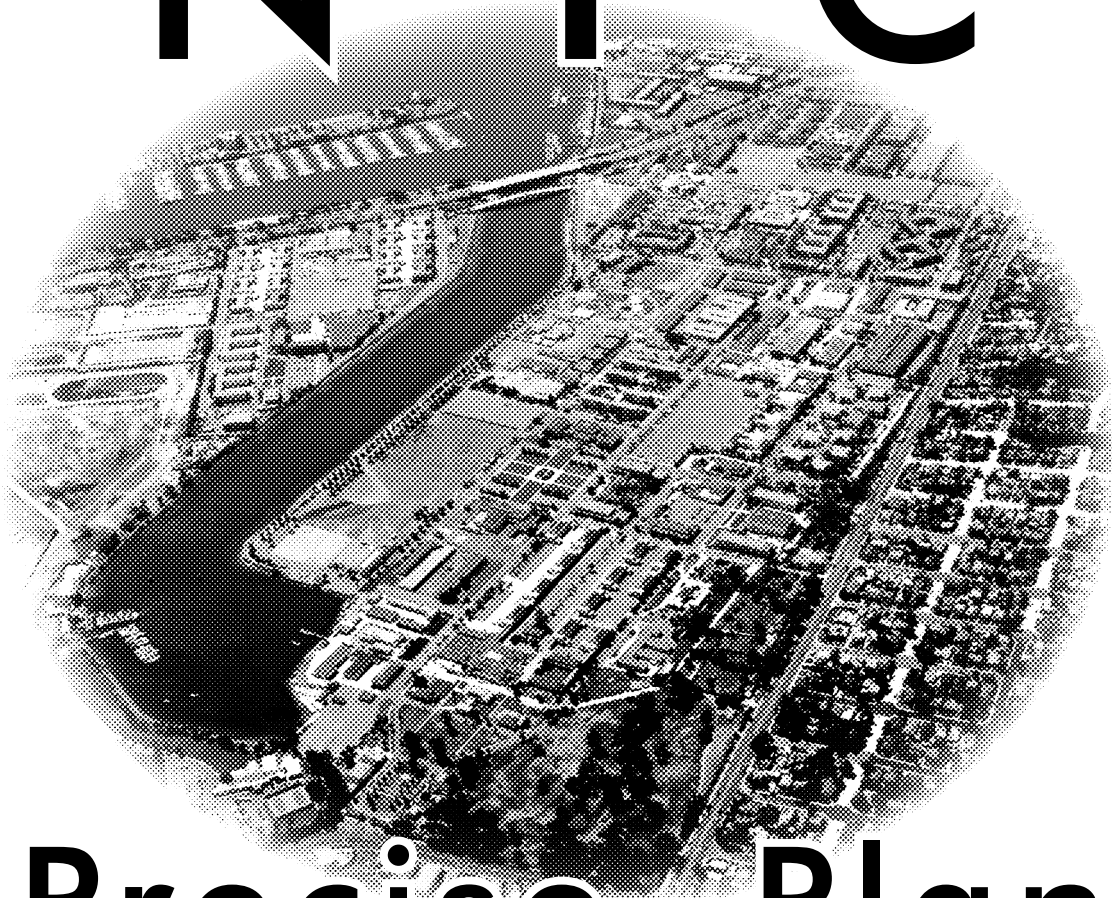
Precise Plan

and Local Coastal Program



September 2001

NTC



Precise Plan and Local Coastal Program

A plan for redeveloping Naval Training Center San Diego for civilian use

Prepared for McMillin NTC, LLC and the City of San Diego

Prepared by:

Rick Planning Group

in association with:

Rick Engineering Company

M. W. Steele Group

ONA, Inc.

Kimley-Horn & Associates, Inc.

P&D Environmental Services

Milford Wayne Donaldson



Adopted by the San Diego City Council on July 17, 2001 by Resolution No. R-295164.
Approved by the California Coastal Commission on August 7, 2001, with certification
effective September 17, 2001.

September 2001

TABLE OF CONTENTS

EXECUTIVE SUMMARY

I. INTRODUCTION AND CONTEXT

A. Purpose of the Plan I- 1
B. Planning Context I- 1
C. Development and Planning History I- 2
D. Opportunities and Constraints I- 8

II. LAND USE

A. General Goals II- 1
B. Land Use Concept II- 2
C. Residential Area II- 4
D. Educational Area II- 9
E. Office/Research and Development Area II-13
F. Mixed Use Area II-16
G. Park/Open Space Area II-30
H. Boat Channel II-33
I. Visitor Hotel II-34
J. Business Hotel II-38
K. Metropolitan Wastewater Department II-40
L. Regional Public Safety Training Institute II-43

III. LANDSCAPE DESIGN PROGRAM

A. Landscape Concept III- 1
B. Landscape Plan Elements III- 1
C. Site Furniture III- 6
D. Lighting III- 6
E. Pedestrian System III- 7

IV. URBAN DESIGN PROGRAM

A. Urban Design Program Elements IV- 1
B. Area-Wide Open Space Component IV- 4
C. Area-Wide Design Details IV-10

V. INFRASTRUCTURE AND PUBLIC SERVICES

A. Circulation V- 1
B. Water, Sewer, and Storm Drain Systems V-15
C. Steam System V-16

VI. COASTAL ELEMENT

A. Introduction VI- 1
B. Background and Plan Summary VI- 1
C. Program for Public Access VI- 4
D. Program for Recreation VI- 6
E. Program for the Marine Environment VI- 7
F. Program for Development VI- 9

VII. IMPLEMENTATION

A. Zoning and Permitting VII- 1
B. Phasing VII- 4
C. Public Park Planning VII- 4
D. School Financing VII- 4
E. Capital Improvements VII- 4
F. Maintenance and Operation VII- 5
G. Supplemental Plan Requirements VII- 5
H. Environmental Review VII- 5
I. Water Quality Standards VII- 6
J. Coastal Development Permit VII- 7

APPENDIX

A. Use Restrictions for the Runway Protection Zone (RPZ)
B. Use Restrictions for Visitor and Community Emphasize Overlay (VCEO)

FIGURES

1.1 Regional Location I- 3
1.2 Vicinity Map I- 4
1.3 NTC Reuse Plan Study Area, 1998 I- 5
1.4 NTC Precise Plan Area I- 6
1.5 Bay-to-Bay Canal Alignment I- 9
1.6 Navy Structures Exceeding 30' in Height, 1998 I-14
1.7 Development Constraints, 1999 I-16

1.8	Tidelands Trust Exchange	I-17
1.9	NTC Property Conveyance	I-20
2.1	Land Use Plan	II- 6
2.2	Residential Area	II- 8
2.3	Educational Area	II-11
2.4	Office/Research and Development Area	II-15
2.5	Mixed Use Area	II-18
2.5a	Civic, Arts, and Culture Precinct	II-22
2.5b	Commercial Precinct	II-23
2.5c	Golf Course Precinct	II-24
2.6	Park/Open Space Area	II-32
2.7	Boat Channel	II-34
2.8	Visitor Hotel	II-36
2.9	Business Hotel	II-39
2.10	MWWD Site	II-42
2.11	RPSTI Site	II-44
3.1	General Landscape Plan	III- 4
3.2	Street Tree Concept	III- 5
3.3	Pedestrian System	III- 8
3.4	Shoreline Esplanade, Park, and Plaza	III- 9
4.1	Urban Design Concept Plan	IV- 2
4.2	View Preservation	IV- 5
4.3	Open Space Concept Plan	IV- 7
4.4	Circulation Concept Plan	IV- 8
4.5	Esplanade Character Sketches	IV- 9
5.1	Project Related Traffic Volumes	V- 2
5.2	Anticipated Internal Street Network	V- 3
5.3	Anticipated Circulation System	V- 9
5.4a	Anticipated Major and Modified Collector Cross Sections ..	V-10
5.4b	Anticipated Collector Street Cross Sections	V-11
5.4c	Anticipated Local Street Cross Sections	V-12
5.4d	Anticipated Local Street and Alley Cross Sections	V-13
5.5	Bicycle Circulation	V-14
7.1	Zoning Implementation	VII- 3

TABLES

1.1	Navy Structures 30' in Height and Greater, 1998	I-11
2.1	Anticipated Development Program	II- 5
2.2	Navy Buildings Remaining in the Residential Area	II- 7
2.3	Residential Development Program	II- 9
2.4	Navy Buildings Remaining in the Educational Area	II-12
2.5	Educational Area Development Program	II-12
2.6	Office/R&D Development Program	II-14
2.7	Navy Buildings Remaining in the Mixed Use Area	II-28
2.8	Mixed Use Area Development Program	II-29
2.9	Navy Buildings Remaining in Park/Open Space Area	II-31
2.10	Park/Open Space Development Program	II-33
2.11	Navy Buildings Remaining in the Visitor Hotel Area	II-37
2.12	Visitor Hotel Development Program	II-37
2.13	Business Hotel Development Program	II-40
2.14	MWWD Development Program	II-41
2.15	Navy Buildings Remaining in the RPSTI Area	II-45
2.16	RPSTI Development Program	II-45
3.1	Landscaping at Community Edges	III- 2
3.2	Recommended Walkway Dimensions	III-10
5.1	Anticipated Circulation Improvements	V- 4
7.1	Anticipated Development Procedures	VII- 2
7.2	Supplemental Plans	VII- 9

EXECUTIVE SUMMARY

NTC PRECISE PLAN EXECUTIVE SUMMARY

A. SITE AND PLANNING HISTORY

Naval Training Center San Diego (NTC), located within the Peninsula Community, was operated as a military facility by the federal government from 1922 to 1997. In July 1993, the U.S. Navy declared its intention to close the base under the terms of the Base Closure and Realignment Act of 1990. The City of San Diego began planning for reuse of the base in 1993. Pursuant to California Community Redevelopment Law, the site was established as a redevelopment area in 1997. The City adopted the *NTC Reuse Plan* in 1998.

B. OPPORTUNITIES AND CONSTRAINTS

Redevelopment of NTC is guided by several opportunities (positive factors) as well as various site constraints. Opportunities and constraints are a significant factor in the formulation of this Precise Plan and include:

Opportunities

- Central location.
- Existing internal street system.
- Existing utilities.
- Water views and waterfront access.
- Attractive historic buildings.
- Military area set-aside.
- Views of downtown.

Constraints

- Proximity to Lindbergh Field.
- Historic District restrictions.
- Tidelands Trust restrictions.
- Lack of capacity of adjacent schools.
- Lack of capacity on adjacent roads.
- Most streets and utilities not up to City code.
- Coastal Act restrictions.
- Low-to-moderate density limit.

Opportunities and constraints are described in this Precise Plan in *Section I, Introduction and Context*.

C. DEVELOPMENT SUMMARY

The NTC Precise Plan describes the development, design program, and implementation approach for approximately 360 acres of the former military training center in San Diego’s Point Loma neighborhood. NTC is planned as a pedestrian-oriented mixed-use neighborhood with a mix of residential, educational, recreational, office, commercial, and institutional/civic uses, as well as public facilities/utilities improvements. The Precise Plan identifies general policies and development standards for land use at NTC. More detailed guidelines for the treatment of the boat channel and park land surrounding the boat channel will be developed through the park development planning process headed by the City’s Park and Recreation Department.

For planning and development purposes, the NTC Precise Plan area is divided into 10 functional use areas.

NTC PRECISE PLAN LAND USE AREAS		GROSS ACREAGE
1	Residential Use Area	37 Acres
2	Educational Use Area	22 Acres
3	Office/Research & Development Use Area	23 Acres
4	Mixed Use Area	107 Acres
5	Park/Open Space Area	46 Acres
6	Boat Channel (water area)	54 Acres
7	Visitor Hotel Area	21 Acres
8	Business Hotel Area	16 Acres
9	Metropolitan Wastewater Department Area	9 Acres
10	Regional Public Safety Training Institute Area	26 Acres
TOTAL		361 Acres

C. IMPLEMENTATION APPROACH

To implement the NTC Precise Plan, the City of San Diego has hired a master developer to obtain the necessary entitlements in accordance with this Plan, and to provide finance capital and construction management. Entitlements include a master site plan showing the location of all proposed lots, building pads, streets, driveways, parking areas, parks, and other

features. Other discretionary permits may be required to implement the project, including zoning, Coastal Development Permits, Planned Development Permits, and Conditional Use Permits.

Provision of infrastructure will be phased with new construction and occupancy of existing buildings. The sequence of development will be determined by market conditions and provisions of the Disposition and Development Agreement (DDA) between the City Redevelopment Agency and the master developer. Specific infrastructure requirements will be identified as conditions of tentative map approvals.

ANTICIPATED DEVELOPMENT PROGRAM

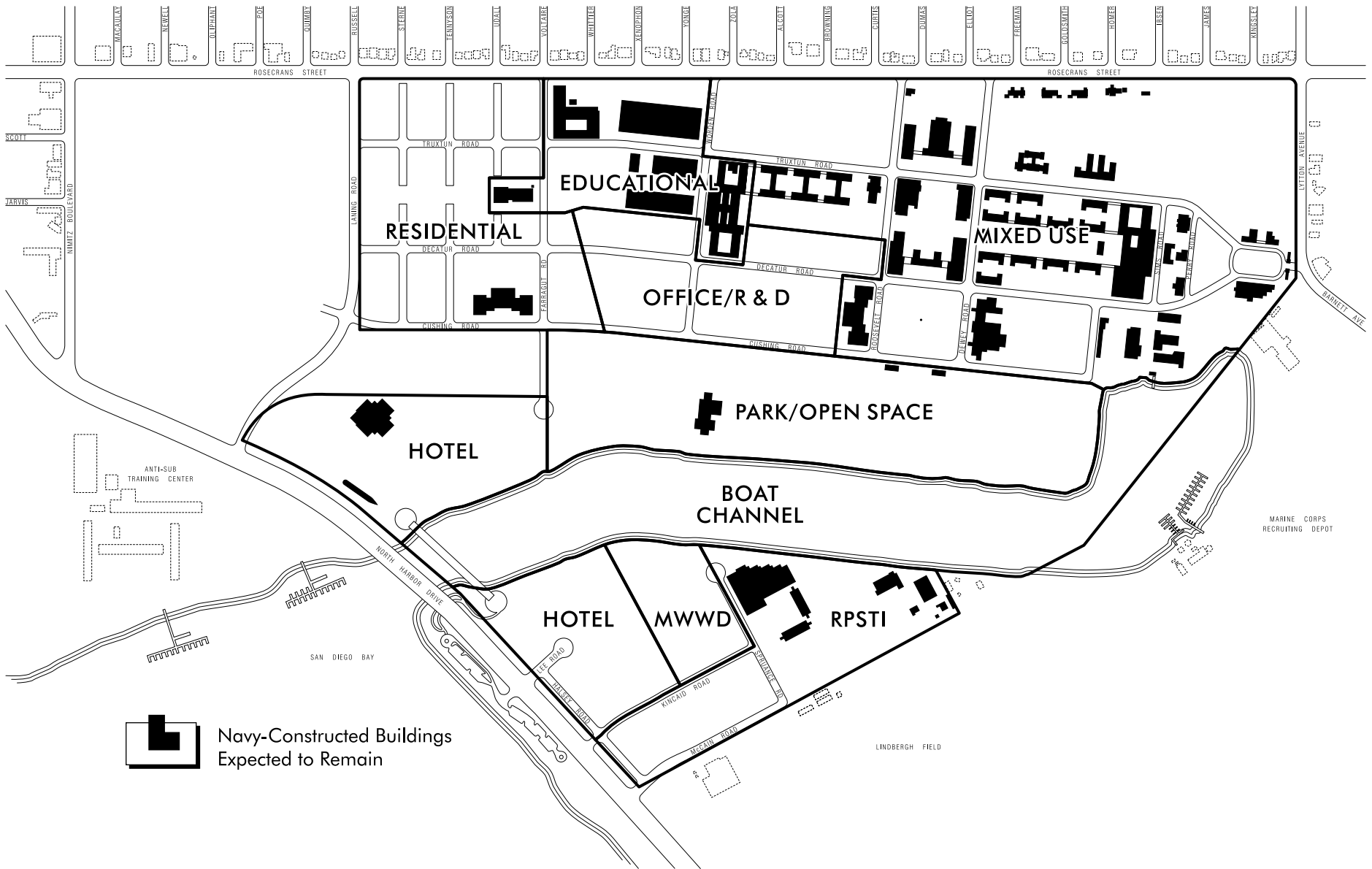
NTC Specific Planning Area		General Description	Gross Acreage	Total Gross Sq Footage	New Construction	Rehabilitation
1	Residential Area	Market Rate SF and MF homes	37 Acres	36,000 (Pool/Gym)	350 DUs	36,000 (Pool/Gym)
2	Educational Area	Focus on public and/or private education for children/adults	22 Acres	495,000		495,000
3	Office/Research & Development	Primarily traditional office uses	23 Acres	380,000	380,000	
4	Mixed Use <i>Commercial Precinct:</i> <i>Office, Retail, Live/Work Lofts,, Restaurants, Commercial Recreational Facilities, Museums, Offices</i> <i>Civic, Arts, Culture Precinct:</i> <i>Civic, Arts, Cultural, Non-Profit Office, Museums, Restaurants, Specialty Retail, Special Education</i> Golf Course Precinct	Reuses buildings primarily within historic district	107Acres	625,000		625,000
			60 Acres	324,000		324,000
			25 Acres	301,000		301,000
			22 Acres			
5	Park/Open Space	Public use open space and park	46 Acres*	19,000 (Child Care Center)	To be determined	19,000 (Child Care Center)
6	Boat Channel	Open water area for public use	54 Acres		Boat dock + other to be determined	To be determined
7	Visitor Hotel Area	350 room	21 Acres*	33,000 (Conference Center)	350 rooms	33,000 (Conference Center)
8	Business Hotel Area	650 rooms	16 Acres*		650 rooms	
9	Metropolitan Wastewater Department Area	Ocean Monitoring Lab, boat dock	9 Acres*	130,000	130,000	
10	Public Safety Training Institute Area	Classroom and in-the-field instruction	26 Acres*	351,000	150,000	201,000


* This gross acreage figure includes the waterfront esplanade area.

**TABLE 6.1:
ANTICIPATED DEVELOPMENT PROCEDURES AT NTC**

FUNCTIONAL USE AREA		PRINCIPAL ENTITLEMENT PROCESS	ZONE*
1	Residential Area	Zoning, Planned Development Permit, Coastal Development Permit	RT, RM
2	Educational Area	Zoning, Planned Development Permit.	CR
3	Office/Research & Development	Zoning, Planned Development Permit, Coastal Development Permit	CR
4	Mixed Use	Zoning, Planned Development Permit, Coastal Development Permit	CR
5	Park/Open Space	Zoning, General Development Plan, Coastal Development Permit	OP
6	Boat Channel	Zoning, Coastal Development Permit	OP
7	Visitor Hotel Area	Zoning, Planned Development Permit, Coastal Development Permit	CV
8	Business Hotel Area	Zoning, Planned Development Permit, Coastal Development Permit	CC
9	Metropolitan Wastewater Department	Zoning, Site Development Permit, Coastal Development Permit	CC
10	Public Safety Training Institute Area	Zoning, Site Development Permit, Coastal Development Permit	CC

* RT, *Residential -Townhouse*, is designed for single dwelling units on small lots with alley access.
 RM, *Residential - Multiple Unit*, is designed for multiple dwelling unit developments at varying densities
 CR, *Commercial - Regional*, is designed for a broad mix of business/professional office, commercial service, retail, wholesale, and limited manufacturing uses.
 CV, *Commercial - Visitor*, is designed for establishments catering to the lodging, dining, and recreational needs of tourists and locals.
 CC, *Commercial - Community*, is designed for community-serving commercial services, retail uses, and limited industrial uses.
 OP, *Open Space - Park*, is designed for dedicated public parkland which implements land use plans.



 Navy-Constructed Buildings
Expected to Remain



Scale in Feet (approx.)
200 100 0 200 400 600 800 1000
Rick Planning Group 12-14-00

Land Use Plan
NTC Precise Plan

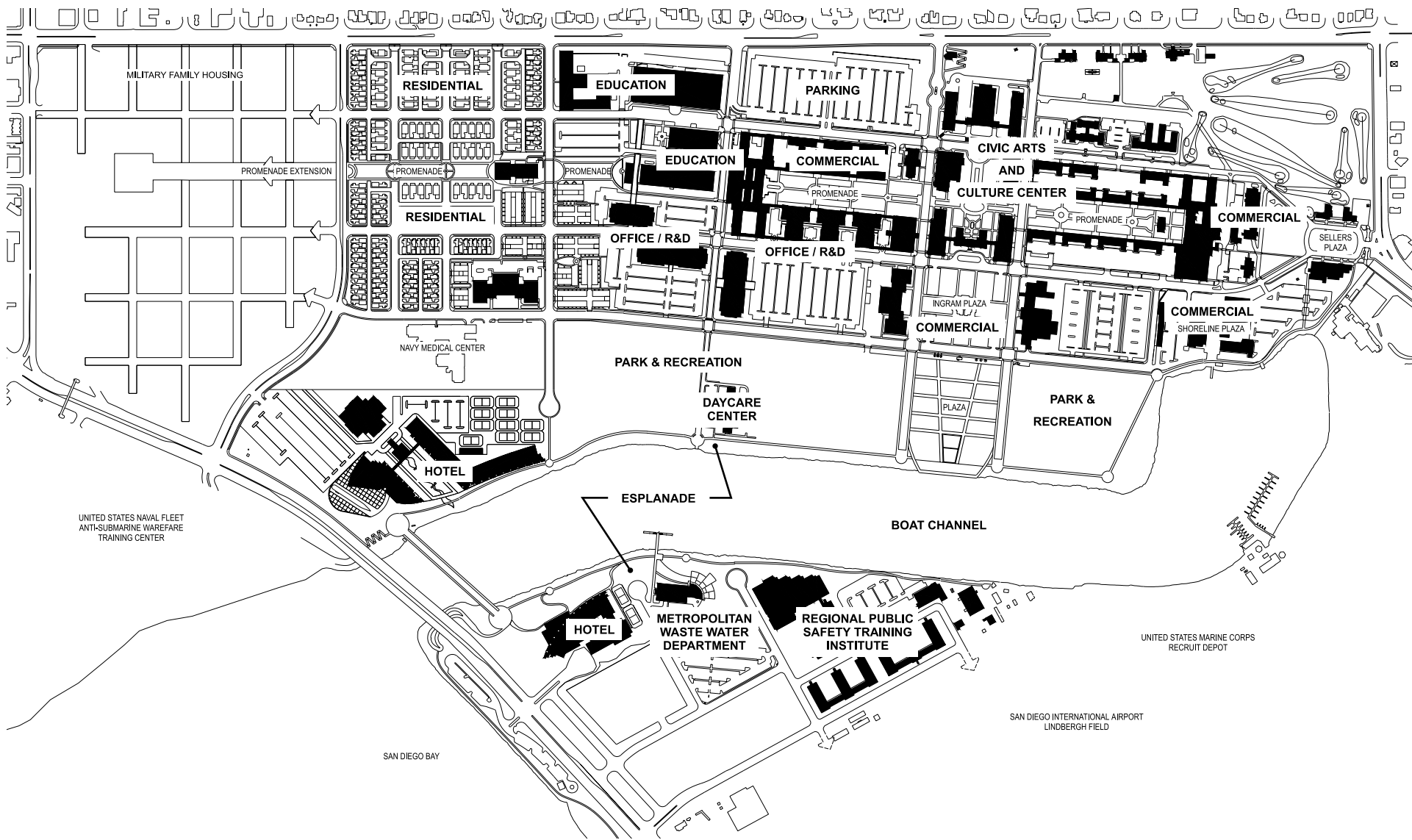


Scale in Feet (approx.)
200 100 0 200 400 600 800 1000

SAN DIEGO NAVAL TRAINING CENTER ILLUSTRATIVE PLAN



McMillin NTC, LLC.
M.W. Steele Group, Inc.



Scale in Feet (approx.)
 200 100 0 200 400 600 800 1000

SAN DIEGO NAVAL TRAINING CENTER ILLUSTRATIVE PLAN



McMillin NTC, LLC.
 M.W. Steele Group, Inc.

NTC PRECISE PLAN

Chapter I:

INTRODUCTION AND PLANNING CONTEXT

A. PURPOSE OF THE PLAN

The purpose of the NTC Precise Plan is to guide the future development and use of the 361-acre portion of the base that will be under the jurisdiction of the City of San Diego. The Precise Plan is the City's statement of policy regarding growth and development on the site over the next two decades. The Plan establishes goals and strategies for land use, public facilities, and urban design. It describes development programs and activities, densities and intensities of use, and implementation phasing. It includes concept-level development information for the entire site, identifies areas where more detailed information must be provided, and also identifies how and when amendments to this Plan might occur. This document establishes the basis for development regulations, including zoning regulations and development permits. This plan, combined with the regulatory framework, constitutes the Local Coastal Program Land Use Plan for NTC.

When built out and fully converted to civilian use, NTC will be a pedestrian-oriented mixed-use community with substantial acreage devoted to residential, educational, recreational, office, commercial, and institutional/civic uses, as well as public facilities/utilities improvements.

This Precise Plan is consistent with *The NTC Reuse Plan*, which was approved by the San Diego City Council in October 1998. *The NTC Reuse Plan* identifies a conceptual redevelopment program and an economic and financial evaluation of that redevelopment program. *The NTC Reuse Plan* was prepared for and approved by the U.S. Navy under the federal guidelines of the Base Reuse Implementation Manual, 2nd Edition (December 1997). *The NTC Reuse Plan* provided the necessary financial analysis to enable the Navy to convey the property to the City.

B. PLANNING CONTEXT

NTC is located 2.5 miles northwest of downtown San Diego, near the northernmost point of San Diego Bay. It is bordered on the west by Rosecrans Street and the Loma Portal neighborhood (a predominantly single-family residential neighborhood within the Peninsula community planning area); to the north by Lytton Avenue and the Midway Community (a mixed commercial and light industrial area); to the south by a planned 71-acre military housing/medical center site and the nautical-oriented Roseville neighborhood; and to the northeast, east, and south by the Marine Corps

Recruit Depot (MCRD, a recruit training facility), San Diego International Airport/ Lindbergh Field, the region's major air carrier airport, and San Diego Bay. See Figure 1.1, *Regional Location*, and Figure 1.2, *Vicinity Map*.

The Precise Plan planning area covers approximately 361 acres. The entire former base area was 550 acres in size, of which 502 were included in the original Declaration of Surplus, and 48 were retained for the Fleet Anti-Submarine Warfare Training Center. Thereafter, the Navy retained about 71 of the remaining acres for construction of military family housing and support facilities. Finally, 50 acres are being conveyed to the San Diego Unified Port District for airport-related uses, and 2 acres to the Immigration and Naturalization service for a small arms range. An additional 18 acres cover Harbor Drive. The 361 acres which the Navy will convey to the City are the subject of this Precise Plan.

The City of San Diego adopted a final *NTC Reuse Plan* for 431 acres of the NTC site and the Navy signed a Record of Decision agreeing to the land use program described by the *NTC Reuse Plan*. Figure 1.3, *NTC Reuse Planning Area, 1998*, shows the area subject to the *NTC Reuse Plan*, and the structures present on site at that time.

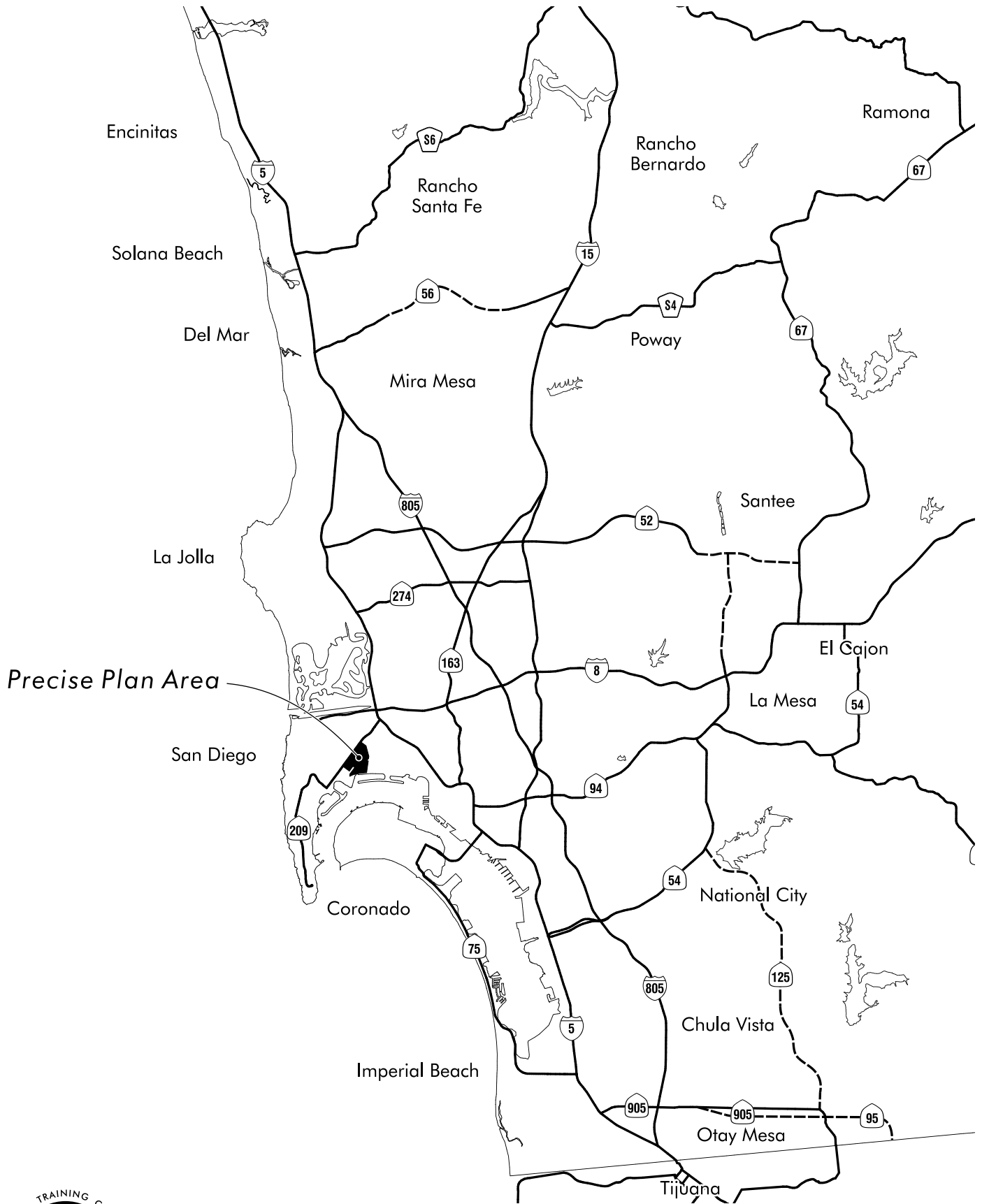
C. DEVELOPMENT AND PLANNING HISTORY

1. Background

Naval Training Center San Diego was operated as a military facility by the federal government from 1922 to 1997. In July 1993, the U.S. Navy declared its intention to close the base under the terms of the Base Closure and Realignment Act of 1990.

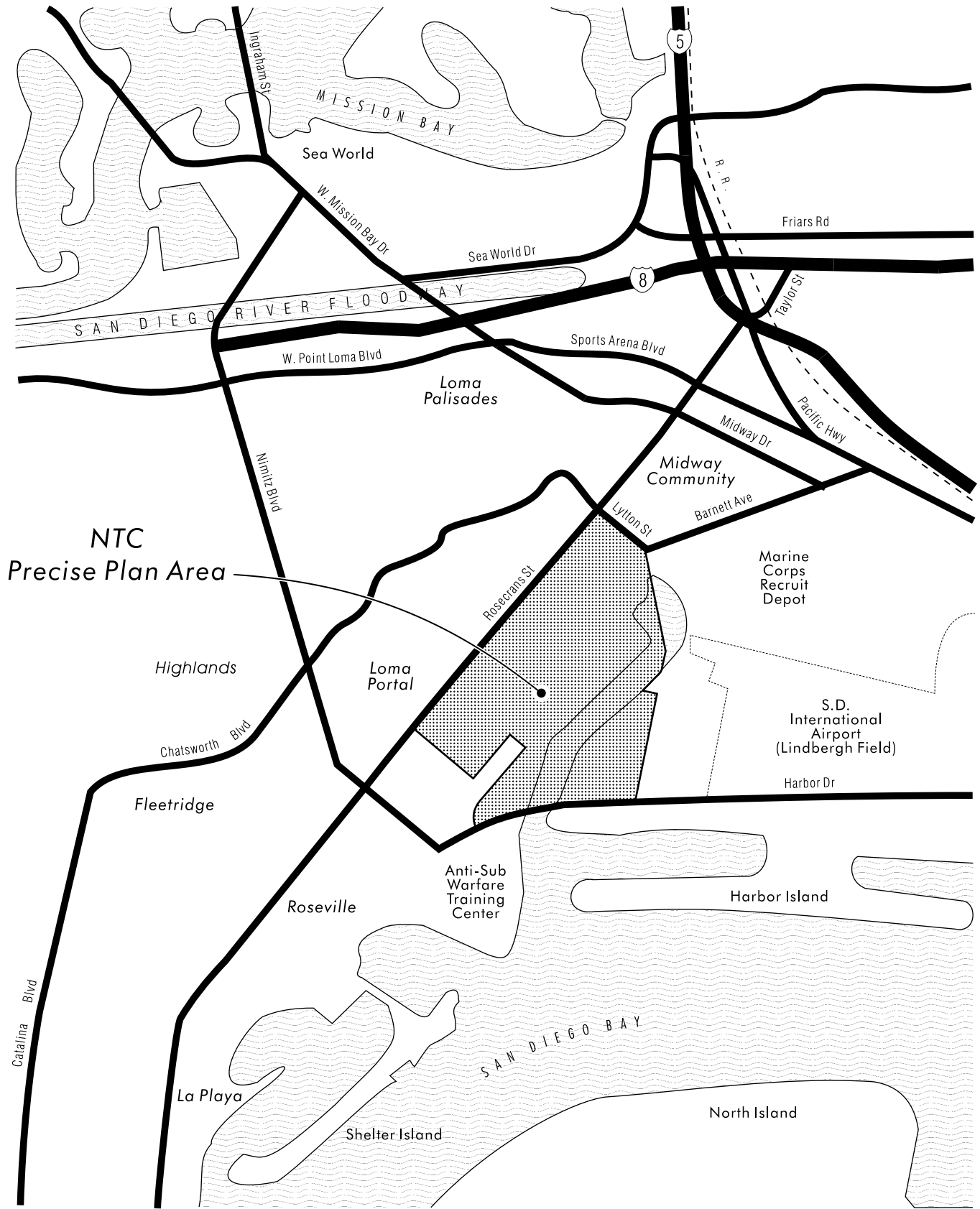
The City of San Diego began planning for reuse of the base in 1993. A 26-member Naval Training Center Reuse Planning Committee was established to work with City staff to develop *The NTC Reuse Plan*. The 26 member committee represented a range of interests, including adjacent planning groups, the Navy, educational institutions, environmental groups, advocates for the homeless, the construction industry, and business interests. The Committee held regular meetings for three years, most of which were video taped and shown on cable television.

Six subcommittees of the Reuse Planning Committee were formed to address Economic Development, Education, Environment, Homelessness, Park and Recreation, and Interim Use Review. Each subcommittee was chaired by a Reuse Committee member. Collectively, more than 200 public members participated in the subcommittee process.



Approximate Scale: 1"=3 miles
 Rick Planning Group 7-19-00

figure 1.1
 Regional Location Map
 NTC Precise Plan



Approximate Scale: 1"=2500'
Rick Planning Group 7-19-00

figure 1.2
Vicinity Map
NTC Precise Plan

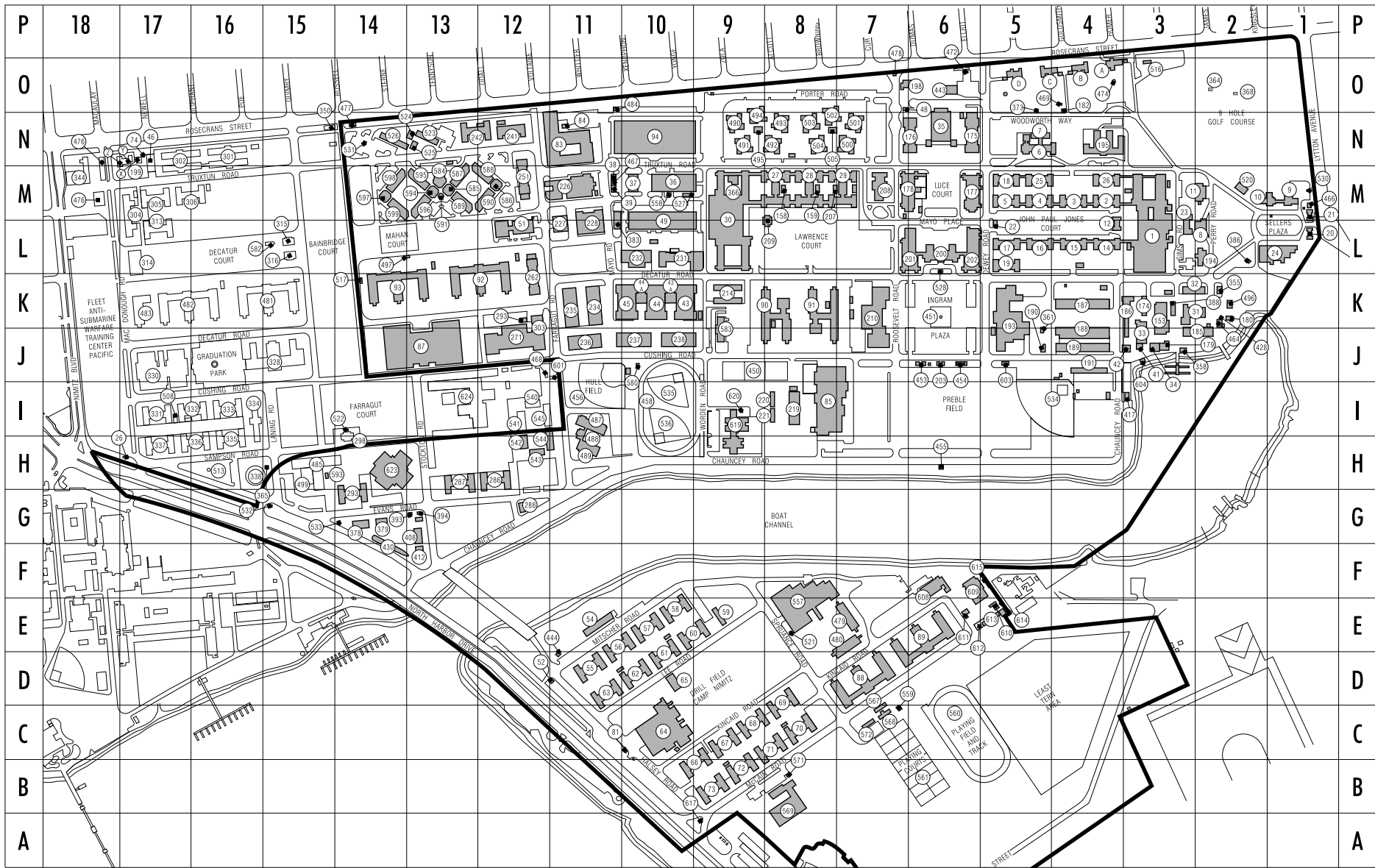


figure 1.3
 NTC Reuse Plan Study Area, 1998
 NTC Precise Plan



Scale in Feet (approx.)
 200 100 0 200 400 600 800 1000
 Rick Planning Group 7-19-00

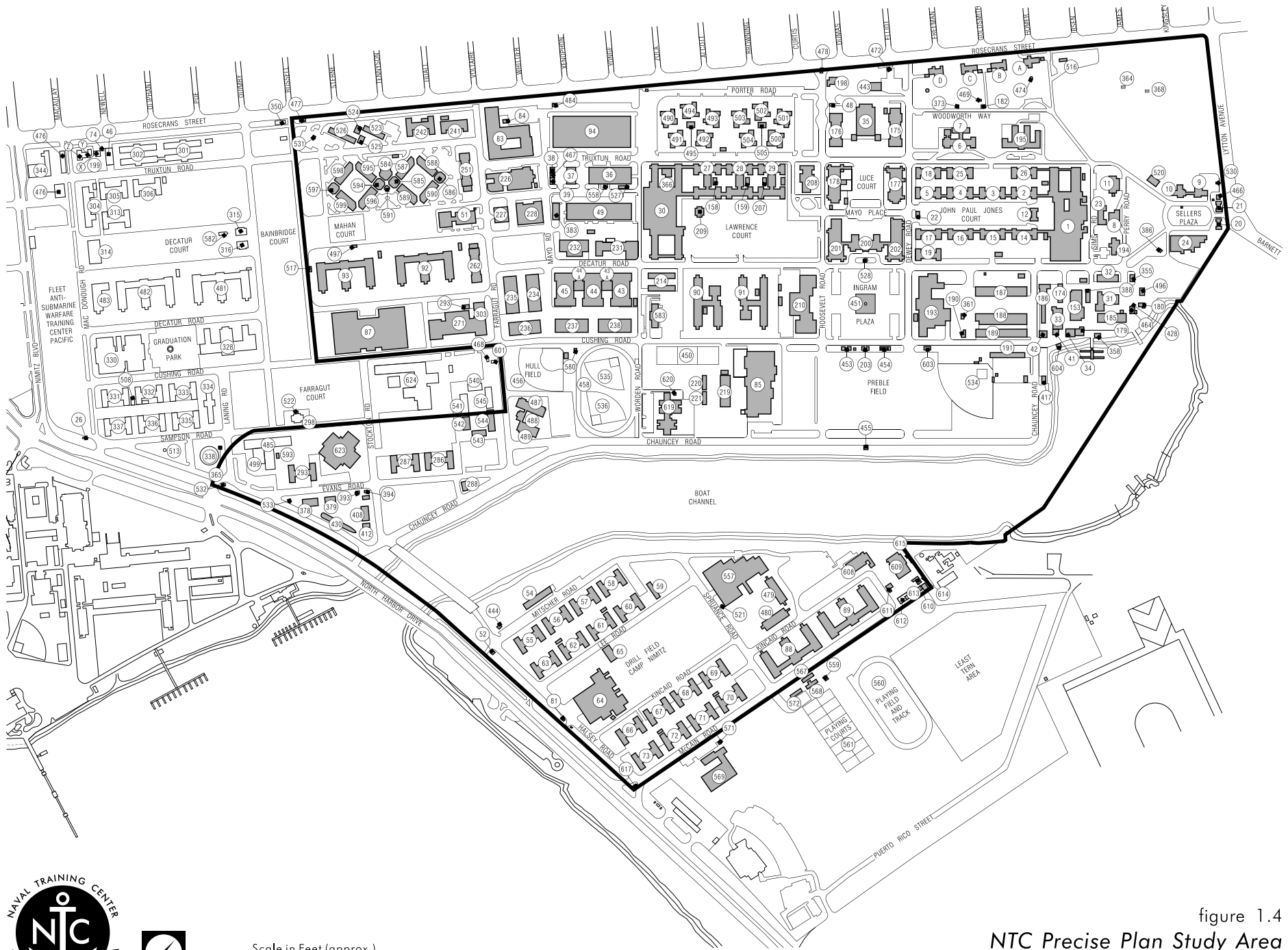


figure 1.4
 NTC Precise Plan Study Area
 NTC Precise Plan



Scale in Feet (approx.)
 200 100 0 200 400 600 800 1000
 Rick Planning Group 7-19-00

The planning process included a concerted outreach effort to promote participation by using flyers, post cards, newsletter notices, press releases, base tours, and presentations to a list of more than 800 interested individuals and organizations.

The site was established as a redevelopment area in 1997 and the *NTC Reuse Plan* was adopted by the City Council in October, 1998.

2. Homeless Assistance

Under an agreement reached during preparation of *The NTC Reuse Plan*, the City will provide a contribution of \$7.5 million for projects to aid the homeless. This approach has received approval from the Department of Housing and Urban Development.

3. Coastal Commission Review

The Naval Training Center is located within the California Coastal Zone. This NTC Precise Plan, along with zoning and other development regulations, constitute the Local Coastal Program land use plan. It will become effective following certification by the California Coastal Commission. The City will request that it assume authority to issue coastal development permits for qualifying portions of the base.

4. Bay-to-Bay Link

A series of design drawings and plans prepared to illustrate a water link between San Diego Bay and Mission Bay was presented to the San Diego City Council in 1995. The Council accepted the report summarizing the proposal, often referred to as the “Bay-to-Bay Link” or the “Bay-to-Bay Canal.” The report identifies the NTC boat channel as the southern terminus of the Bay-to-Bay link.

An amendment to the Midway/Pacific Highway Corridor Community Plan approved in 1998 incorporated the canal into the plan. The plan established the following goal:

Complete development plans of a Bay-to-Bay water link through the [Midway/Pacific Highway Corridor] community as an urban and recreational amenity to improve the image of the community and stimulate revitalization and development. Such a water link would connect San Diego Bay, from the end of the NTC boat channel, to the San Diego River, by constructing a canal that can be navigated by small hand-powered and motorized water craft. Completion of such plans will

require further environmental assessment and amendment of the City's certified Land Use Plans. Develop this area as a linear park or waterway if plans for the Bay-to-Bay water link are not approved.

Although the alignment of a canal connecting San Diego Bay to Mission Bay is conceptual and requires further planning and environmental analysis, suggesting routings directly apply to NTC. One alternative has the canal continuing from the NTC boat channel, crossing Barnett Street in the vicinity of Gate 1. A variation has the canal extending from the northern end of the NTC boat channel, running through the Marine Corps Recruit Depot, crossing Barnett Avenue, and then proceeding north. None of the proposed conceptual alignments affect implementation of this Precise Plan. See Figure 1.5, *Proposed Bay-to-Bay Canal Alignments*.

D. OPPORTUNITIES AND CONSTRAINTS

1. Opportunities

a. Central location

NTC is less than three miles from Downtown San Diego and has a waterfront location.

b. Existing internal street system

The internal street system provides a grid on which future development is planned.

c. Existing utilities

All utilities at NTC are operational and most can be used on an interim if not permanent basis.

d. Water views and waterfront access

Distant water and downtown city scape views are available at the higher elevations of near Rosecrans. Because the boat channel is narrow and the water level is well below the top of the channel, views of the boat channel are available only adjacent to the channel or from taller buildings on the base. This Precise Plan creates opportunities for recreation, pedestrian and bicycle circulation and public access to the waterfront that does not currently exist.

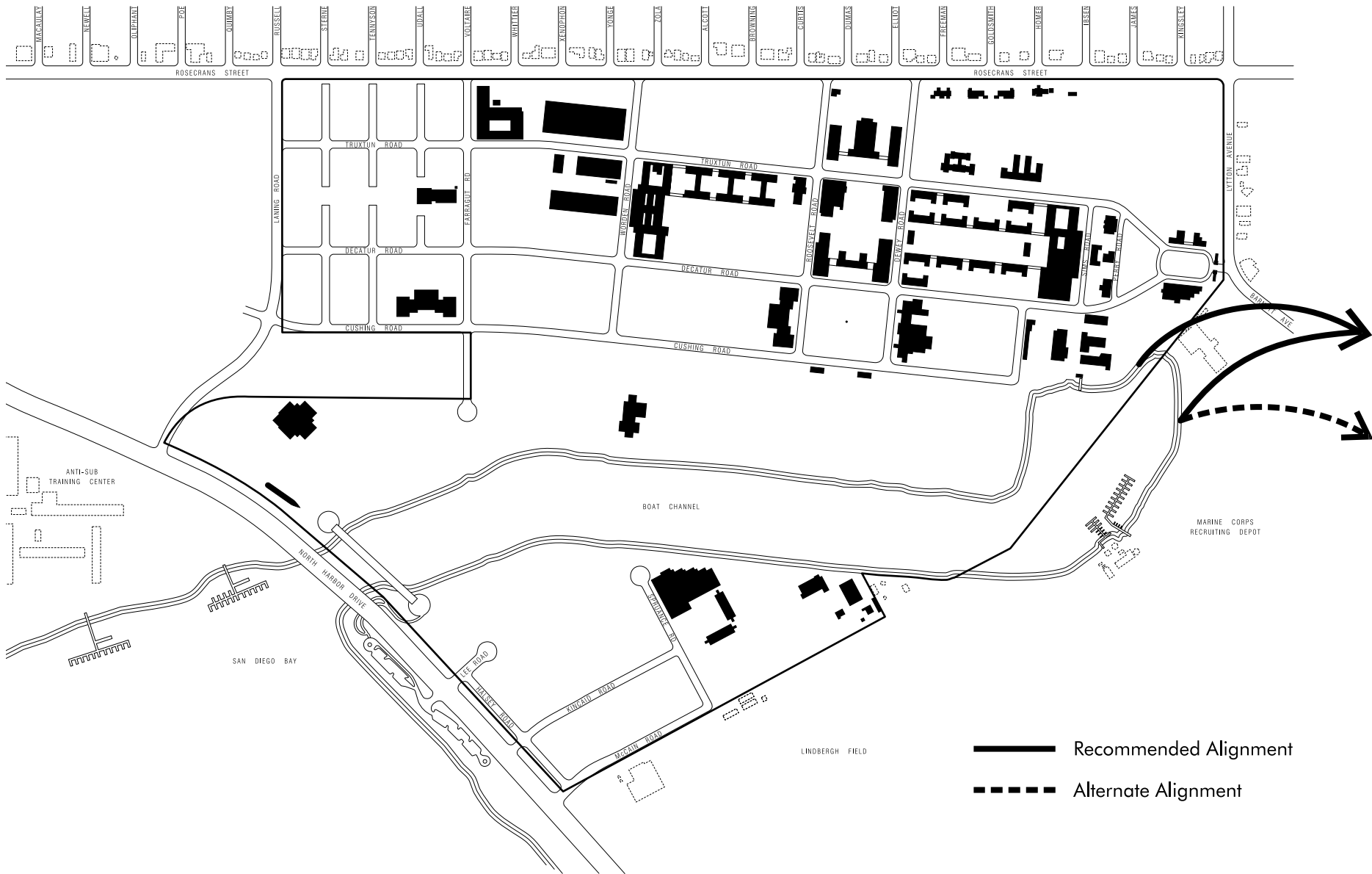
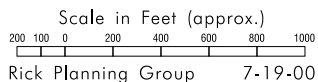


figure 1.5
Bay-to-Bay Canal Alignment
 NTC Precise Plan



e. Attractive historic buildings

An Historic District was created at NTC prior to transfer of the site from the U.S. Navy to the City of San Diego. Many buildings within the Historic District have tile roofs, graceful arches and arcades, and a sense of scale and proportion that lends history and dignity to the base. These stately and appealing buildings will remain and anchor the site. The historic building code becomes applicable and tax credits are available for rehabilitation.

f. Military area set aside for school

Approximately 59 acres were retained by the Navy for 500 units of military housing and 12 acres for medical support facilities. The U.S. Navy has agreed to provide, at no cost to the San Diego Unified School District, a 7-acre cleared parcel on which an elementary school and joint-use playground/park could be constructed within the 59-acre military housing site on NTC. The school parcel will be made available prior to the start of construction of the military family units.

g. Views of downtown

View availability on and adjacent to NTC is a function of topography. The NTC site, generally perceived as level, actually slopes gently in a north-to-south direction, losing approximately 50 feet in elevation from the north (Rosecrans at Lytton) to the south (Rosecrans at Nimitz). The site slopes easterly as well, with the lowest point on the property measuring seven feet above mean sea level (amsl). Views of the downtown skyline and San Diego Bay will be available and protected on-site from the planned public waterfront park and from structures with unobstructed south and southeastern vistas. Preservation of existing views and the creation of new view corridors are a priority.

Of-site to the west, land rises sharply. In the adjacent residential neighborhood, elevations range from 120 to 220 feet amsl. It is here, from the elevated residential streets and homes west and northwest of NTC, that views of the downtown skyline and San Diego Bay are available.

Building height at NTC will be regulated by zoning, although proposed building heights at NTC are expected to have limited or no effect on downtown views. (See viewshed analysis conducted from 10 key public observation points in the Point Loma area, as described within the environmental initial study prepared for the this Precise Plan.) The NTC site is a transitional area between the high rise downtown core of Centre City and the Port of San Diego lands, and the traditional business/residential neighborhood of Point Loma and the Peninsula community. Thus, building

heights shall be designed to be visually compatible with the character of surrounding areas.

It should be noted that Proposition D, approved by the citizens of San Diego on December 7, 1972, imposed a 30-foot height restriction within coastal areas of the City. Land owned by the Federal Government, the state, or the Port District on January 2, 1971, is exempt from Proposition D. There are currently 81 buildings on the base that exceed 30 feet in height. Many of those buildings are expected to remain and be reused, especially those falling within the Historic District. See Figure 1.6, *Navy Structures Exceeding 30 Feet in Height*, and Table 1.1, *Navy Buildings 30 Feet in Height and Greater, 1998*.

TABLE 1.1
NAVY STRUCTURES 30' FEET IN HEIGHT & GREATER, 1998

Bldg No.	Navy Use	Stories	Year Built	Approximate Height in feet
1	Community Facilities Building	1	1922	30
2	Enlisted Barracks	2	1922	36
3	Enlisted Barracks	2	1922	36
4	Enlisted Barracks	2	1922	36
5	Enlisted Barracks	2	1922	36
14	Enlisted Barracks	2	1923	36
15	Enlisted Barracks	2	1923	36
16	Enlisted Barracks	2	1923	36
17	Enlisted Barracks	2	1923	36
18	Enlisted Barracks	2	1923	36
19	Enlisted Barracks	2	1923	35
25	Enlisted Barracks	2	1924	36
26	Enlisted Barracks	2	1924	36
27	Enlisted Barracks	2	1932	37
28	Recruit Barracks	2	1932	37
29	Recruit Barracks	2	1932	37
30	Community Services Mall	1	1932	37
35	Auditorium 1	1	1941	46
51	Pattern Maker Mold Training Bldg	2	1952	43
83	Communications School	3	1962	38
88	Recruit Barracks	3	1967	32
89	Recruit Barracks	3	1967	31
90	Enlisted Barracks	4	1967	40
91	Enlisted Barracks	4	1967	40
92	Recruit Barracks	3	1968	31
93	Recruit Barracks	3	1968	31

Bldg No.	Navy Use	Stories	Year Built	Approximate Height in feet
94	School	3	1969	39
158	Storage	1	1941	37
159	Laundry Facility	1	1941	37
175	School Building	2	1941	38
176	School Building	2	1941	38
177	Library	1	1941	35
178	Navy Exchange	2	1942	35
193	Enlisted Personnel Club	2	1942	34
200	NTC HQ Bldg	1	1942	35
201	Personnel/Staff Civil Engr Offices	2	1942	35
202	Personnel Support Office	2	1942	35
207	Laundry	1	1942	37
208	North Chapel	2	1942	37
210	Admin, Gym, Pool	2	1942	47
226	Dry Clean, Tailor, Plants, Del Taco	1	1942	30
241	School Building #5	2	1942	34
242	School Building	2	1942	35
251	School Building	2	1942	32
262	Classroom Building	2	1942	37
271	Swimming Pool/Gym	1	1942	35
286	Enlisted Barracks	2	1942	33
287	Administrative Office Building	2	1942	34
293	Office/Self Help	2	1942	32
303	Central Fire Station	2	1942	33
366	Administrative Storage	1	1942	37
479	Recruit Barracks	4	1969	43
480	Recruit Barracks	4	1969	41
485	Classroom/Admin Office Building	3	1970	40
487	Enlisted Barracks	3	1970	30
488	Barracks Lobby for B487 & B489	1	1970	30
489	Enlisted Barracks	3	1970	30
490	Enlisted Barracks	3	1970	31
491	Enlisted Barracks	3	1970	31
492	Enlisted Barracks	3	1970	31
493	Enlisted Barracks	3	1970	31
494	Enlisted Barracks	3	1970	31
499	TV Studio	2	1970	30
500	Enlisted Barracks	3	1972	31
501	Enlisted Barracks	3	1972	31
502	Enlisted Barracks	3	1972	31
503	Enlisted Barracks	3	1972	31

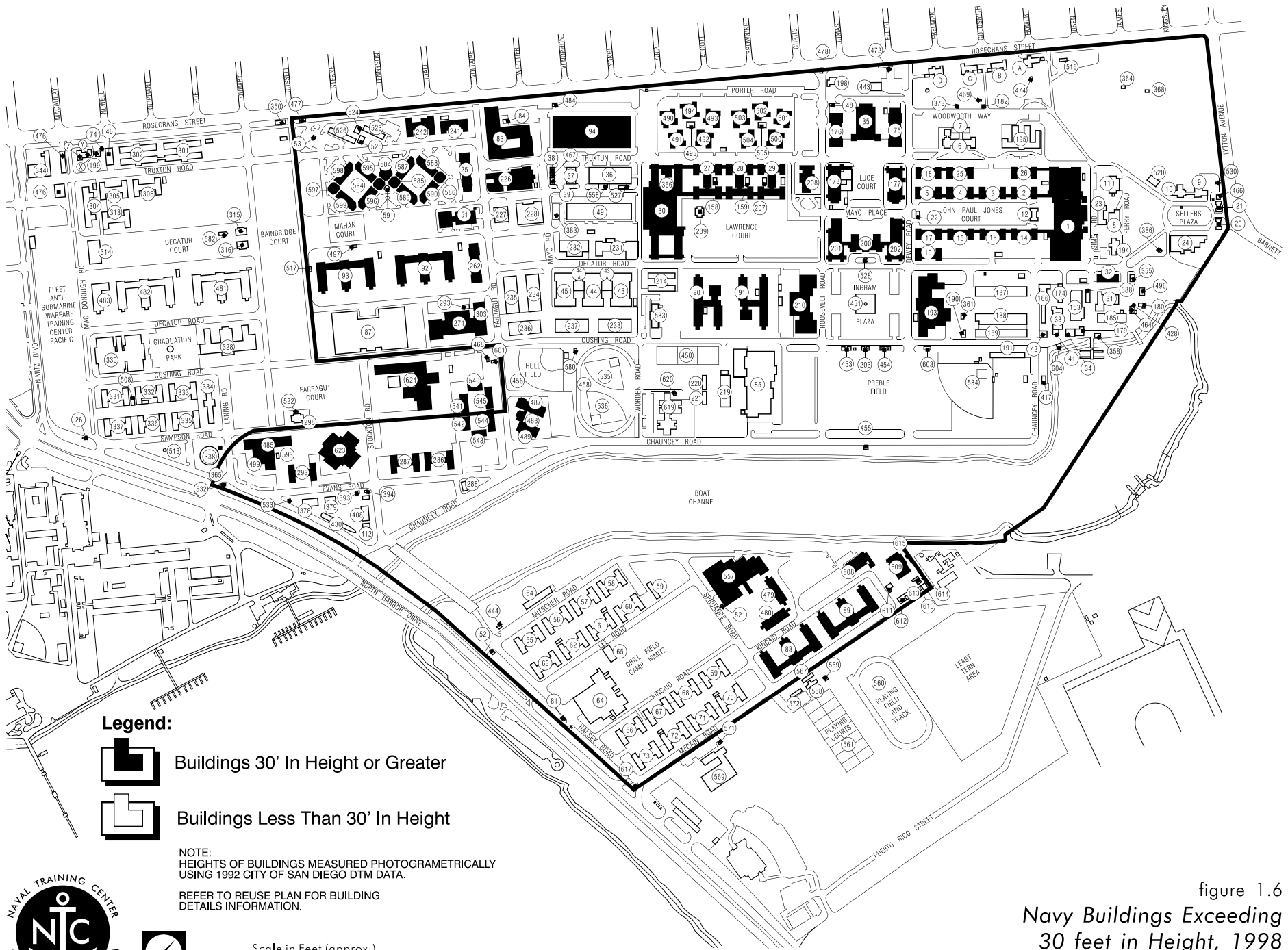
Bldg No.	Navy Use	Stories	Year Built	Approximate Height in feet
504	Enlisted Barracks	3	1972	31
540	Enlisted Barracks	3	1975	30
541	Enlisted Barracks	3	1975	30
542	Enlisted Barracks	3	1975	30
543	Enlisted Barracks	3	1975	30
544	Enlisted Barracks	3	1975	30
545	Enlisted Barracks	3	1975	30
557	Recruit In-Processing Facility	2	1978	38
584	Primary Core, Enlisted Barracks	1	1987	46
585	Secondary Core, Enlisted Barracks	1	1987	46
586	Secondary Core, Enlisted Barracks	1	1987	46
587	Enlisted Barracks	3	1987	46
588	Enlisted Barracks	3	1987	46
589	Enlisted Barracks	3	1987	46
590	Enlisted Barracks	3	1987	46
591	Mech Bldg for Enlisted barracks	1	1987	46
594	Core Bldg for Enlisted barracks	1	1988	46
595	Enlisted Barracks	3	1988	46
596	Enlisted Barracks	3	1988	46
597	Lounge/Laundry	1	1992	46
598	Enlisted Barracks	3	1992	46
599	Enlisted Barracks	3	1992	46
608	Fire Fighting School	2	1991	33
609	Fire Fighting Trainer	1	1991	33
623	Support Center	1	1991	48
624	Medical\Dental Clinic	2	1990	44

2. Constraints



a. Lindbergh Field

Noise Contours - Avigation Easement

The northern two-thirds of NTC is affected by aircraft noise levels at or greater than 65 dB CNEL (Community Noise Equivalent Level). Beginning at 65 dB CNEL, residential development is generally considered incompatible. At greater than 75 dB CNEL, office use is generally inappropriate. At greater than 80 dB CNEL, industrial uses are generally inappropriate.



Legend:

-  Buildings 30' In Height or Greater
-  Buildings Less Than 30' In Height

NOTE:
 HEIGHTS OF BUILDINGS MEASURED PHOTOGAMMETRICALLY
 USING 1992 CITY OF SAN DIEGO DTM DATA.

REFER TO REUSE PLAN FOR BUILDING
 DETAILS INFORMATION.

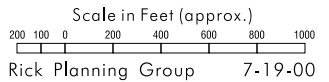


figure 1.6
 Navy Buildings Exceeding
 30 feet in Height, 1998
 NTC Precise Plan

Runway Protection Zone

The San Diego International Airport Runway Protection Zone (RPZ) overlays a portion of the northeast corner of the base and impacts future use and development. See Figure 1.7 and Appendix A. A portion of the Historic District, the Park and Open Space Area, and the Boat Channel lie in the RPZ.

The State Historical Building Code allows additions, alterations and repairs to qualified historical buildings wherever they occur, under the terms of Section 8-102.1.1.

The Federal Aviation Administration is the federal agency responsible for the establishment and enforcement of aviation safety standards. These standards are set forth in the Federal Aviation Regulations and apply to aircraft and airports. Part 139 of the Regulations prescribes rules governing the certification and operation of land airports. One of the requirements of Part 139 is that a Runway Protection Zone be established at the end of each runway consistent with the requirements of FAA Advisory Circular AC 150/5300-13.

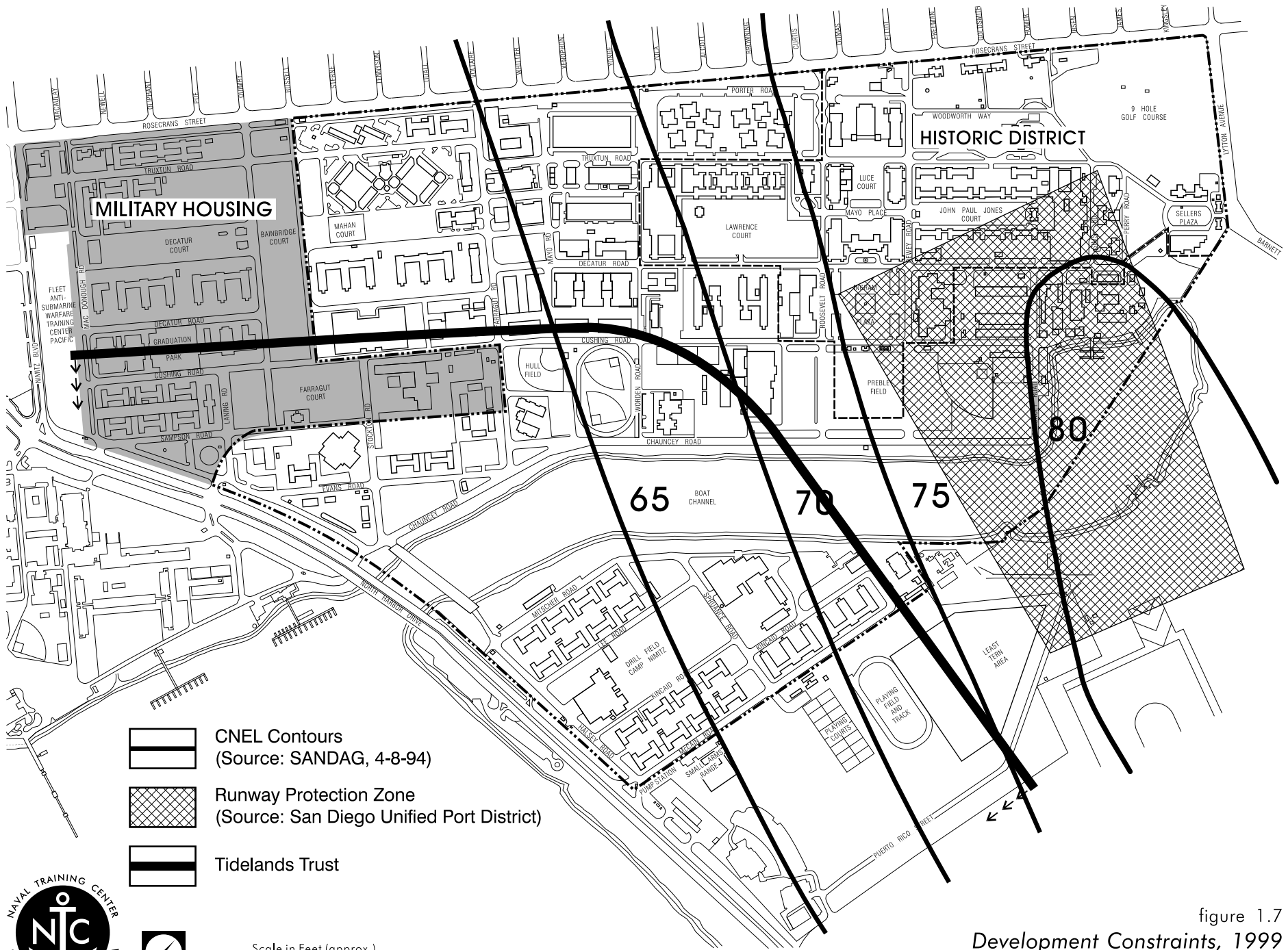
The San Diego Unified Port District has established a Runway Protection Zone for San Diego International Airport consistent with FAA requirements. This RPZ is shown on Figure 1.7 and is depicted on Figure A in Appendix A.

Appendix A provides use restrictions which limit the type and amount of land use that can be provided within the RPZ as well as the area within which these uses can be provided. To the extent practicable, these use restrictions are consistent with FAA Advisory Circular 150/5300-13. When developing the use restrictions, several sets of options were generally considered, including tradeoffs between safety and economic concerns, in light of the established historical uses that existed within the RPZ area in connection with operation of NTC. The use restrictions preclude the construction of any new structures within the RPZ. All defined permitted uses must be conducted within the existing footprint of structures that currently exist within the RPZ.

The use restrictions provided in Appendix A restrict the use on that portion of NTC within the RPZ in perpetuity, or until the San Diego International Airport is abandoned and ceases to be used for public airport purposes.

b. Historic District

An Historic District was created at NTC as a result of two surveys identifying



MILITARY HOUSING

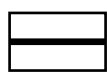
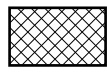
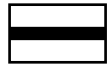
HISTORIC DISTRICT

65

70

75

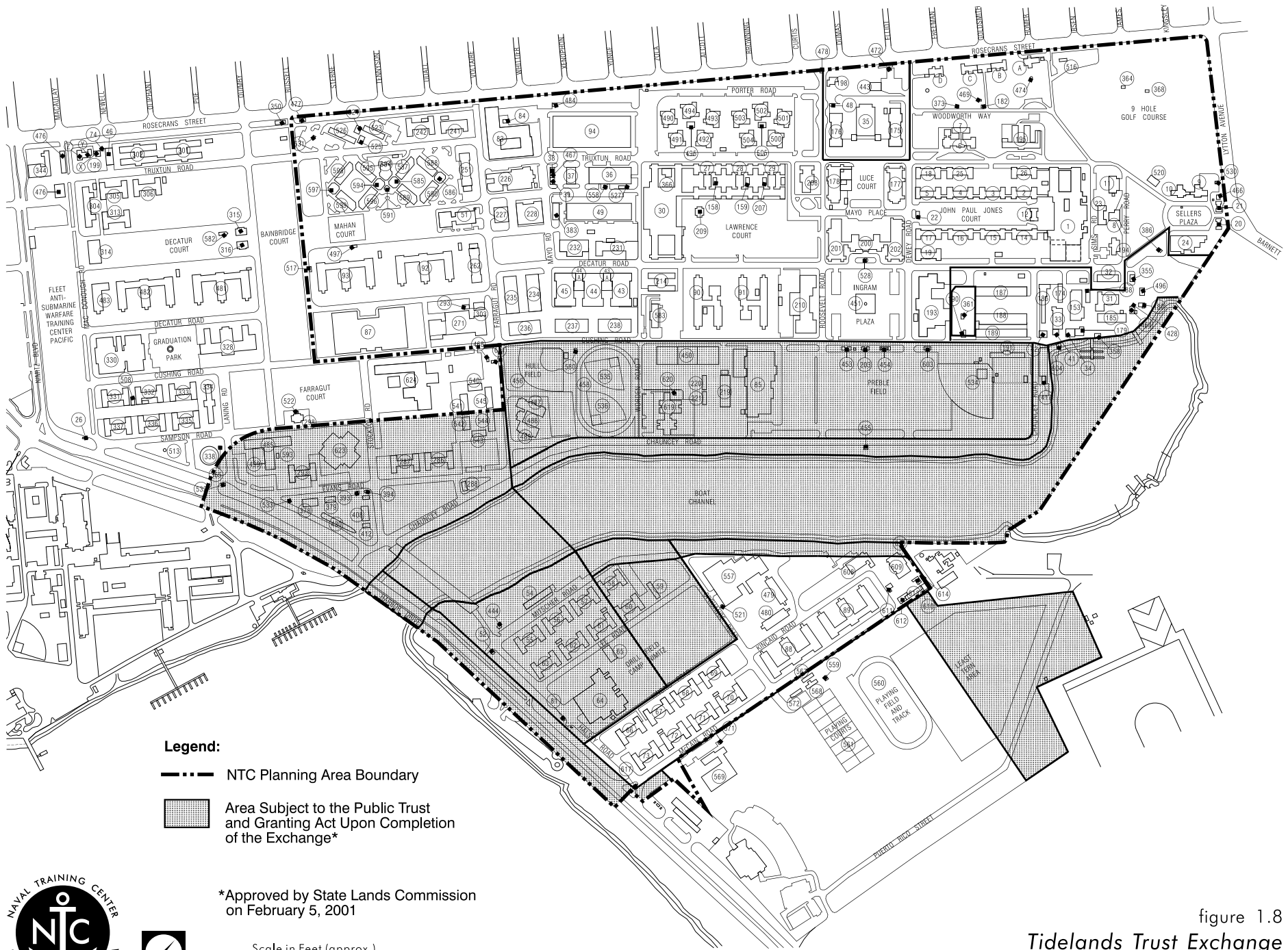
80

-  CNEL Contours
(Source: SANDAG, 4-8-94)
-  Runway Protection Zone
(Source: San Diego Unified Port District)
-  Tidelands Trust



Scale in Feet (approx.)
 200 100 0 200 400 600 800 1000
 Rick Planning Group 7-19-00



figure 1.7
 Development Constraints, 1999
 NTC Precise Plan



Legend:

-  NTC Planning Area Boundary
-  Area Subject to the Public Trust and Granting Act Upon Completion of the Exchange*

*Approved by State Lands Commission on February 5, 2001

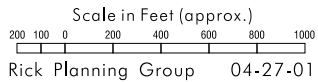


figure 1.8
Tidelands Trust Exchange
NTC Precise Plan

structures eligible for listing on the National Register of Historic Places. See Figure 1.7, *Development Constraints, 1999*. Eligibility for listing on the National Register of Historic Places brings with it restrictions on modifying the exteriors of these structures which may limit efforts to mitigate noise in areas where aircraft noise levels are high and which may result in higher costs to meet code requirements that conform to historic rehabilitation guidelines. A set of guidelines (*Naval Training Center Guidelines for the Treatment of Historic Properties*) has been prepared and approved by the City of San Diego Historical Resources Board (HRB) to guide rehabilitation.

All currently proposed and future work within the NTC Historic District shall be consistent with the *Naval Training Center San Diego Guidelines for the Treatment of Historic Properties* and the *U.S. Secretary of the Interior's Standards and Criteria for the Treatment of Historic Properties*. All future improvements for new buildings or additions to buildings within the Historic District shall be sent to the California State Historic Preservation Officer (SHPO) for a determination of consistency with the *U.S. Secretary of the Interior's Standards and Criteria* if requested by SHPO, and shall be reviewed by the City of San Diego Historical Resources Board for a recommendation before final approval by the decision making body of the required permit.

c. Tidelands Trust

Approximately one-third of NTC is subject to Tidelands Trust restrictions. Established by the State of California and enforced by the State Lands Commission, the Tidelands Trust prohibits private sale or encumbering of state tidelands and limits development on tidelands to commerce, recreation, navigation, and fishery-related uses. As of February 2000, the Tidelands Trust boundary as depicted in Figure 1.7, *Development Constraints*, was under negotiation between the City of San Diego and the State Lands Commission. The City's objective is to have the Trust designation extinguished from those portions of NTC to be occupied by the Regional Public Safety Training Institute and some residential uses, and have it instead impressed on the park and open space areas on the west side of the boat channel. Figure 1.8, *Tidelands Trust Exchange*, shows the proposed boundaries.

d. Lack of capacity of adjacent schools

During preparation of the *NTC Reuse Plan*, the San Diego Unified School District indicated that because of inadequate capacity, area primary schools could not accommodate students from NTC. (As indicated above, the U.S. Navy subsequently agreed to provide land on which an elementary school

could be constructed.)

e. Lack of capacity on adjacent roads

The limited capacity of adjacent off-site roads could affect the development potential of NTC unless mitigation were provided.

f. Most streets and utilities not up to City code

Due to age, material, capacity, location, and configuration, most streets and utilities built by the Navy at NTC do not meet current City code.

g. Coastal restrictions.

The Naval Training Center is located within the California Coastal Zone and is therefore subject to Coastal Act policies.

h. Density.

Low-to-moderate intensity of development on NTC is mandated by the *NTC Reuse Plan* because of community concern over the impact of greater residential development on traffic congestion.

I. Property Conveyance

Two land acquisition methods will be used to acquire title for NTC from the Federal Government: the Economic Development Conveyance (EDC) and the Public Benefit Conveyance (PBC). The EDC method permits the transfer of property from the Department of Defense to the Local Reuse Authority (LRA) for job-creation purposes. The PBC method permits the transfer of property from the Department of Defense to the Local Reuse Authority (LRA) for public purposes such as education, airport, parks, public health and human services, historic preservation, etc. See Figure 1.9, *Federal Property Conveyance Areas*, shows where the EDC and PBC methods are used.

Each method of conveyance imposes certain restrictions on the ultimate use and disposition of the property. The PBC ensures that the property is protected for public purposes, based on the nature and mission of the Federal agency which sponsors the conveyance. At NTC, two agencies are sponsoring PBCs, the Department of Health and Human Services and the Department of the Interior, National Park Service.

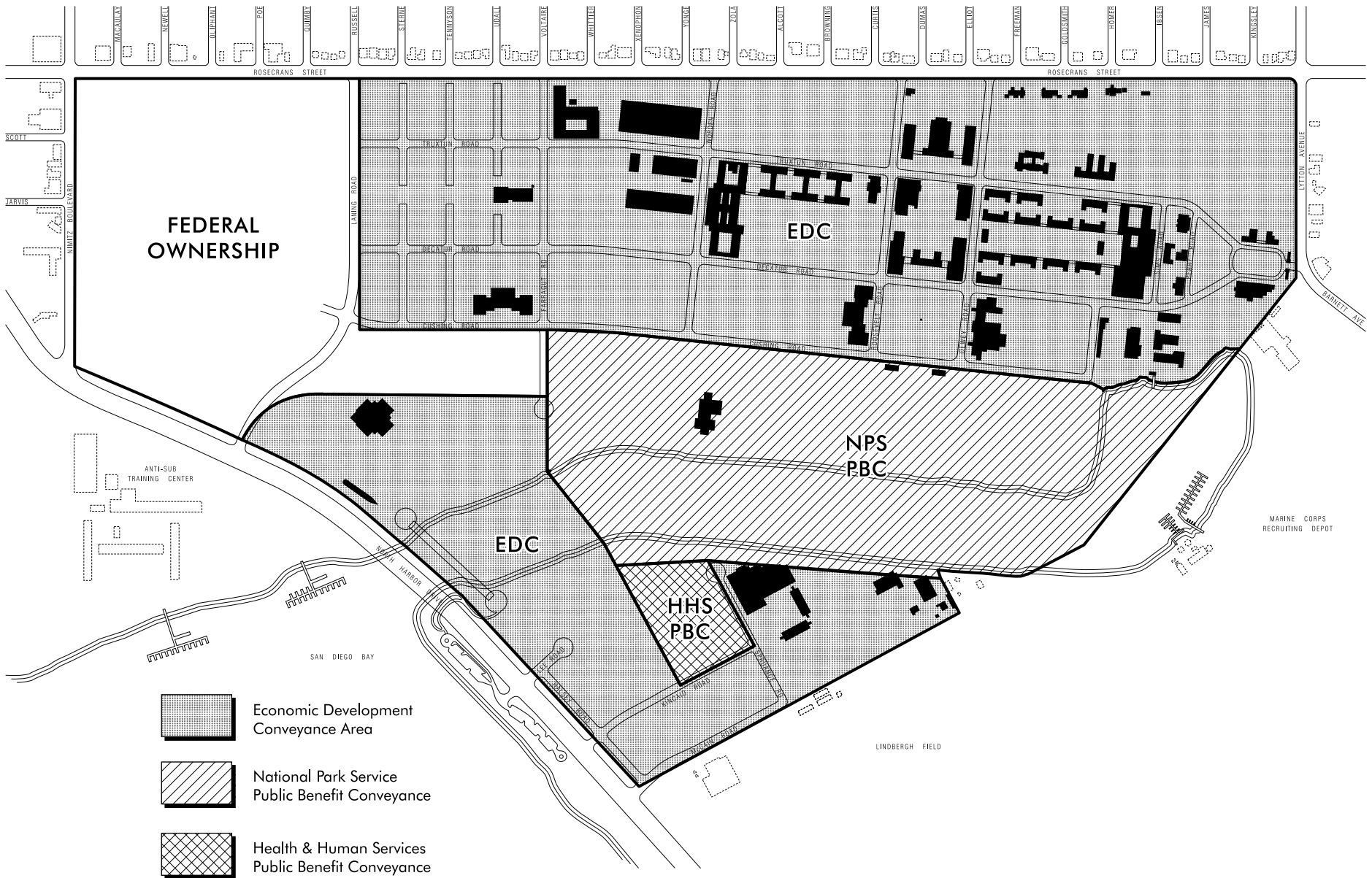


figure 1.9
 Federal Property Conveyance Areas
 NTC Precise Plan



Scale in Feet (approx.)
 200 100 0 200 400 600 800 1000
 Rick Planning Group 04-24-01

Chapter II: LAND USE

A. GENERAL GOALS

Guiding principles for development of NTC stem from the local context and opportunities present on site, as defined in the *NTC Reuse Plan*. Those guiding principles are:

1. Design new construction to respect the adjacent residential community.

NTC is adjacent to Loma Portal, an established traditional residential neighborhood of mostly single family custom homes, many built in the 1920's and 1930's, often using the Spanish-style local architecture. Compatibility with this character is critical to assure a smooth transition between the old and the new. The character and physical attributes of the adjacent neighborhood should be reflected in design of new buildings along Rosecrans, the matching of streets connected to Rosecrans, and the preservation of major view corridors.

2. Provide open space and recreational opportunities.

When NTC was operated by the Navy, substantial open space was present along both sides of the boat channel. Two gyms, outdoor sports fields, and a golf course provide active recreational opportunities. Open space and recreation opportunities should be preserved and enhanced in the Precise Plan.

3. Maintain a link with the historical importance of the site.

The history of the Naval Training Center is reflected in the historic buildings, signs, and landscaping whose presence and organization impose a design structure and vocabulary on NTC. New development and rehabilitation should respect the heritage and artifacts of the Naval Training Center as a primary design principle and should preserve historic buildings. Active reuse of historic structures should serve to animate San Diego's history and link the spirit of the past with the interests of the present.

4. Retain the internal circulation system as an organizing element.

The road system at NTC is important as an organizing element of the site and is a primary means of connecting NTC with the surrounding community and the region. Planning should extend the pedestrian and vehicular circulation system throughout the Naval Training Center following the basic pattern

established by the Navy's use of NTC. Streets should be designed to accommodate bicycle and pedestrian activity.

5. Maximize the value of the boat channel.

The boat channel is a significant physical element of the Naval Training Center in that it connects the site to San Diego Bay. The channel offers opportunities for recreation, public access, creation of a naturalized edge, and development. Planning should orient people and activities to the boat channel. The channel should be used as a connection to San Diego Bay both visually and physically, and for recreation purposes. It may be enhanced to support wildlife habitats, passive enjoyment, and recreation. Water quality improvement in the channel is a long term goal. Also in the long term, the channel should be a principal element of the proposed Bay-to-Bay link. (A Bay-to-Bay link will require environmental review, an LCP amendment, and a Coastal Development Permit.)

6. Locate uses in response to development constraints.

Tidelands Trust restrictions on use, the Lindbergh Field runway protection zone, high levels of airport noise, and limitations on remodeling within the Historic District all limit potential reuse at NTC. Land use at NTC must be located in consideration of these site constraints.

B. THE LAND USE CONCEPT

NTC is planned as a 361-acre neighborhood with a mix of uses which combine to create an urban village. See *Figure 2.1, Land Use Plan*. The urban village includes residential, commercial, recreational, and other uses in a pedestrian-oriented environment served by a grid-patterned street system. Specifically:

- *Residential uses* are located on the southerly third of the site outside the high noise impact area and the reconfigured Tidelands Trust (which restricts residential uses and private land ownership).
- *Educational uses* are proposed on central portions of NTC where the Navy conducted training classes and where Navy structures lend themselves to adaptive reuse for educational purposes. The educational use area contains buildings which come closest to "move-in" condition.
- *Office/Research and Development uses* are located on a portion of the site where demolition can occur because the buildings are not historic, where

land can be acquired in fee because it lies outside the Tidelands Trust, and where uses can sustain higher noise levels.

- *Mixed use* is proposed on 107 acres in the northern portion of the site, most of which is in the Historic District. The Mixed Use area includes a civic, arts, and culture precinct, a commercial precinct, and a golf course precinct. Allowing a mix of primarily small users within the area - offices, retail operations, museums, galleries, artists' workshops, live/work areas, recreational uses, restaurants - allows uses that can adapt to the setting and special circumstances of the area.
- *Park and open space* uses are designated along the waterfront. NTC will provide a local-serving recreational function for Peninsula residents and a major new waterfront park for all San Diegans. The park and open space at NTC could form the southernmost element in the proposed Bay-to-Bay link. An urban greenbelt or linear park could traverse the length of the site tying uses together.
- The *boat channel* itself covers approximately 54 acres. Additional study and planning are required to determine how the boat channel will be used, whether the sides of the channel - which are now covered with rip-rap - should be altered, and what kind of channel maintenance is necessary.
- *Hotels* are sited adjacent to the water on Harbor Drive on each side of the boat channel. The waterfront location, visibility, and ease of access to the airport make these sites logical for hotel use. Family-oriented hotel use is proposed on the west side of the channel and a business-oriented hotel is proposed on the east side near the airport.
- An *ocean monitoring laboratory* to be built by the Metropolitan Wastewater Department (MWWD) requires a waterfront location. This site is located on the east side of the boat channel between the business hotel and a Regional Public Safety Training Institute. The 100,000 square foot facility will be built in stages and will include a pier and boat dock which extends into the boat channel. An additional 30,000 square foot coastal water laboratory will be developed on the site at a later time.
- *Regional Public Safety Training Institute* (RPSTI) is designated for the site adjacent to the water testing laboratory. The RPSTI is a training facility operated by a coalition of law enforcement, fire protection, and life safety agencies. It will use many of the existing buildings as well as construct a number of speciality buildings including but not limited to an indoor firing range and a fire training tower.

A demolition and construction program is presumed by this Precise Plan and described in Table 2.1, *Anticipated Development Program*, which quantifies anticipated development at buildout. However, nothing in this Precise Plan should be construed 1) to *require* the demolition of any structure remaining on-site at the time NTC is/was conveyed to the City, nor 2) to *prohibit* new on-site construction, so long as the gross square footage shown in Table 2.1 is not exceeded, and the use is consistent with the governing policies described for each specific plan area.

C. RESIDENTIAL AREA

Governing Policies

Within the residential area up to 350 market rate housing units are to be developed. To assure a mix of housing type, both single family and multi-family housing units must be provided.

Priority Uses include single family dwellings, including attached, detached, and town-house units, as well as multi-family dwellings.

Other Uses must be evaluated to determine if their presence and impact are compatible with the Priority Uses. Uses typically allowable to support residential uses include parks, playgrounds, recreational, and child care facilities.

Special Considerations - Navy Building 271, constructed as a gymnasium and swimming pool, is expected to remain and continue in non-residential use within the residential area. The Foundry, Navy Building 51, while not actually a part of the residential area, will be surrounded on three sides by residential uses. The Foundry and any successor use of the facility is expected to function so that any noise, odor, or vibration is contained within the walls of the facility.

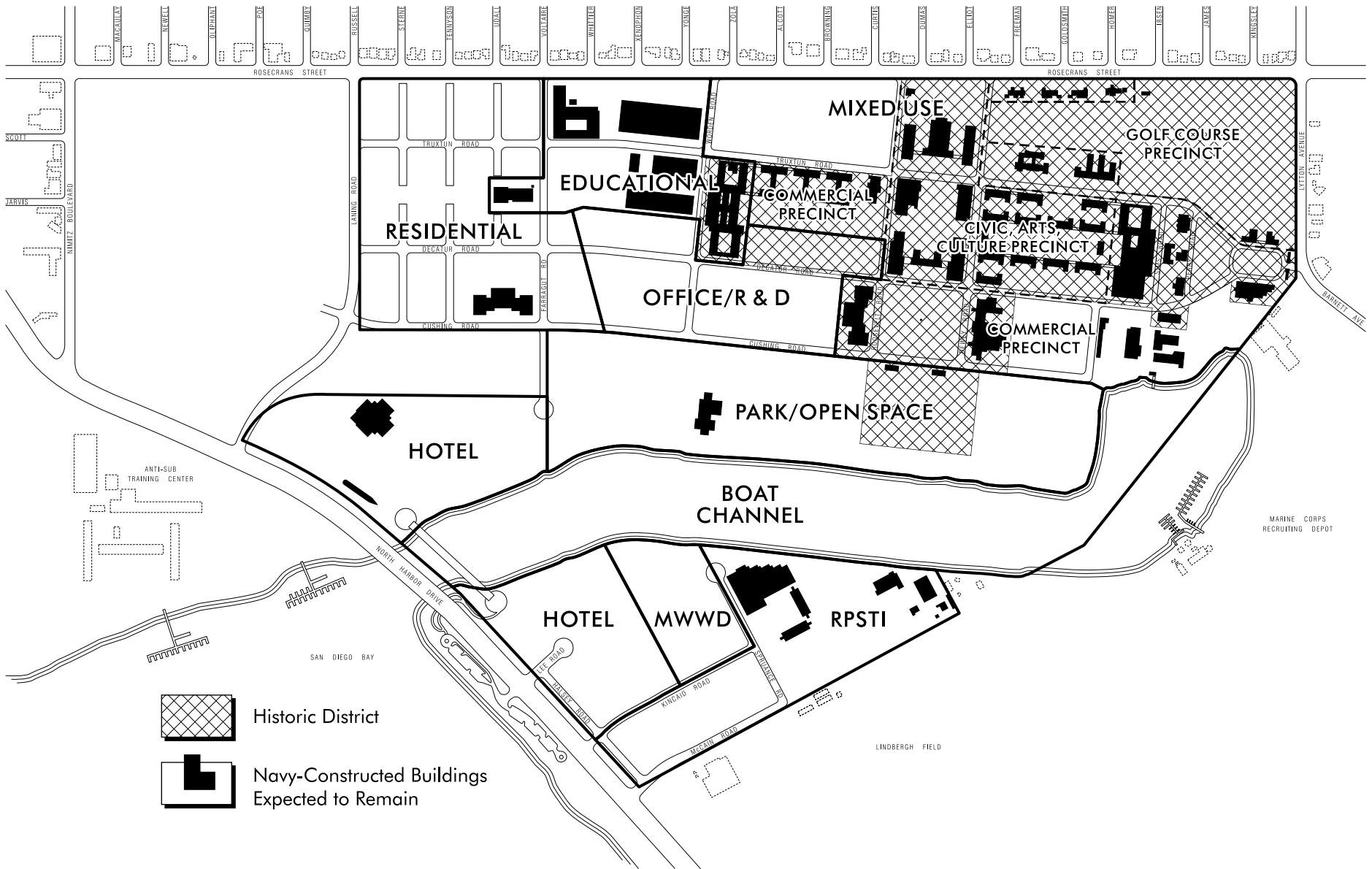
Design Features



Within the residential area at NTC, the design intent is to create a finely-scaled neighborhood where front doors and porches face the street and where the neighborhood is created to serve people and not cars. Most homes should be developed on small lots located on a grid of narrow streets serviced by alleys. Garages should be accessible via the alleys. Streets should align with and act as visual extensions of the existing street on the west side of Rosecrans Street. The north-south streets - Decatur, Truxtun and Cushing - should be extensions of the streets defining the Historic District.

TABLE 2.1: ANTICIPATED DEVELOPMENT PROGRAM

NTC Specific Planning Area		General Description	Gross Acreage	Total Gross Sq Footage	New Construction	Rehabilitation
1	Residential Area	Market Rate SF and MF homes	37 Acres	36,000 (Pool/Gym)	350 DUs	36,000 (Pool/Gym)
2	Educational Area	Focus on public and/or private education for children/adults	22 Acres	495,000		495,000
3	Office/Research & Development	Primarily traditional office uses	23 Acres	380,000	380,000	
4	Mixed Use <i>Commercial Precinct: Office, Retail, Live/Work Lofts, Restaurants, Commercial Recreational Facilities, Museums, Offices</i> <i>Civic, Arts, Culture Precinct: Civic, Arts, Cultural, Non-Profit Office, Museums, Restaurants, Specialty Retail, Special Education</i> Golf Course Precinct	Reuses buildings primarily within historic district	107 Acres	625,000		625,000
			60 Acres	324,000		324,000
			25 Acres	301,000		301,000
			22 Acres			
5	Park/Open Space	Public use open space and park	46 Acres*	19,000 (Child Care Center)	To be determined	19,000 (Child Care Center)
6	Boat Channel	Open water area for public use	54 Acres		Boat dock + other to be determined	To be determined
7	Visitor Hotel Area	350 room	21 Acres*	33,000 (Conference Center)	350 rooms	33,000 (Conference Center)
8	Business Hotel Area	650 rooms	16 Acres*		650 rooms	
9	Metropolitan Wastewater Department Area	Ocean Monitoring Lab, boat dock	9 Acres*	130,000	130,000	
10	Public Safety Training Institute Area	Classroom and in-the-field instruction	26 Acres*	351,000	150,000	201,000

* This gross acreage figure includes the waterfront esplanade area.



-  Historic District
-  Navy-Constructed Buildings Expected to Remain

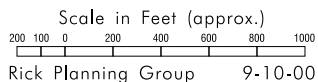


figure 2.1
 Land Use Plan
 NTC Precise Plan

The promenade/linear park is a central open space link between the residential area and the Historic District. It is designed as an extension of Lawrence Court and should provide easy pedestrian access to the balance of NTC. Homes should front on the urban open space as well as the other major streets, both north-south and east-west.

Architectural style should reflect the eclectic nature of the surrounding Loma Portal neighborhood. The architectural styles represented in the neighborhood are often impure representations of period styles and have simply adopted either random details or an overall character. This attitude toward architectural style should be employed at NTC, resulting in simple variations of styles as opposed to highly developed and overly detailed stylistic approaches.

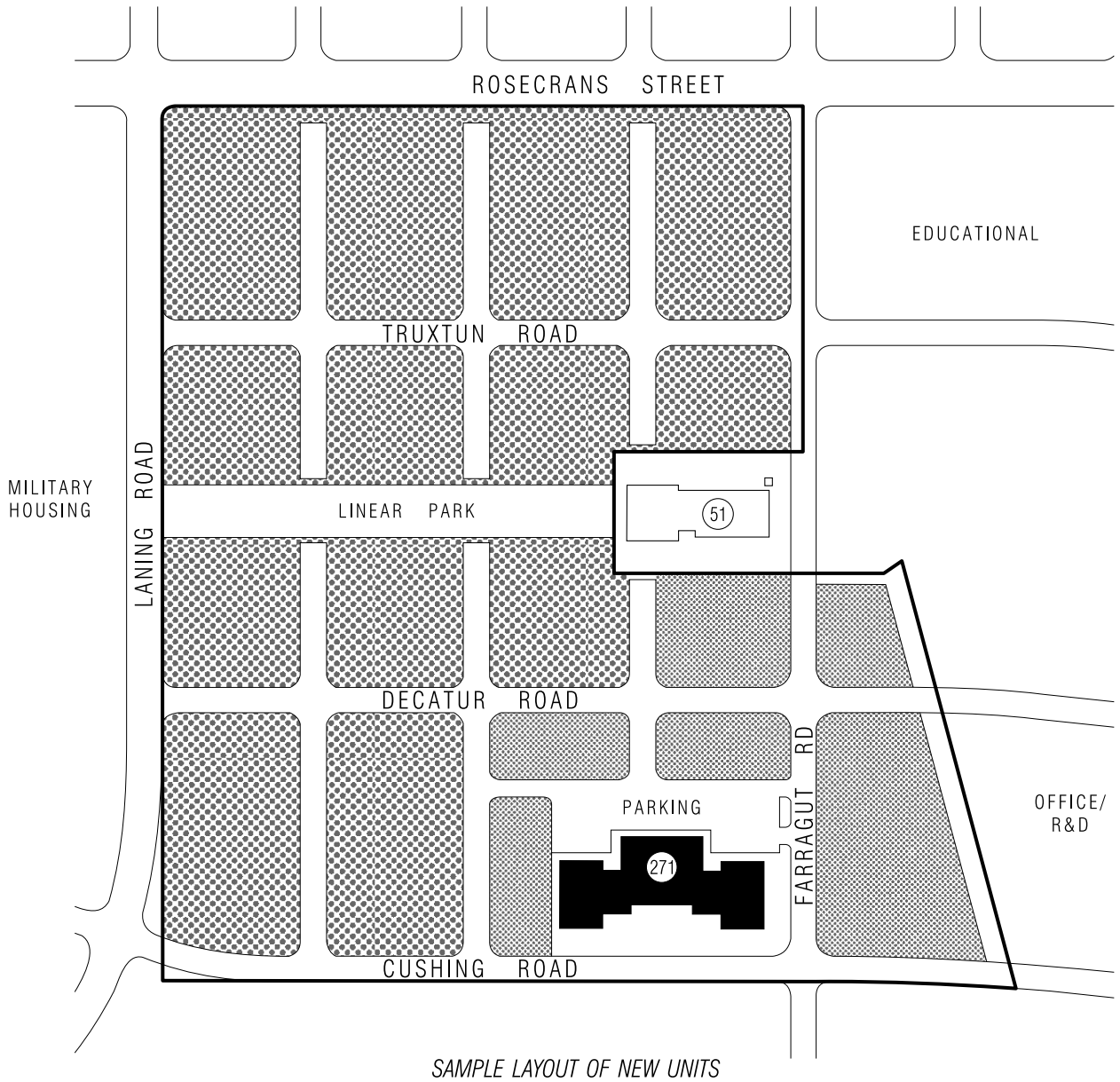
The residential areas should be organized in a grid system, with traditional rectilinear blocks. Streets and sidewalks should “belong” to the pedestrian. Their design must provide easy linkage between the residential area and the educational, recreational, commercial, and office uses at NTC. Pedestrian connections are expected to foster intermingling among uses and bring vitality to the entire site.


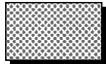
The north central portion of the residential area is adjacent to a foundry (Navy Building #51) that can remain in use as a foundry so long as its impacts appear to be those of a commercial or office use. That is, impacts from use of the foundry should be no greater than those of a commercial activity, rather than of a medium or heavy industrial use.

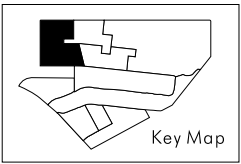
Residences should front onto Laning to create a lively human scale on both the private (north) and military (south) side of the street.

**TABLE 2.2:
NAVY BUILDINGS REMAINING IN THE RESIDENTIAL AREA**

Navy Building Number	Est. Gross Square Footage	Navy Use	Year Built
271	37,900	Swimming Pool/Gym	1942



-  Single Unit Detached Dwellings
-  Multi-Unit Dwellings



Not To Scale
Rick Planning Group 9-10-00

figure 2.2
Residential Area
NTC Precise Plan

**TABLE 2.3:
RESIDENTIAL DEVELOPMENT PROGRAM**

Development Activity	Primarily new development. Some reuse and rehabilitation of existing structures.
Estimated Gross Area	37 Acres
Use Emphasis	Residential. Maximum 350 residential units to be developed, of which at least 150 must be single family and at least 100 must be multi-family in character.
Height Maximum	30' for single family dwellings except that for 25% of the single family dwellings, the height maximum is 36'. No new residential structures adjacent to Rosecrans may exceed 30 feet in height. The height maximum is 36' for all multi-family dwellings.
Proposed Zoning	RT and RM

D. EDUCATIONAL AREA

Governing Policies

The goal is to create an eclectic mix of educational institutions that will serve a cross-section of the community. Student diversity is anticipated in terms of age, culture, economic background, values, previous education, and skills.

Priority Uses within the educational area are educational and vocational training, including but not limited to traditional and non-traditional classroom instruction, corporate training, public and charter public schools, private for-profit and not-for-profit institutions, and incubator businesses.

Other Uses include retail support services such as educational supplies and services (e.g., bookstores, art stores, computer stores, copying facilities), eating establishments (e.g., cafeterias or student union type facilities), and transient occupancy facilities comparable to European pensions. These uses are allowed as support uses to the educational facilities, not as primary uses. Other acceptable uses may include office/R&D and warehousing operations for small start-up companies. This type of use could take the form of an office-suites set-up or might be housed in stand-alone buildings. On a space- and needs-available basis, all or a portion of an existing building could be converted into living

spaces for students. Where feasible, such living spaces should be made available for short-term use by the general public (such as during the summer season).

Design Features

Educational uses are expected to utilize existing classroom and instruction facilities for education-related purposes. There are seven buildings containing nearly 500,000 square feet of space in the Educational Area. They were constructed between 1932 and 1969. Some of the buildings may be demolished if they prove too costly to rehabilitate or are unsuitable for conversion to modern educational purposes, and new buildings may be constructed within the area as necessary.

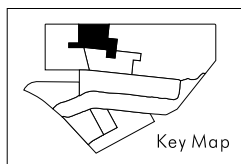
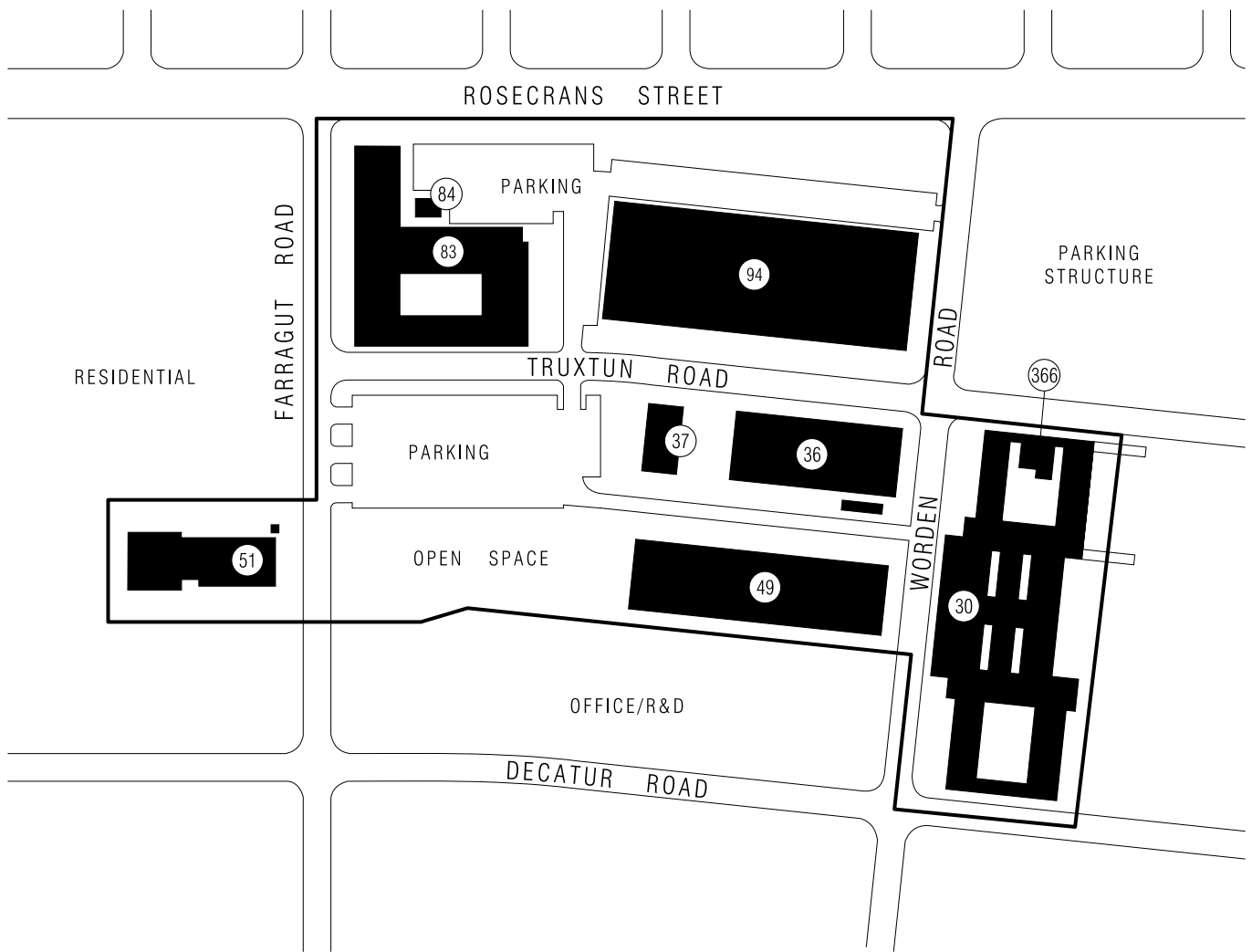
The Education Area should be unified through landscape treatment and hardscape, common signage, and pedestrian walkways. The architectural diversity in this area should be maintained.

Educational buildings surround a landscaped quadrangle that can serve as a central meeting place for students. The plaza should be designed to accommodate such activity through the use of decorative brick, paving outdoor seating, etc. This quadrangle is the southern anchor of an urban promenade and linear park that traverses NTC.

If all buildings within the Educational Area are used for classroom instruction, there will be insufficient parking space adjacent to each of the educational buildings to accommodate demand. Therefore, a parking structure in the Mixed Use Area may be shared with educational users. As such, care must be taken in design of vehicular circulation, pedestrian routes, cross walks, and signage to properly direct students, faculty and tenants.

Navy Buildings 83 and 51 are immediately adjacent to the residential area. Main entrances to these buildings should be located away from the housing. Limitations on hours of operation should be considered to reduce impacts on residents.

Navy Building 30 is an architecturally significant structure and is included in the Historic District. Its rehabilitation and reuse must be consistent with the “NTC Guidelines for the Treatment of Historic Properties.” The side of Building 30 which borders the Mixed Use Area should relate directly to the pedestrian-oriented mixed use character of that area. Therefore, portions of Building 30 adjacent to the promenade may be ideally suited for uses that have a retail nature, e.g., a bookstore, or restaurant. A long-term transient occupancy facility which serves both the educational and mixed use areas



Not To Scale
 Rick Planning Group 9-10-00

figure 2.3
 Educational Area
 NTC Precise Plan

such as a residential hotel or European style pension would support the goal of educational diversity, and should be a high priority at this location. Where feasible, such living spaces should be made available for short-term use by the general public.

Navy Building 51, the foundry, may continue in use as an arts facility which combines foundry, museum, and teaching components. It could also serve any of those uses exclusively or provide office or research and development space.

**TABLE 2.4:
NAVY BUILDINGS REMAINING IN THE EDUCATIONAL AREA**

Navy Building Number	Est. Gross Square Footage	Navy Use	Year Built
30	64,200	Community Services Mall	1932
36	25,700	Air Conditioning School	1941
37	5,300	Welding School	1941
49	38,900	Machinery Repair School	1942
51	23,900	Foundry (pattern/mold maker/classroom)	1952
83	99,300	Communications School	1962
84	1,000	Air Conditioning Building	1962
94	247,700	General Classrooms	1969
366	2,200	Administrative Storage	1942
527	1,100	Applied Instruction Building	1970

**TABLE 2.5:
EDUCATIONAL AREA DEVELOPMENT PROGRAM**

Development Activity	Primarily reuse and rehabilitation of existing structures.
Estimated Gross Area	22 Acres
Use Emphasis	Education and education-related support uses and facilities. Office, administrative, small incubator businesses.
Height Maximum	45'
Proposed Zoning	CR

E. OFFICE/RESEARCH AND DEVELOPMENT AREA

Governing Policies

The plan is to create an employment center at NTC that can interact with the adjacent educational institutions while supporting many of the commercial uses in the mixed use area. The area will accommodate a variety of community-serving uses, commercial services, retail uses, and limited industrial uses of moderate intensity and small to medium scale.

Priority Uses are general office uses (business and professional; government; medical, dental, and health practitioners; regional and corporate headquarters), light manufacturing, and research and development.

Other uses might include incubator businesses, warehouse operations for small start up companies, or support services such as office supplies and services and eating establishments. The ground floor of any building located on and facing the Promenade may develop with any use allowed in the Mixed Use Area.

Design Features

The office/research and development area is one of the few areas at NTC with all new construction. Its presence is a response to the continuing demand for office space near Naval operations (e.g., the Fleet Anti-Submarine Warfare Training Center) and the need for employment land throughout the City. The office/R&D area is envisioned as having the operational characteristics of a modern office/industrial park, but the visual character of an older neighborhood that orients to a standard street grid.

A portion of the office/R&D area falls within the boundary of the Historic District. Any new buildings developed along the eastern edge of Lawrence Court can complete the proposed public space that was included in the original planning concept for NTC but never realized. New buildings should be sensitive to the architectural forms and mass of the courtyard wall. New office/research and development construction within the Historic District must be compatible with NTC Guidelines for the Treatment of Historic Properties.

The architectural style of buildings in the Historic District is simple and severe. It relies on mass, fenestration, proportion and adherence to the military master plan to create harmony and, ultimately, architectural beauty. Rather than replicate existing Historic District structures, new buildings

should adopt architectural characteristics relating to bulk, scale, and design features, repeating these elements in new construction so they blend with the old. Scale, fenestration, and materials should all reflect the historic buildings. The arcade-lined circulation spines of the original buildings should be continued and augmented where appropriate.

An office/R&D building which faces the promenade should be designed as pedestrian-friendly on the ground floor level by the use of features such as arcades, wall articulation, windows, entry areas, and landscaping.

Newly-constructed buildings may develop their own style, but should continue to relate to the architectural characteristics of historic buildings. The use of arches, arcades, colonnades, simple stucco walls with punched openings as fenestration is appropriate. The simplicity, mass and proportion of the historic buildings should continue to guide the design of new buildings within the office/R&D area.

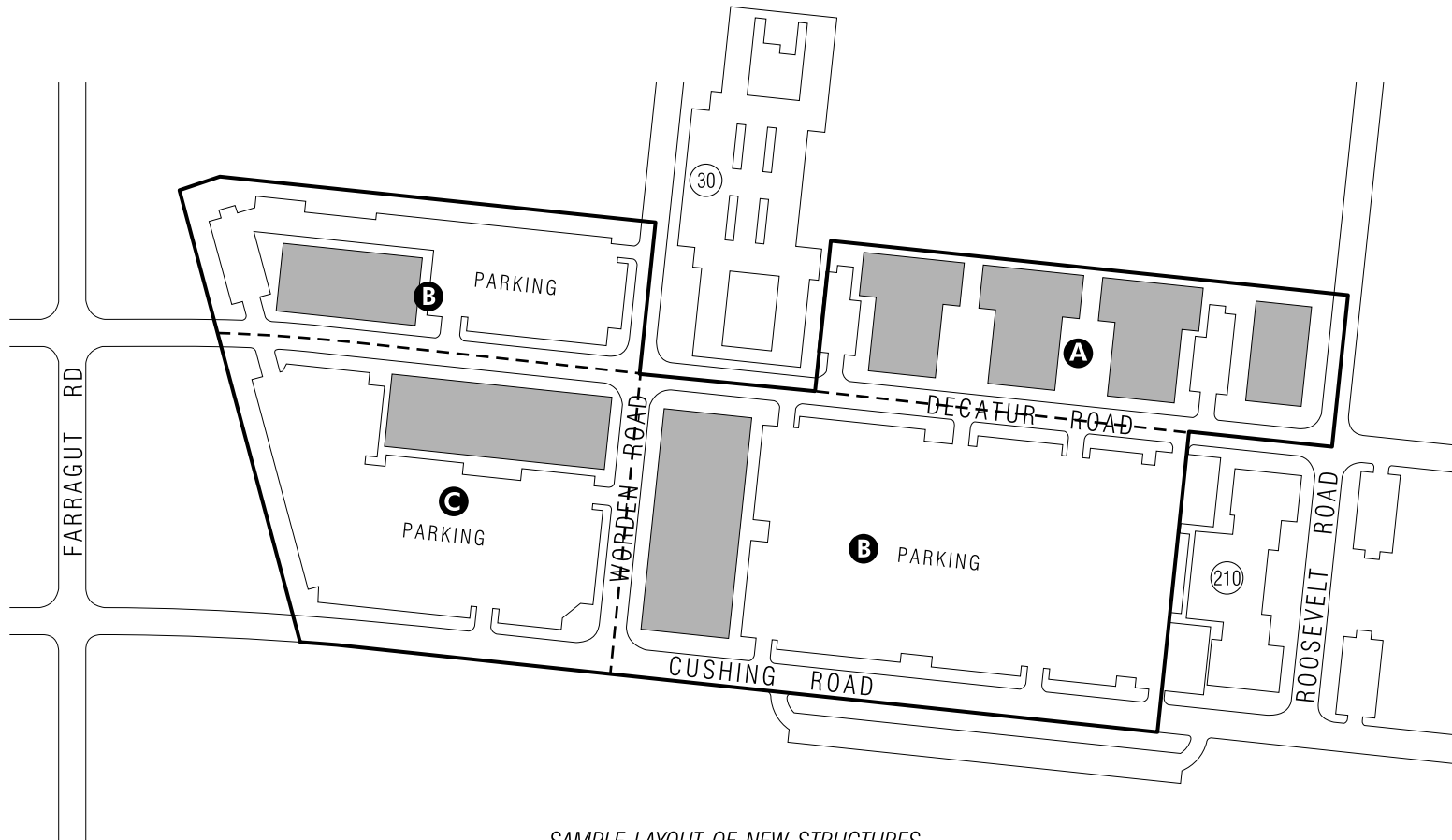
To the east, a complex of buildings and parking areas will form the western edge of a new park that extends to the channel. This western edge should be landscaped and have a pedestrian orientation which includes a building front that faces the park.

Large areas of parking which might be required to support office/R&D uses should be heavily landscaped to minimize the visual intrusion of broad expanses of open lots.

There are no Navy buildings which will remain in the office/R&D area.

**TABLE 2.6:
OFFICE/R&D DEVELOPMENT PROGRAM**

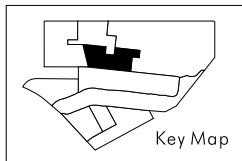
Development Activity	All new development.
Estimated Gross Area	22 Acres
Use Emphasis	Business and professional office, administrative, research and development, small incubator businesses.
Height Maximum	40', 45', and 58' (See Figure 2.4)
Proposed Zoning	CR



SAMPLE LAYOUT OF NEW STRUCTURES

HEIGHT ZONES

- A** 40' Maximum
- B** 45' Maximum
- C** 58' Maximum (one structure only)



Not To Scale
Rick Planning Group 7-16-01

F. MIXED USE AREA

Governing Policies

There will be three land use precincts within the Mixed Use Area a civic, arts, and culture precinct (CACP); a commercial precinct; and a golf course precinct. An Historic District overlays all or part of the three precincts, and the public promenade crosses two precincts. The public promenade will be a major focus of pedestrian activity and provides a landscaped outdoor courtyard created by the arrangement of many historic buildings. In addition, a special Public Promenade Overlay, depicted on Figure 2.5(3) is applied to the corridor running through the Mixed Use Area. Consistent design treatment such as paving, landscaping, lighting, entryways, architectural treatments, windows, etc., shall be applied throughout the Overlay (in conformance with the provisions of the Historic District where applicable) and to the buildings facing either side of the public promenade in such a manner as to promote a pedestrian-friendly streetscape and character, and to ensure that this area is open and inviting to the public.

Demolition and new construction is anticipated particularly in regard to the creation of new parking opportunities within the Historic District and in eliminating buildings outside the District. Future demolition and/or new construction is allowed within the Mixed Use Area so long as it abides by regulations of the City of San Diego and, should it fall within the Historic District, is subject to review by the Historical Resources Board.

Within the Mixed Use Area, it is expected that 625,000 SF of existing developed space will be adaptively reused for a range of activities and services.

Priority Uses within the Mixed Use Area are virtually any office, commercial, educational, recreational, or light-industrial use that can tolerate high aircraft noise levels and function in a structure which, due to its age and historic designation, may be improved following the *Naval Training Center Guidelines for the Treatment of Historic Properties*. Desirable uses are office and administration, commercial, for-profit and non-profit institutional, low/no environmental impact research and development, museum, arts and cultural activities, live/work units, restaurants, marine-related uses, and public use areas

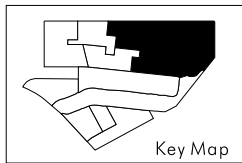
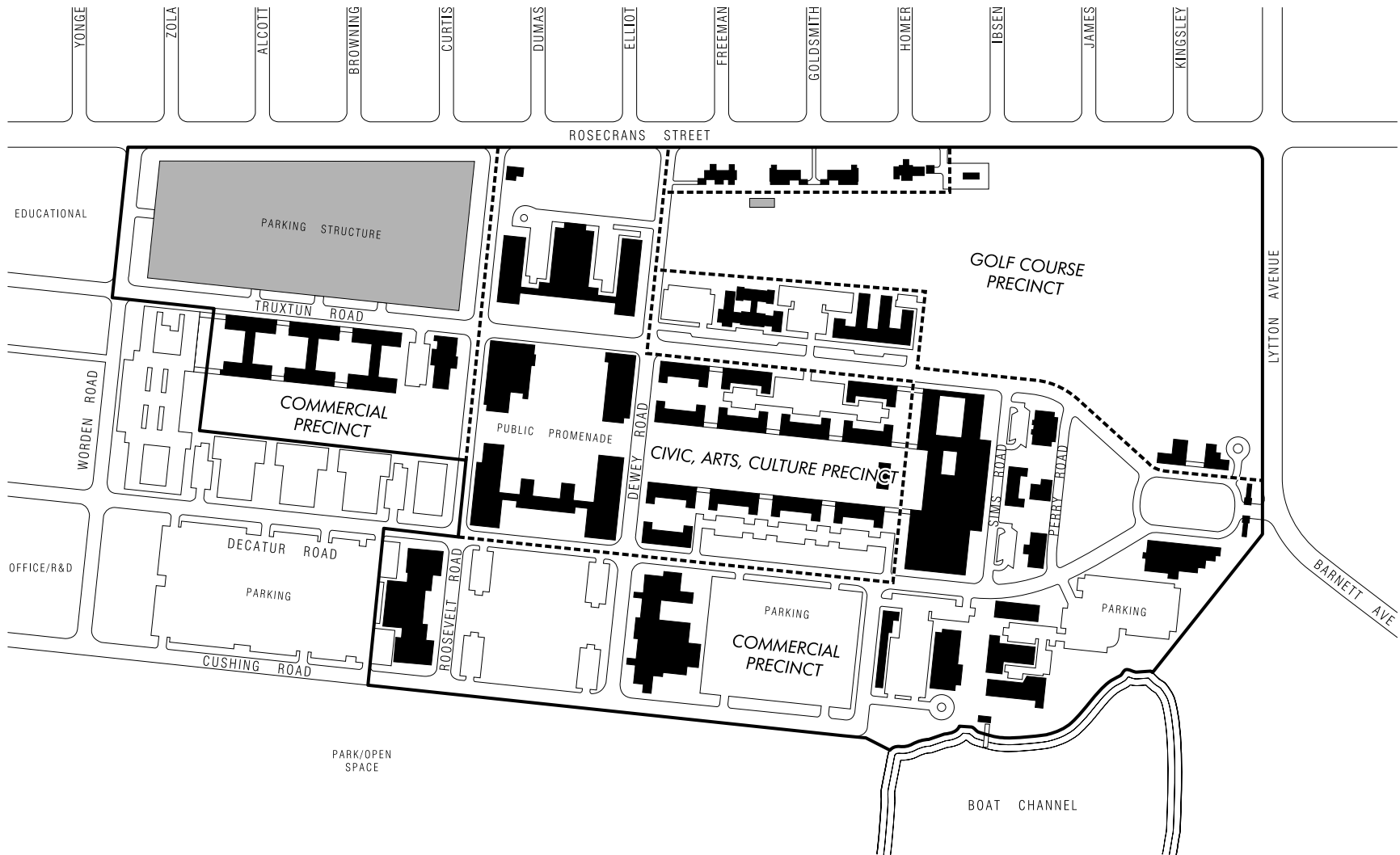
No single type of use should represent more than 50 percent of the total available square footage within the Mixed Use Area. On the ground floor level facing the promenade, businesses that are open to the public should be

encouraged so that an active pedestrian area can be promoted. Uses particularly appropriate in these ground floor spaces include but are not limited to galleries, museums, workshops for dance or crafts restaurants, and retail shops.

For the portion of the Mixed Use Area that lies within the RPZ, certain use restrictions apply. Figure 1.7 provides a graphic depiction of those areas impacted by the RPZ use restrictions. Appendix A provides use restrictions in the RPZ. These use restrictions provide notification requirements to the San Diego Unified Port District and shall guide approval of any proposed use within the Mixed Use Area that lies within the RPZ.

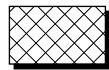
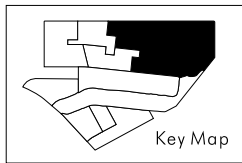
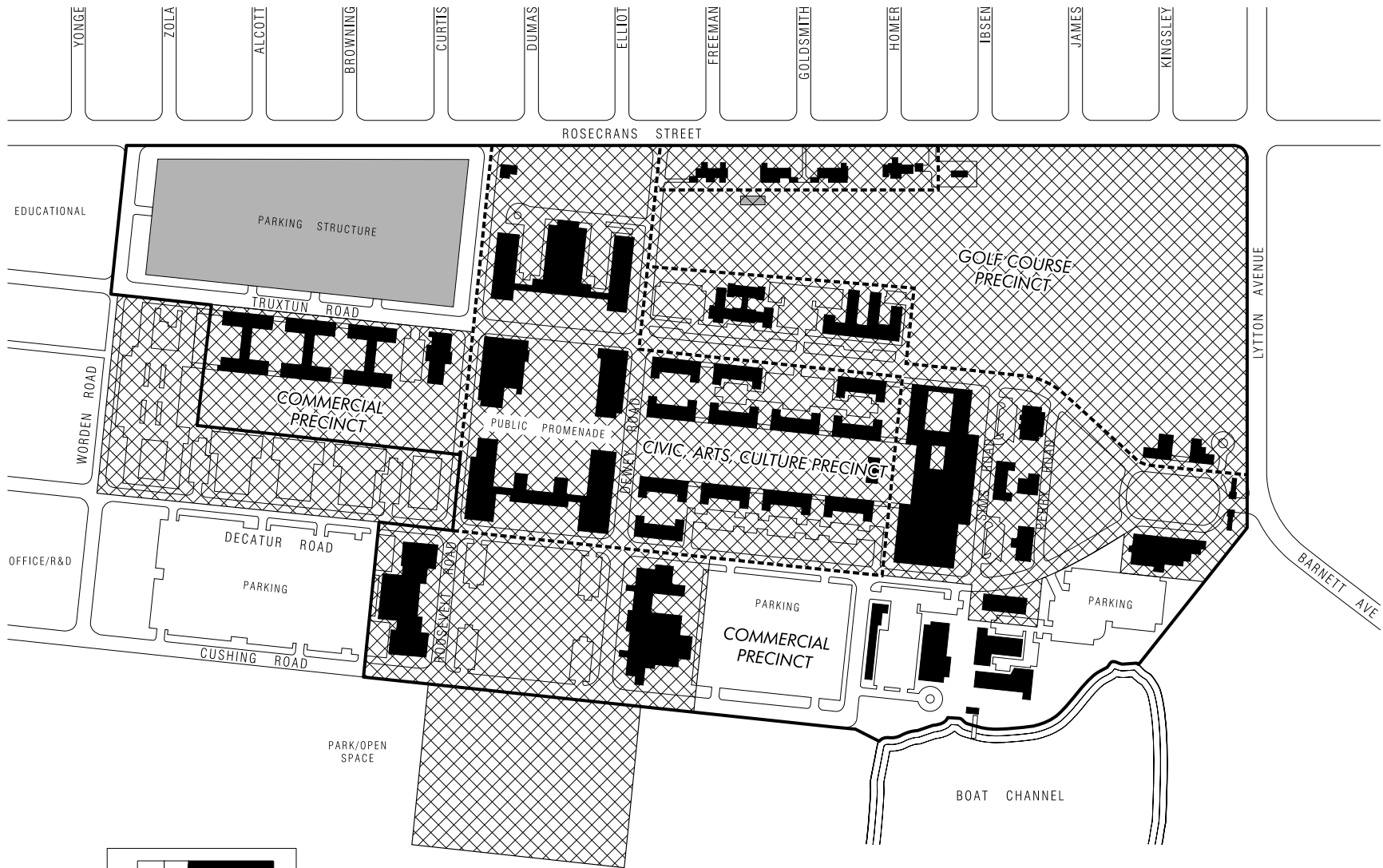
Most of the Mixed Use Area lies within a Visitor and Community Emphasis Overlay (VCEO) area. The intent of the VCEO is to ensure that adequate area is provided for uses which are visitor-serving and/or community-oriented in nature. The boundaries of the VCEO are shown on Figure 2.5 (4). It covers the entire publicly-owned land area in the northern portion of NTC, with the exception of a segment of land between the golf course and the Civic, Arts, and Culture Precinct that is within the Commercial Precinct. The VCEO area is subject to use restrictions, identified in Appendix B, designed to ensure that development in this area will be visitor-serving and community-oriented in nature. Residential, industrial, and research and development type uses are excluded from this area.

The NTC Historic District, as determined by the California State Historic Preservation Officer, is made up of 52 buildings and structures plus additional open space areas including the golf course. The 52 buildings contribute to the designation as an Historic District listed on the National Register of Historic Places. With limited exception, it is the exterior of these buildings and structures, plus certain historic open space/landscape areas, that are of particular historic significance. Interiors of 10 structures are considered to be historically significant: the commissary (Navy Building 1), the auditorium (Navy Building 35), the library (Navy Building 177), the commander's headquarters (Navy Building 200), the chapel (Navy Building 208), the swimming pool area of the gymnasium (Navy Building 210), and the entry vestibules (including the stairway at Quarters A), living rooms, dining rooms, and all fireplaces in the Officers Quarters A through D. Relocation or demolition of structures contributing to the Historic District, or construction of new buildings within the Historic District, can only occur through the formal process established by the City of San Diego Historical Resources Board.



Not To Scale
Rick Planning Group 4-27-01

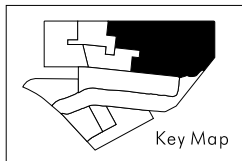
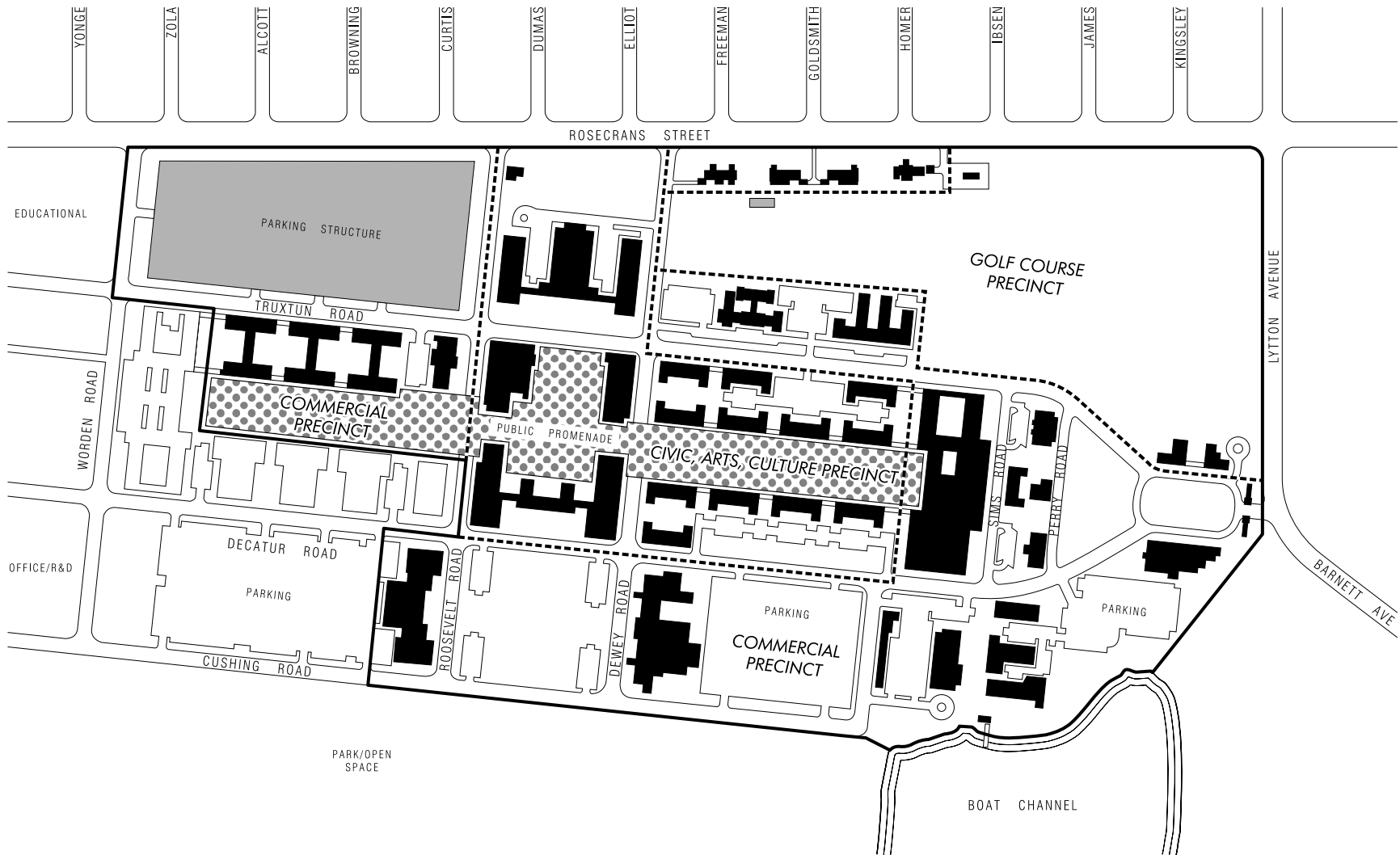
figure 2.5(1)
Mixed Use Area with Precincts
NTC Precise Plan



Historic District



figure 2.5(2)
Mixed Use Area with Historic District
NTC Precise Plan



Public Promenade Overlay

PARK/OPEN SPACE

BOAT CHANNEL

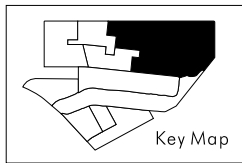
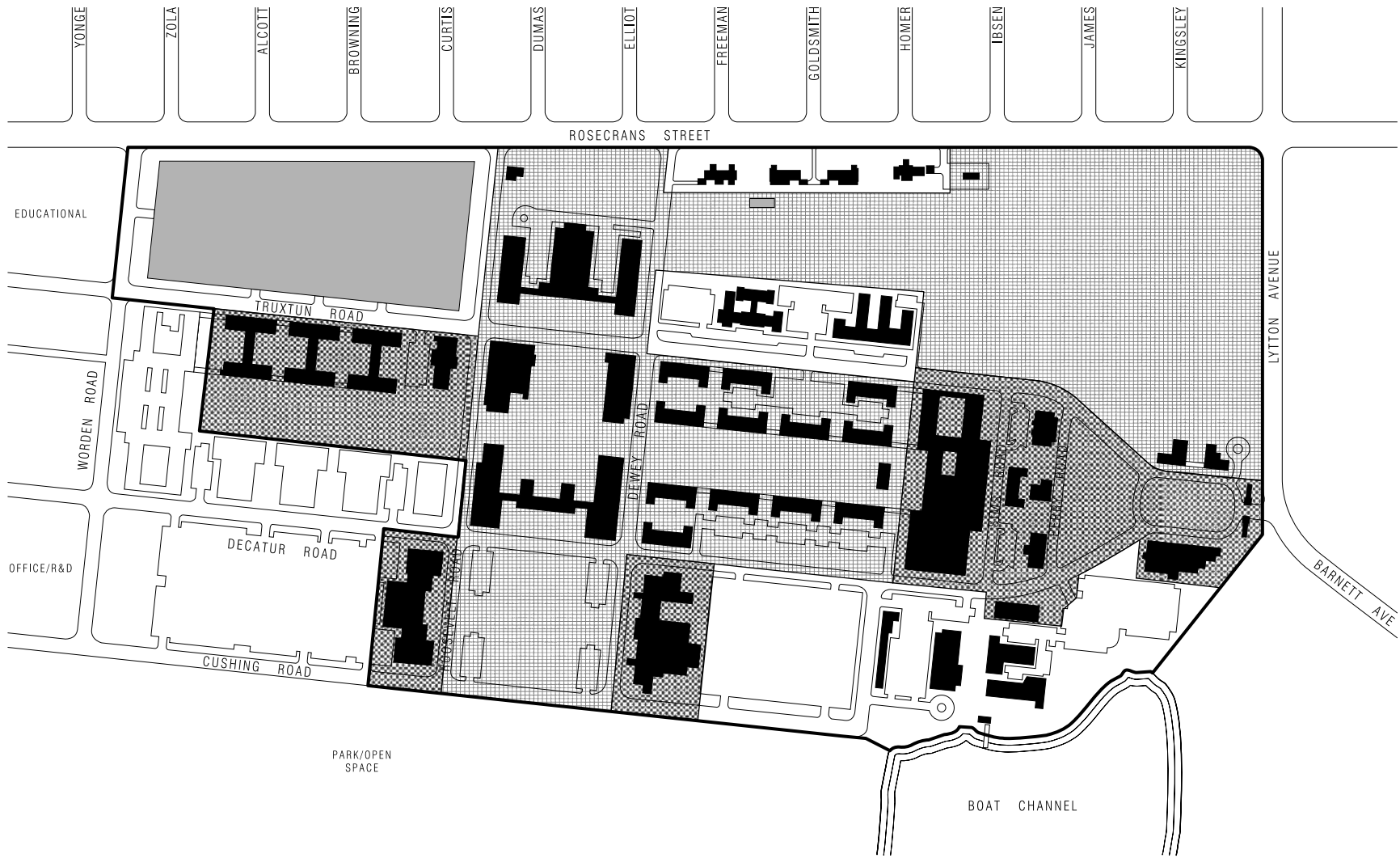


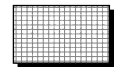

II-20



Not To Scale
Rick Planning Group 4-27-01

figure 2.5(3)
Mixed Use Area with Public Promenade Overlay
NTC Precise Plan

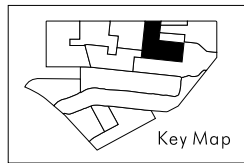


-  Zone A
-  Zone B



Not To Scale
 Rick Planning Group 6-25-01

figure 2.5(4)
 Mixed Use Area
 Visitor and Community Emphasis Overlay (VCEO)
 NTC Precise Plan



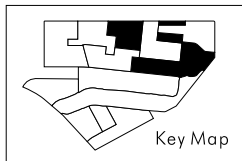
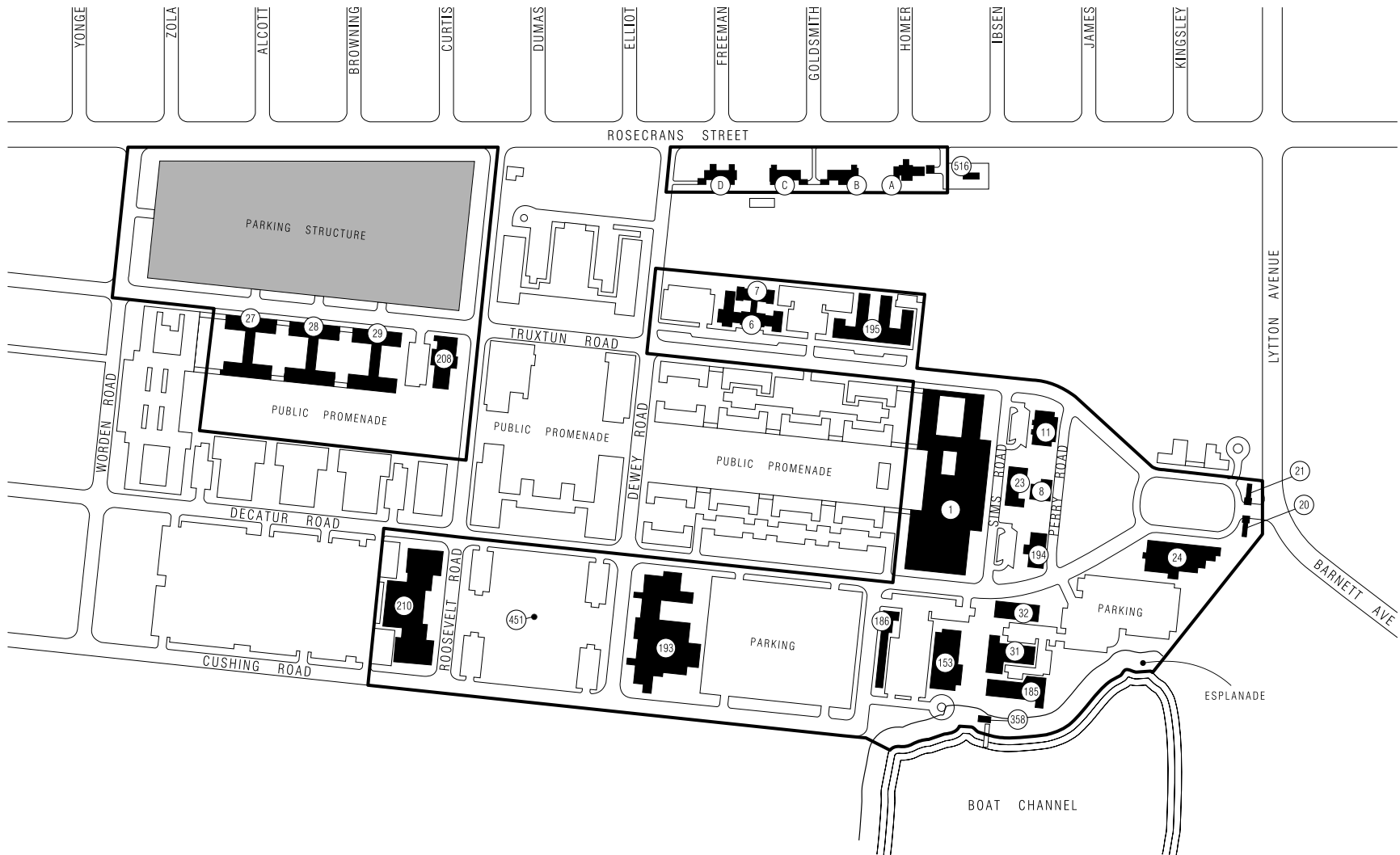
Key Map



Not To Scale
Rick Planning Group 11-1-00

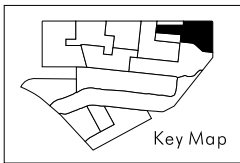
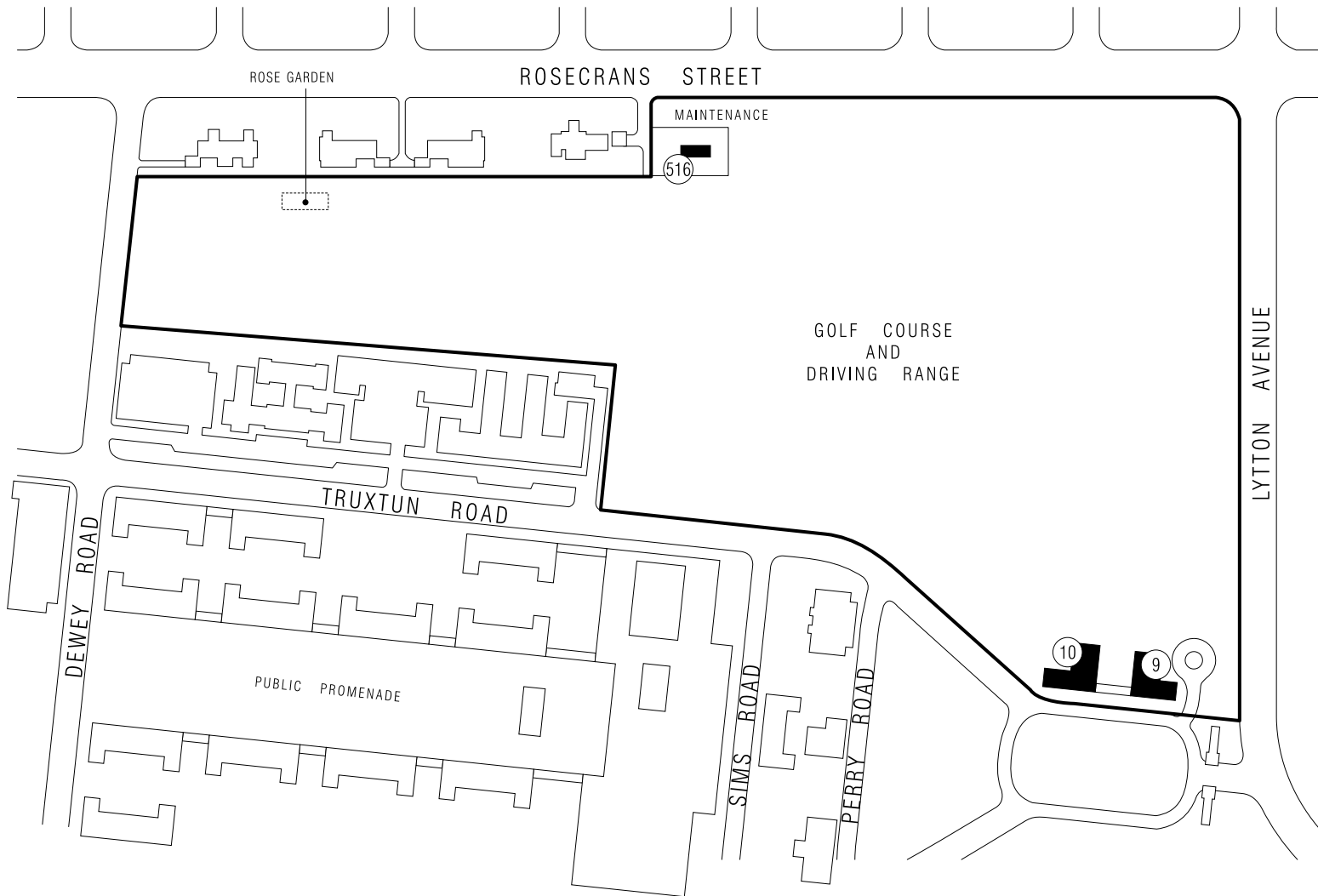
II-22

figure 2.5a
Civic, Arts, Culture Precinct
NTC Precise Plan



Not To Scale
Rick Planning Group 11-1-00

figure 2.5b
Commercial Precinct
NTC Precise Plan



II-24



Not To Scale
Rick Planning Group 10-11-00

figure 2.5c
Golf Course Precinct
NTC Precise Plan

a. Civic, Arts, and Culture Precinct (CACP)

A typical tenant mix with the CACP shall include “resident” tenants such as non-profit offices, restaurants, museums, and retail activities associated with primary uses, and “non-resident” tenants who will use available spaces for primarily publicly-oriented conferences, classes, performances, meetings, and special events on a short-term basis.

The Civic, Arts and Culture Precinct will occupy some 300,000 SF within 22 historically-significant buildings. A non-profit foundation will operate and manage the CACP so that it reflects a mix of organizations, activities, and talents, as well as highlights elements of San Diego history.

The L-shaped CACP will be anchored by Navy Building 200 and its companion structures, Navy Buildings 201 and 202. These buildings may house the CACP Foundation administrative offices and become a natural first stop for visitors to NTC. Luce Auditorium (Navy Building 35) could be a performance venue for plays, lectures, poetry readings, film festivals, and the like. The building used by the Navy for a library (Navy Building 177) and one used as a retail outlet (Navy Building 178) present opportunities for arts, cultural, and educational uses.

Buildings used for barracks comprise a large number of the structures within the CACP. It is anticipated that they, along with other buildings, will be used for museums, non-profit office spaces, restaurants, retail spaces, meeting spaces, traditional and non-traditional classroom spaces, work spaces for artists, live/work spaces, and spaces for the performing and visual arts, lectures, festivals, temporary and permanent exhibits, and recreational activities. The central court promenade will support these uses by contributing a new outdoor venue that is an attraction on its own.

b. Commercial Precinct

Uses within the commercial precinct include all those eligible for the CACP, plus for-profit office uses, retail establishments, restaurants, recreational uses and activities, light industrial uses, and special educational uses. Special provisions are to be made for Navy Buildings A, B, C, and D, which are the four officers' quarters depicted on Figure 2.5b, *Commercial Precinct*. Because of the historic character of these buildings, the City shall lease at least one of the four to function as a museum open to the public. The other three may be leased and made available to the public for such short term uses as a bed-and-breakfast, short-term rentals, or private residential leases. Revenues from the museum operation, as well as lease revenue from the

other three buildings, shall be used in whole or in part to support the museum, with the remaining funds to be allocated to the non-profit foundation that will operate and manage the CACP. A non-profit organization shall be designated to implement this arrangement.

c. Golf Course Precinct

A public golf course has been operational at NTC for many years. It is anticipated that the area devoted to golf may be enlarged so that additional or reconfigured holes and a driving range may be constructed. Ancillary uses on the course are expected to include a club house, pro shop, and restaurant. Any future permit to expand the golf course within the boundaries of the Historic District will be evaluated in accordance with *NTC Guidelines for the Treatment of Historic Properties*. The course shall remain open to the public, and any proposal to convert the golf course to a private membership club would require an amendment to the Precise Plan and Local Coastal Program.

Design Features

a. Civic, Arts, and Culture Precinct (CACP)

A promenade - essentially a pedestrian-oriented linear park - will be developed in the courtyard created by parallel rows of historic buildings, as well as some new buildings developed within the office/R&D area. Along John Paul Jones Court and Lawrence Court - two large Navy “grinders” or marching fields - a mixture of landscape, hardscape, and public art will entice area residents and visitors to stroll among the historic structures and publicly-oriented uses that make up the heart of the Mixed Use Area.

Most buildings within the area have an intimate scale with a first story covered walkway and second story enclosed porches. Cross ventilation and surrounding natural light make it a choice spot for small, established, or start-up business. Parking is to be scattered throughout the area either in parking lots or as on-street parking.

In the Historic District, rehabilitation of buildings and structures must be based on the *Naval Training Center Guidelines for the Treatment of Historic Properties*.

b. Commercial Precinct

Design considerations within the CACP also apply to the commercial precinct. In addition, reuse possibilities for structures and spaces in the

commercial precinct are:

- The four buildings along Rosecrans which once functioned as officer's quarters (Navy Buildings A, B, C, D) could be used as private homes or bed-and-breakfast establishments;
- The site along Rosecrans just north of the educational area, between Worden and Roosevelt Roads can provide space for parking, initially at grade and ultimately in a parking structure which could be "skinned" with residential and/or commercial uses;
- The barracks buildings (Navy Buildings 27, 28, 29) can be reused as offices, retail and meeting space, or as live/work studios which complement the CACP uses; and
- The gym (Navy Building 210) could be rehabilitated to modern fitness standards to feature swimming and sports courts.

At the north end of the Mixed Use Area could be a retail marketplace featuring restaurants, marine oriented crafts and services, entertainment, farmers markets, and other festive retail uses. Along with traditional retailers, uses that combine crafts, manufacturing, and education with retail sales are especially encouraged.

c. Golf Course Precinct

The nine-hole par three golf course should be improved and expanded to the extent feasible. Future plans may include adding additional holes. Because the park/open space area is of primary importance, any proposal to convert park land for golf course expansion would require an amendment to the Precise Plan.

Special consideration is required to assure that any expanded development of the golf course does not create negative impacts for neighboring residents, remains compatible with the Historic District, and is consistent with *NTC Guidelines for the Treatment of Historic Properties*.

**TABLE 2.7:
NAVY BUILDINGS REMAINING IN THE MIXED USE AREA**

Navy Bldg No.	Est. Gross SF	Navy Use	Year Built	Precinct
A	-	Officers Quarters A	1923	Commercial; Historic District
B	-	Captain's Quarters B	1923	Commercial; Historic District
C	-	Captain's Quarters C	1923	Commercial; Historic District
D	-	Officer's Quarter's D	1923	Commercial; Historic District
1	75,700	Community Facilities Bldg	1922	Commercial; Historic District
2	12,700	Barracks	1922	CACP; Historic District
3	12,700	Barracks	1922	CACP; Historic District
4	12,700	Barracks	1922	CACP; Historic District
5	12,658	Barracks	1922	CACP; Historic District
6	8,658	Medical Administration	1922	Commercial; Historic District
7	3,600	Dispensary/Eye Clinic	1942	Commercial; Historic District
8	3,300	Office/Storage	1922	Commercial; Historic District
9	3,900	Telephone Exchange (CATS)	1922	Golf Course; Historic District
10	3,500	Golf Clubhouse	1922	Golf Course; Historic District
11	6,900	Old Child Care Center	1922	Commercial; Historic District
12	2,800	Navy Relief	1922	CACP; Historic District
14	12,700	Barracks	1923	CACP; Historic District
15	12,700	Barracks	1923	CACP; Historic District
16	12,700	Barracks	1923	CACP; Historic District
17	12,700	Barracks	1923	CACP; Historic District
18	12,700	Barracks	1923	CACP; Historic District
19	12,700	Barracks	1923	CACP; Historic District
20	1,000	Gate House #1	1923	Commercial; Historic District
21	1,000	Pass/Decal Office	1922	Commercial; Historic District
22	500	Pump House/Heating System	1924	CACP; Historic District
23	5,500	Naval Investigative Service	1924	Commercial; Historic District
24	16,100	MWR Club	1923	Commercial; Historic District
25	12,200	Barracks	1924	CACP; Historic District
26	13,400	Barracks	1924	CACP; Historic District
27	29,400	Barracks	1932	Commercial; Historic District
28	29,400	Recruit Barracks	1932	Commercial; Historic District
29	29,400	Recruit Barracks	1932	Commercial; Historic District
31	8,900	Utilities Shop	1937	Commercial Precinct
32	6,000	Exchange Warehouse	1937	Commercial; Historic District
35	20,400	Auditorium 1	1941	CACP; Historic District
153	11,400	Carpenter Shop	1938	Commercial Precinct
158	600	Storage	1941	Commercial; Historic District
159	600	Laundry Facility	1941	Commercial; Historic District

Navy Bldg No.	Est. Gross SF	Navy Use	Year Built	Precinct
175	26,500	School Bldg	1941	CACP; Historic District
176	23,000	School Bldg	1941	CACP; Historic District
177	12,800	Library	1941	CACP; Historic District
178	41,000	Navy Exchange	1942	CACP; Historic District
185	8,500	Public Works Shop Building	1942	Commercial Precinct
186	7,400	Security Office Bldg	1942	Commercial Precinct
193	53,600	Enlisted Personnel Club	1942	Commercial; Historic District
194	4,300	Administrative Office Bldg	1942	Commercial; Historic District
195	17,400	Hospital Dispensary/Navy Band	1942	Commercial; Historic District
198	1,600	Gate House #3	1942	CACP; Historic District
200	9,700	NTC HQ Bldg	1942	CACP; Historic District
201	23,100	Personnel/Staff Civil Offices	1942	CACP; Historic District
202	23,100	Personnel Support Office	1942	CACP; Historic District
207	600	Laundry	1942	Commercial; Historic District
208	7,900	North Chapel	1942	Commercial; Historic District
210	42,000	Administration, Gym, Pool	1942	Commercial; Historic District
358	500	Boathouse	1960	Commercial Precinct
451	-	Flagpole	1923	Commercial Precinct
516	1,000	Golf Maintenance Shop	1970	Golf Course; Historic District

**TABLE 2.8:
MIXED USE AREA DEVELOPMENT PROGRAM**

Development Activity	Primarily reuse and rehabilitation of existing structures.
Estimated Gross Area	107 Acres 25 - CACP 60 - Commercial Precinct 22 - Golf Course Precinct
Use Emphasis	Virtually any office, commercial, educational, recreational, or light-industrial use that can tolerate high aircraft noise levels and function in a structure which may only be improved following <i>Naval Training Center Guidelines for the Treatment of Historic Properties</i> as approved by the City of San Diego's Historical Resources Board.

**TABLE 2.8:
MIXED USE AREA DEVELOPMENT PROGRAM**

Height Maximum	45'
Proposed Zoning	CR

G. PARK/OPEN SPACE AREA

Governing Policies

The Park and Open Space area is intended to provide active and passive recreational opportunities for residents of the greater San Diego area and the surrounding Peninsula Community.

Active and passive recreational use will occur within the 40-acre waterfront park. An esplanade occupies 6 additional acres. The waterfront park area is expected to have both active and passive uses.

It is anticipated that candidates for the active use area include a community swimming pool or aquatic center and a lighted multi-use sports field and/or areas for court sports or general play such as might be found on open space lawn areas. Candidate uses for the passive recreational area include open assembly areas (e.g., spaces for special events and festivals), game tables, and/or spaces for such passive activities as painting, nature study, reading, or sunning.

A 100-foot setback from the edge of the boat channel will be reserved for the esplanade. This area will be developed into a landscaped pedestrian, bicycle, and recreational trail that allows for continuous public access along the water.

Priority Uses are active and passive recreation facilities, community-serving athletic facilities, tot lots, picnic facilities, comfort stations, nature interpretive features, and visitor commercial uses appropriate for a public park. Child care is also permitted.

Other Uses may include regional-serving recreational facilities and visitor serving commercial uses appropriate for a public park.

Development within the Park and Open Space area will be defined in a General Development Plan prepared via a process sponsored by the City of San Diego Park and Recreation Department (see Chapter VI).

For that portion of the Park and Open Space Area that lies within the RPZ, certain use restrictions apply. Figure 1.7 provides a graphic depiction of those areas impacted by the RPZ use restrictions. Appendix A provides use restrictions in the RPZ. These use restrictions provide notification requirements to the San Diego Unified Port District and shall guide approval of any proposed use within the Open Space Area that lies within the designated RPZ

Design Features

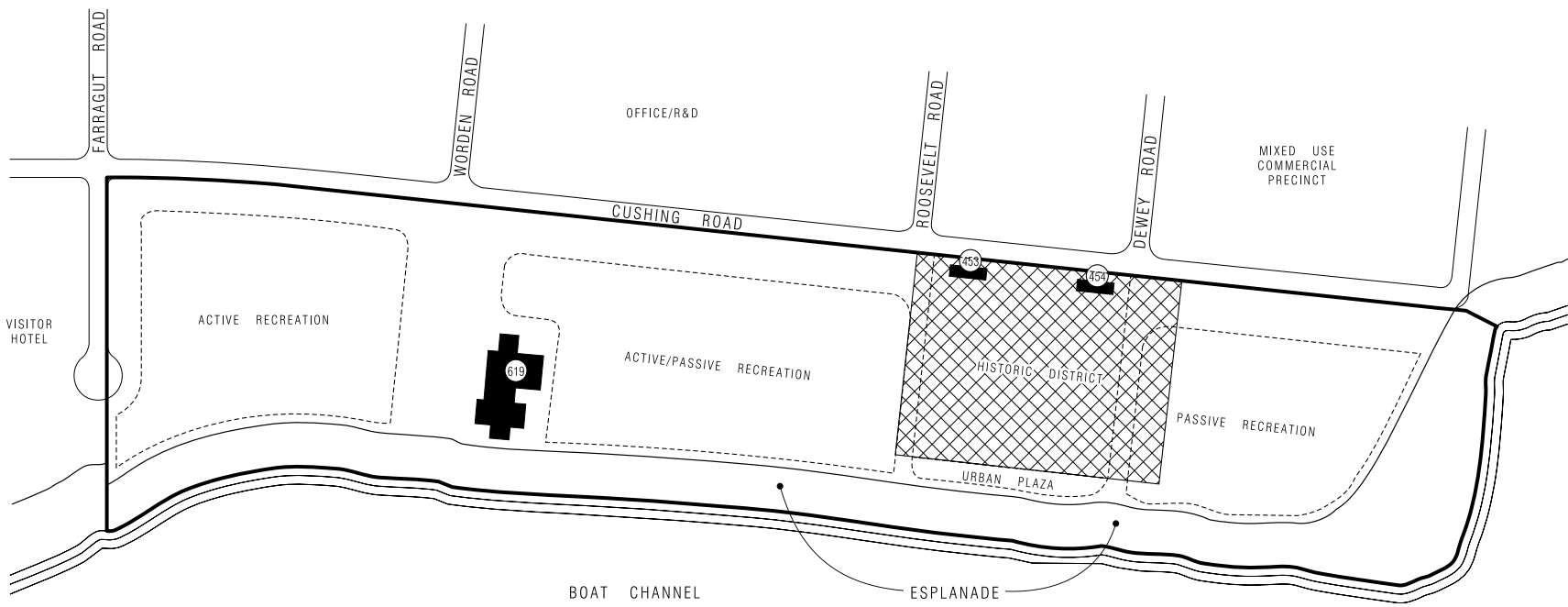
Sidewalks and internal paths will connect the residential, office, and mixed use areas of NTC to the waterfront park. The esplanade will parallel the edge of the boat channel and connect with the public promenade in the mixed use and residential areas, and eventually with the walkway planned along the Bay to Bay canal.

A plaza will bring visitors near the water via a major public space extending from Navy Building 200 through Ingram Plaza to the boat channel. The plaza represents a major link between the Historic District and the waterfront, and is conceived as a site for public gatherings, strolling, and snack carts.

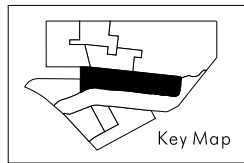
Along the park near the top of the boat channel, the public esplanade shall deepen to about 250-feet from the water’s edge, then taper westerly so that it transition into the narrower esplanade at the very top of the boat channel. This widened corner area allows for naturalizing, contouring, or otherwise changing the shape of the channel edge at a future time.

**TABLE 2.9:
NAVY BUILDINGS REMAINING IN PARK/OPEN SPACE AREA**

Navy Building Number	Est. Gross Square Footage	Navy Use	Year Built
453	-	Gun Platform No. 1	1945
454	-	Gun Platform No. 2	1945
580	500	Public Toilet	1983
603	600	Public Toilet	1988
619	19,700	Child Development Center	1992



SAMPLE CONFIGURATION OF USES



Not To Scale
Rick Planning Group 9-10-00

figure 2.6
Park/Open Space Area
NTC Precise Plan

A child care center built in 1992 occupies a building just north of Worden Road. Child care should be allowed to continue, subject to any limitations which may be imposed by the Tidelands Trust. At some time in the future, the structure may be converted to other uses consistent with the provisions of the Tidelands Trust.

**TABLE 2.10:
PARK/OPEN SPACE DEVELOPMENT PROGRAM**

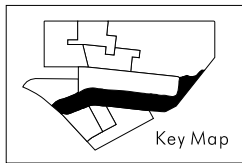
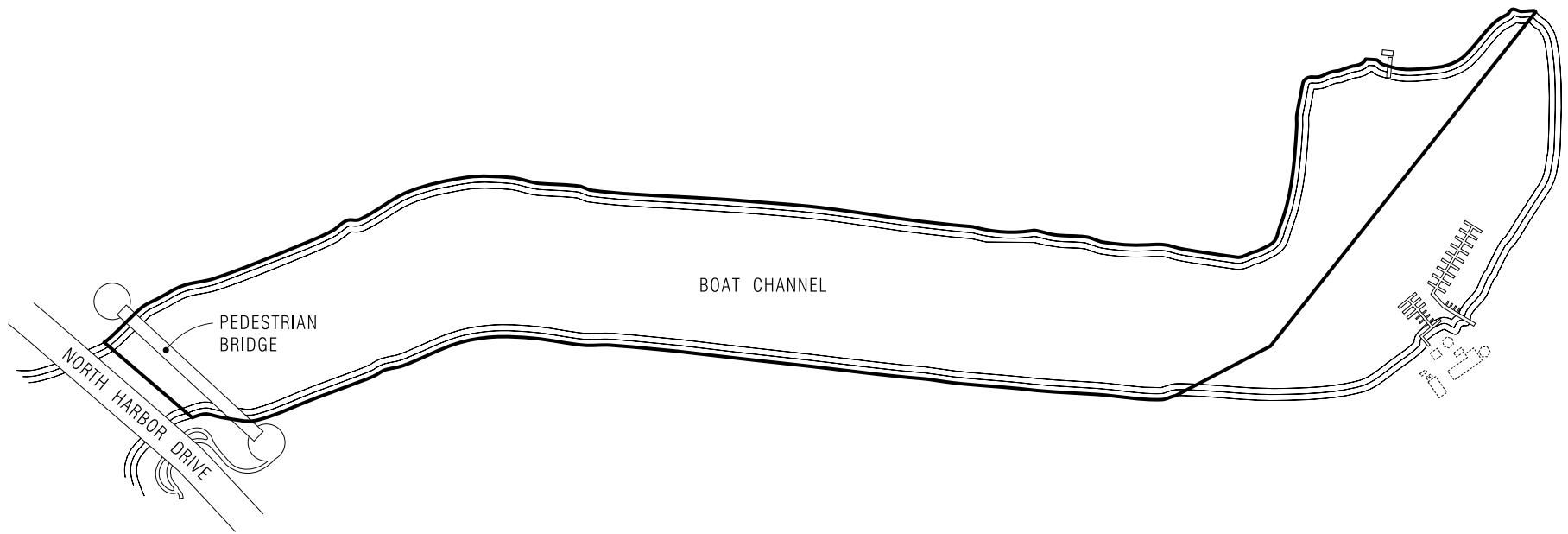
Development Activity	Primarily installation of recreational and public park elements and features; reuse of existing structure.
Estimated Gross Area	46 Acres
Use Emphasis	Active and passive recreation, public gathering, child care.
Height Maximum	30'
Proposed Zoning	OP

H. BOAT CHANNEL

Governing Policies

The *NTC Reuse Plan* contains a series of concepts regarding the boat channel including recreation, habitat, and marina uses. In all cases, the boat channel is seen as a recreational resource. One proposal was to create a naturalized habitat along the entire east shore and a portion of the west shore. Similarly, it has been proposed that the channel be made available for small water craft, including boat docks and no-wake sailing, motoring, rowing, and paddling, with recreational launching primarily located near the south end of the park.

Priority and secondary uses can only be determined after a detailed study which evaluates the water quality of the boat channel, the degree to which the shoreline edge might require alteration, the feasibility of creating naturalized conditions along the water edge, the consideration of wildlife using the channel, and the acceptability of boating use within the channel. Local, state, and federal agencies would have input on the use of the boat channel. However, continuous public access to and along the boat channel is a guiding policy that must be provided in any design. Modification to or extension of the boat channel will involve additional environmental assessment and may require an amendment to the NTC Precise Plan and Local Coastal Program.



Key Map



II-34



Not To Scale
Rick Planning Group 9-10-00

figure 2.7
Boat Channel
NTC Precise Plan

There is an existing dock near the north end of the boat channel and the *NTC Reuse Plan* anticipates several more docks. A pier and boat dock may be developed which facilitates ocean monitoring tests by MWWD. A Coastal Development Permit will be required for the boat dock, and it will need to demonstrate that it meets the requirements of the Coastal Act.

For that portion of the Boat Channel that lies within the RPZ, certain use restrictions apply. Figure 1.7 provides a graphic depiction of those areas impacted by the RPZ use restrictions. Appendix A provides use restrictions in the RPZ. These use restrictions provide notification requirements to the San Diego Unified Port District and shall guide approval of any proposed use within the Boat Channel that lies within the designated RPZ.

Design Features

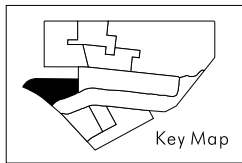
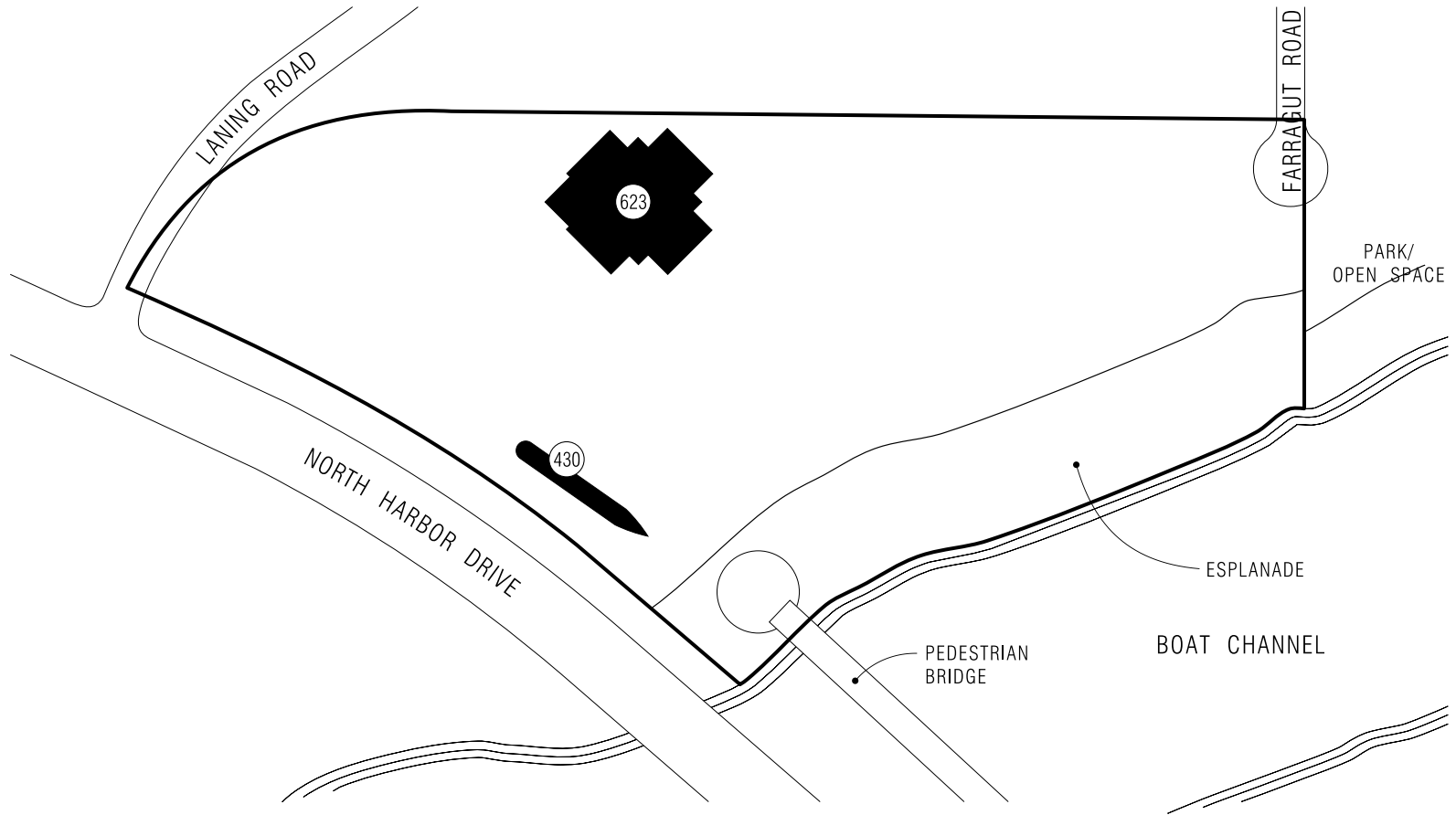
Recommendations for the boat channel have included enhancement to support wildlife, passive enjoyment, and recreation; creation of a “soft” edge along some or all of the channel; and incorporating the channel as an element of the Bay-to-Bay link.

I. VISITOR HOTEL

Governing Policies

A hotel accommodating up to 350-rooms will most likely be oriented to family vacationers. An on-site Naval structure built in the 1990's (Navy Building 623) can either function as a convention center for hotel meetings, operate independently for non-hotel activities and community events, or be used for activities as diverse as religious activities or retail commercial sales. However, the building shall not be used exclusively for hotel activities or other private uses on a permanent basis; community, civic, and/or public uses shall be given first priority for use of the Naval structure. Under a set of guidelines to be prepared by the City Planning Director, the building shall be made available at little or no cost for community, civic and/or public uses for an annual average of 50% of the time, spread throughout the year (seasonally and weekends).

Priority Uses are those which serve visitors, such as lodging, plus ancillary uses such as food, retail, and entertainment, water oriented recreation, and conference facilities.



II-36



Not To Scale
Rick Planning Group 9-10-00

figure 2.8
Visitor Hotel
NTC Precise Plan

**TABLE 2.11:
NAVY BUILDINGS REMAINING IN THE VISITOR HOTEL AREA**

Navy Building Number	Est. Gross Square Footage	Navy Use	Year Built
430	NA	USS Recruit Mock-Up	1949
623	33,000	Support Center	1991

**TABLE 2.12:
VISITOR HOTEL DEVELOPMENT PROGRAM**

Development Activity	Primarily development of new structures and facilities; reuse of an existing structures
Estimated Gross Area	21 acres
Use Emphasis	Visitor commercial and conferencing.
Height Maximum	60'
Proposed Zoning	CV

Design Features

The visitor hotel should respond to the importance of its location near the public esplanade. Pedestrian-oriented entrances should face the channel. The west side of the hotel should incorporate the multi-purpose building into its site development as an integrated use. The Harbor Drive side of the hotel should include the primary vehicular entrance to the site as well as integrate the USS Recruit in the overall plan so as to encourage public viewing of the historic artifact.

The U.S.S. Recruit is a contributing structure to the Historic District and is also listed on the National Register of Historic Places. It is a land-bound replica of a Navy ship that was used for recruit training. The ship should be a feature of a public space within the hotel site and the hotel should provide additional parking for visitors to the U.S.S. Recruit. The hotel development may include a dock at the boat channel for small boat rentals. Restaurants, recreational facilities, and visitor-commercial retail uses are permitted within the main hotel structure or on separate pads.

The hotel should be oriented to the boat channel. Primary vehicular access should be from Laning Road, with secondary access from Farragut Road. A 150-foot setback from the edge of the boat channel is to be developed into a waterfront esplanade - a landscaped pedestrian, bicycle, and recreational trail that allows for continuous public access along the edge of the boat channel.

J. BUSINESS HOTEL

Governing Policies

A mid-rise hotel with up to 650 room will be built on the east side of the boat channel and will likely be marketed to business travelers.

Priority Uses are those visitor-serving uses which involve lodging facilities and water oriented recreation uses. Ancillary uses such as food, retail, entertainment, and conference facilities are also allowed.

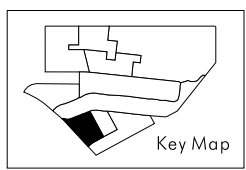
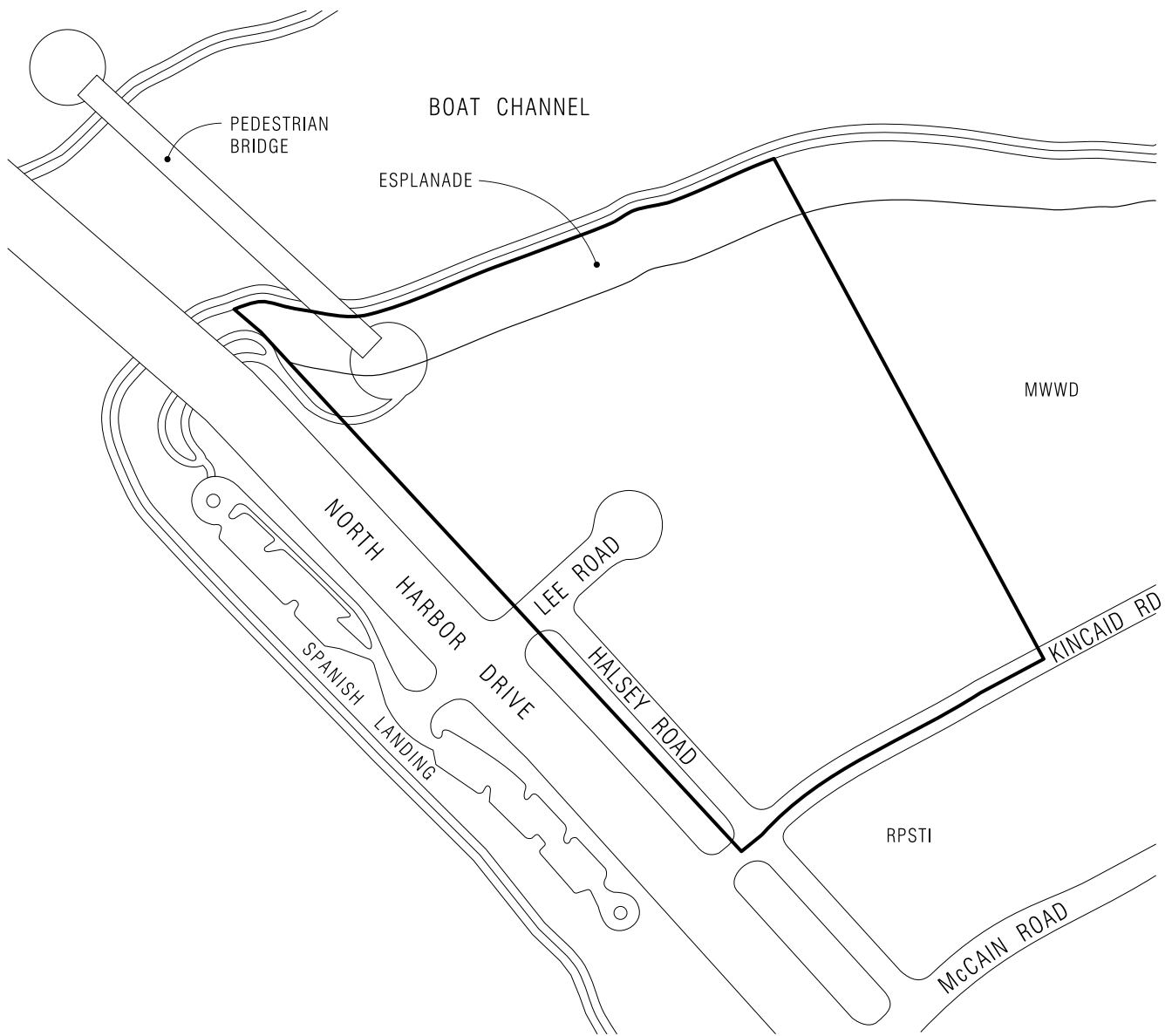
Design Features

The two most important edges to consider in the design of the hotel site are those that face onto the channel and Harbor Drive. The channel edge will be a public pedestrian area where the water and the esplanade must uniformly provide a welcoming entrance that encourages hotel guests and the public to make use of this amenity. The hotel should be designed so that the side which faces the boat channel and the esplanade reads as if it were - or might be - the front of the hotel.

Amenities typically associated with a business hotel - conference facilities, restaurants, recreation facilities, visitor commercial retail establishments - are permitted within the hotel or on separate pads. The hotel may include a public recreational dock in the boat channel for small boat rentals and public access and recreational opportunities.

The hotel design will include the design of the shoreline esplanade. Primary vehicular access will be via the signalized intersection of Harbor Drive and Lee Road.

Parking may be provided on a surface lot or in a parking structure. A parking structure sited on the easternmost portion of site could act as a buffer between the hotel and the Regional Public Safety Training Institute (RPSTI). Hotel guests will be notified of hazards associated with the RPSTI by measures such as fencing, markers, flagging and access restrictions. Guest rooms should be oriented away from the RPSTI.



Not To Scale
 Rick Planning Group 9-10-00

figure 2.9
 Business Hotel Site
 NTC Precise Plan
 II-39

The hotel elevation facing the esplanade should be visually and architecturally connected to the esplanade through the use of arcades, paving, landscaping, or other materials.

There are no Navy buildings which will remain the business hotel area.

**TABLE 2.13:
BUSINESS HOTEL DEVELOPMENT PROGRAM**

Development Activity	Development of new structures and facilities.
Estimated Gross Area	16 acres
Use Emphasis	Visitor commercial and conferencing.
Height Maximum	80'
Proposed Zoning	CC

K. METROPOLITAN WASTEWATER DEPARTMENT (MWWD)

Governing Policies

Development of the MWWD office and laboratory will represent all new construction.

Priority Uses are public agency or institutional office, research and development, and marine-related activities.

Design Features

The east side of the boat channel - what had been the Camp Nimitz portion of NTC - has a character distinct from the west side of the boat channel. While the west side is designed to encourage mixed use and is publicly accessible throughout, public access on the east side is limited to the business hotel and the esplanade. The MWWD and PSTI sites on the east side are open to the general public, but access will be controlled.

A two-story building complex of approximately 100,000 SF containing general offices, labs, and support facilities for use by the Environmental Monitoring and Technical Services Division of the Metropolitan Wastewater Department of the City of San Diego is planned for the waterfront site. It will be located between the business hotel and the Regional Public Safety Training Institute. A separate facility of up to 30,000 SF will be developed on the same site for an SDSU Coastal Waters Laboratory. A pier and boat dock will be developed in the boat channel for use by MWWD and SDSU,

with the access route from the laboratory site to the boat dock crossing the esplanade.

All storage and equipment is to be contained and screened from both grade level and overhead view as much as possible. However, since these are working laboratories, complete screening will not be possible. Parking for approximately 300 vehicles will be provided on-site for both the MWWD and SDSU facilities.

An area 50' to 150' wide, as measured from the edge of the boat channel, is to be set aside for the public esplanade. Attractive landscaping and building features should face the west side of the channel; at the boundary with the business hotel, an undulating berm, a small wall, or some other devices should be used to separate the uses and discourage intrusion into the MWWD site.

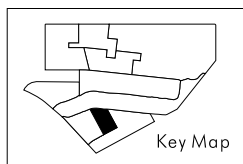
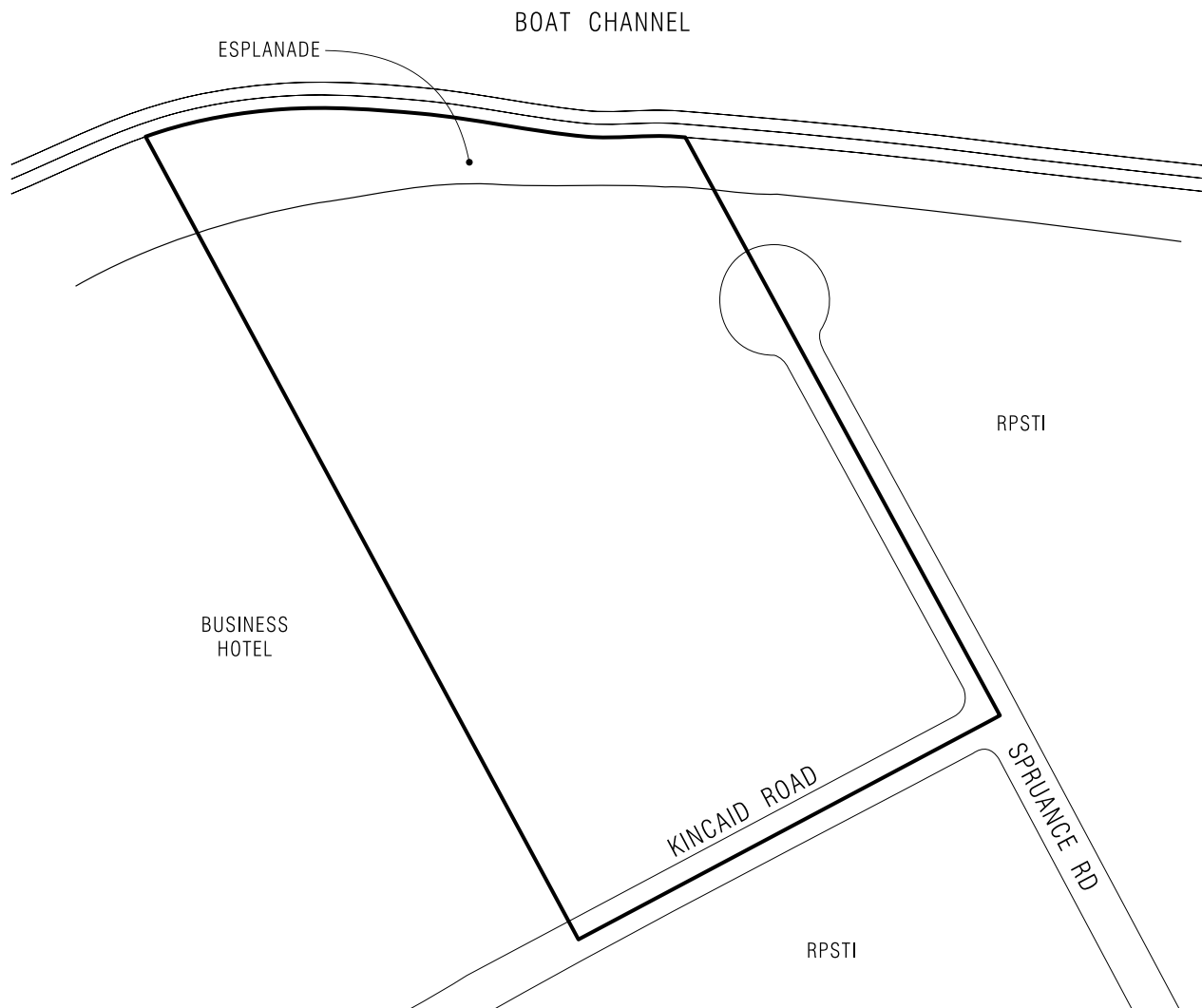
Located on the east side of the boat channel, the MWWD facility will be comprised of several buildings constructed in phases, set back from the channel with parking and access drives. There is no mandated or suggested architectural style or character for the MWWD buildings. Particular care should be taken with the facades that face west as they will be clearly visible from the open space and neighboring buildings. In addition, rooftops will be visible from the multi-story hotel to the south.

The primary relationship to consider is that with the channel and esplanade. There may be a tendency to develop the west facade as the back of the building because the primary entrance is likely to be on the east side. Instead, the waterfront edge should also incorporate ample landscaping to create a pleasing edge treatment facing the channel. This special treatment must be designed to accommodate the occasional Fire Department emergency vehicle access along the esplanade behind buildings 557, 608, and 609.

No Navy buildings will remain in the MWWD area.

**TABLE 2.14:
MWWD DEVELOPMENT PROGRAM**

Development Activity	Development of new structures and facilities.
Estimated Gross Area	9 Acres
Use Emphasis	Water quality testing laboratory
Height Maximum	50'
Proposed Zoning	CC



Not To Scale
Rick Planning Group 9-10-00

figure 2.10
MWWD Site
NTC Precise Plan
II-42

L. REGIONAL PUBLIC SAFETY TRAINING INSTITUTE

Governing Policies

The San Diego Regional Public Safety Training Institute (RPSTI) is a coalition comprised of the San Diego Community College District, the San Diego Sheriff's Department, and the San Diego Police Department aligned with San Diego Fire & Life Safety Services. The various agencies plan to consolidate fragmented venues used for training and bring together into one area all public safety training - including law enforcement, fire and life safety, emergency medical, lifeguard, and security guards. The RPSTI plans to use this site for administrative and support areas, classroom training, and outdoor field training.

Priority Uses are public agency or institutional uses including educational and training facilities, office, administrative, and research and development activities.

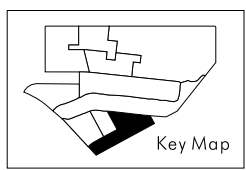
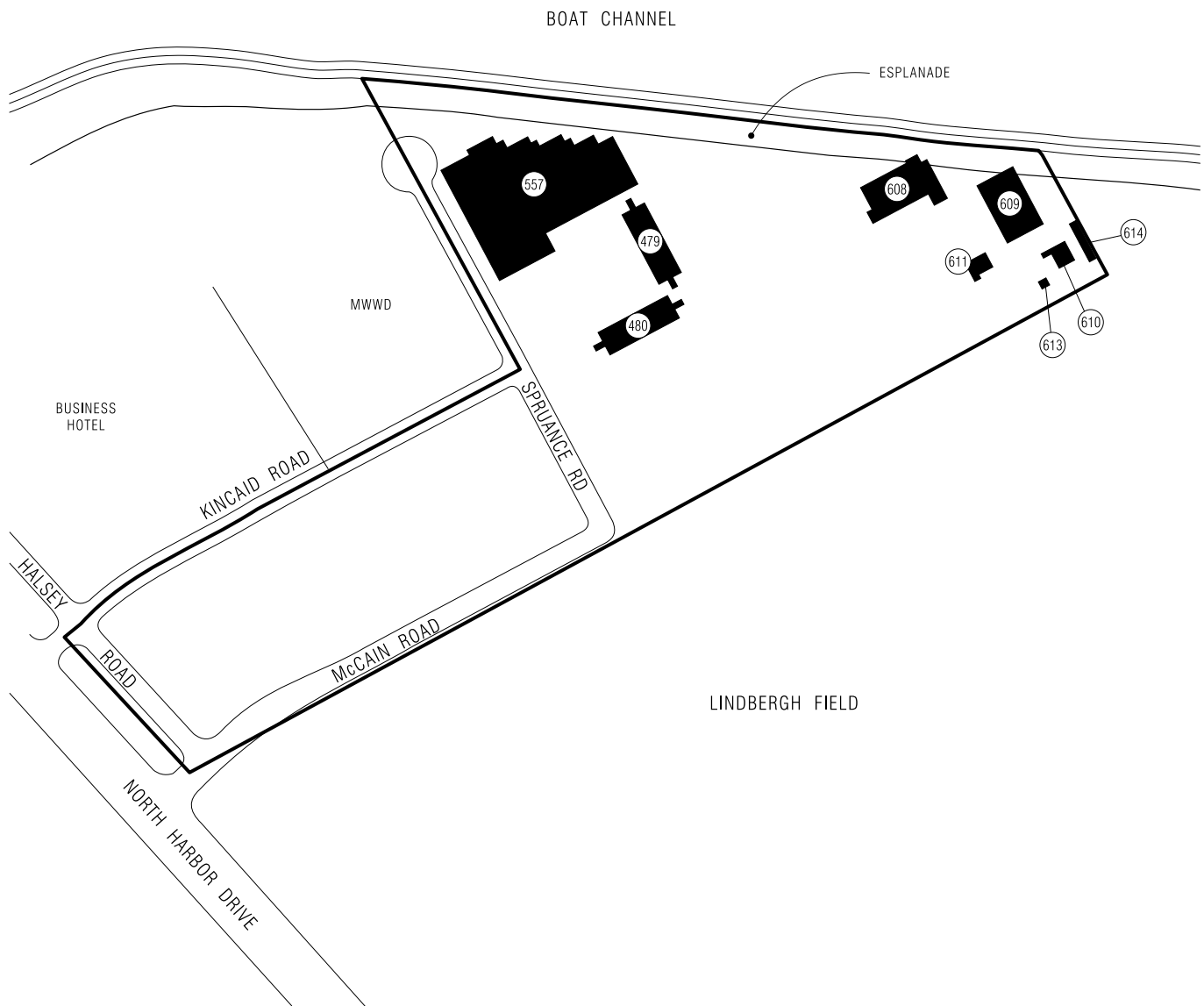
Design Features

The RPSTI will reuse many of the Navy's buildings as well as construct new ones. The design character of the RPSTI has been established by existing buildings. Any new buildings that may be integrated with the existing facilities should complement that character.

The boat channel and esplanade form the west edge of the RPSTI. The esplanade narrows to approximately 50 feet along portions of the RPSTI frontage because Navy buildings have already been constructed near the edge of the channel. Any new landscaping should be designed to complement the esplanade design. Because of potential conflicts between the RPSTI operations and the public's use of the esplanade, signs and discreet fences may be incorporated to discourage public access into the RPSTI.

Attractive landscaping and building features should be visible from the west side of the channel. Along Harbor Drive and McCain Road, dense landscaping treatment must soften the appearance of the RPSTI.

Hotel guests on the east side of the channel will be notified of hazards associated with the RPSTI by measures such as fencing, markers, flagging and access restrictions.



Not To Scale
Rick Planning Group 9-10-00

figure 2.11
RPSTI Site
NTC Precise Plan
II-44

**TABLE 2.15:
NAVY BUILDINGS REMAINING IN THE RPSTI AREA**

Navy Building Number	Est. Gross Square Footage	Navy Use	Year Built
479	33,300	Recruit Barracks	1969
480	33,300	Recruit Barracks	1969
557	92,000	Recruit Processing Facility	1978
608	21,500	Fire Fighter School	1991
609	15,200	Fire Fighter Trainer	1991
610	2,900	Fire Fighter, Maintenance	1991
611	1,400	Gas Mask Trainer	1991
613	-	Fire Fighting, Storage Area	1991
614	1,200	Fire Fighting, Storage Building	1991

**TABLE 2.16:
RPSTI DEVELOPMENT PROGRAM**

Development Activity	Development of new structures and facilities and reuse of existing facilities.
Estimated Gross Area	26 acres
Use Emphasis	Police and fire public safety training
Height Maximum	45'
Proposed Zoning	CC

Chapter III:

LANDSCAPE DESIGN PROGRAM

Landscaping at NTC is a major tool in linking the 10 distinct use areas. Landscaping must provide visual continuity throughout NTC; reintroduce and reinforce the historic landscaping themes once present on the site; and give definition to different land use areas, community edges, entries, circulation paths, nodes and landmarks such as the Historic District, parks, and shoreline esplanade.

While some new landscaping materials will be introduced to NTC, a reliance will also be made of existing landscaping materials. Similarly, while much of the existing irrigation system will remain in place at NTC, a new irrigation system will be installed in some areas. It is anticipated that exceptions to City landscaping standards will be provided where minor replacement of an existing system are required, rather than a requirement to replace an entire irrigation system.

A. LANDSCAPE CONCEPT

Landscaping at NTC will involve plant materials, hardscape, site furniture, and lighting to create visual order and continuity.

Informality at the edges: Irregular groupings of plant materials will be used on the perimeter of NTC to blend with the surrounding neighborhood and create an informal appearance. Informal landscaping will also be used at the eastern shoreline esplanade.

Formality in the interior: Within NTC itself, the most prominent images will be a formal landscape treatment in the mixed use area, the linear promenade/park that extends north-south through the project, and the western shoreline esplanade. The formal appearance will be created by the regular and linear placement of trees adjacent to the curb approximately 30 feet on center.

B. LANDSCAPE PLAN ELEMENTS

Plant materials (especially trees) will be used to define land use areas, community edges, entries, circulation paths, nodes and landmarks. Street trees will be 24" box minimum size. At formal arrangements, street trees will be planted approximately 30 feet on center as a maximum spacing. At informal arrangements, the number of trees required will be based on an average spacing of 30 feet on center; however their placement will be random.

1. Edges

**TABLE 3.1
LANDSCAPING AT COMMUNITY EDGES**

Location	Landscape Program/Materials
<p>Land Use Areas: Residential, Office, Education, Mixed Use, Office/R&D, Waterfront Park, Hotel Sites</p>	<p>Landscape character to be established by a dominant tree compatible with the architectural theme of the area.</p>
<p>Rosecrans Street</p>	<p>Materials will repeat the tree palette on the west side of Rosecrans and employ street trees designated in the <i>Peninsula Community Plan</i>, specifically including <i>Jacaranda mimosifolia</i> (Jacaranda) .</p> <p>Existing mature trees near the golf course and mature landscaping near Officer’s Quarters may be selectively removed to accommodate golf course changes and widening of Rosecrans.</p> <p>In front of the parking structure, dense plantings of evergreen trees and large shrubs are to be incorporated for visual screening.</p> <p>At the new single family residential units, landscaping for the front and side yards should blend with the existing homes across the street. Street ends perpendicular to Rosecrans which provide emergency vehicle access will have hardscape, turfblock, removable bollards, and benches, and should appear to be a landscaped courtyard.</p>
<p>Lytton Street</p>	<p>Existing landscape character is to remain unchanged. The presently-dominant street tree is <i>Tristania conferta</i> (Brisbane Box) and, where space permits, this tree will be introduced along the golf course frontage. The Peninsula Community Plan also recommends <i>Cassia leptophylla</i> (Gold Medallion Tree) as an accent at the Rosecrans/ Lytton intersection.</p>
<p>Harbor Drive</p>	<p>Existing informal landscape character is to remain unchanged and include a variety of palm trees, <i>Erythrina caffra</i> (Kaffirboom Coral tree), <i>Pinus pinea</i> (Italian Stone Pine), <i>Melaleuca quinquenervia</i> (Cajeput) and <i>Ficus rubiginosa</i> (Rusty Leaf Fig), and others.</p> <p>When landscape screening is added to soften the visual impact of the MWWD and RPSTI developments, employ trees already present along Harbor Drive.</p>

Location	Landscape Program/Materials
Laning Road	Ample landscaping at both the visitor hotel site and residential areas should be designed to encourage pedestrian use of the sidewalk at Laning as well as create an attractive edge to the property.
Western Shoreline Esplanade	North from Worden Street, the existing double row of Phoenix canariensis (Canary Island Palm) should be preserved. New or relocated palms should be added as needed to create a continuous double row of palms. South of Worden Street a single formal row of palms will define the shoreline edge. Palms trees should be removed from the area where the urban plaza is to be constructed and relocated to provide a view corridor to the boat channel. A minimum 10'-wide meandering walk will provide a continuous trail system along the eastern shore of the boat channel.
Eastern Shoreline Esplanade	A linear park system will be developed on the eastern shoreline. Dense informal groves of trees and shrubs will be planted to soften the view of offices, classrooms, and training facilities. A minimum 10'-wide meandering walk will provide a continuous trail system along the eastern shore of the boat channel.

2. Street Tree Program

The street tree program will establish a sense of order through a strong directional emphasis. Canopy trees will be planted along north-south streets and, to preserve views into the site, upright trees will be planted along east-west streets.

3. Nodes

Entries

There will be seven primary entries and two secondary entries to NTC, many of which correspond to previous Navy gate locations (see Figure 3.1). These accent tree selections correspond with those identified in the *Peninsula Community Plan*.

Centralized Areas of Pedestrian Activities

Centralized areas of pedestrian activity such as courtyards and plazas will include enriched paving and focal elements such as sculpture, fountains or accent landscaping.

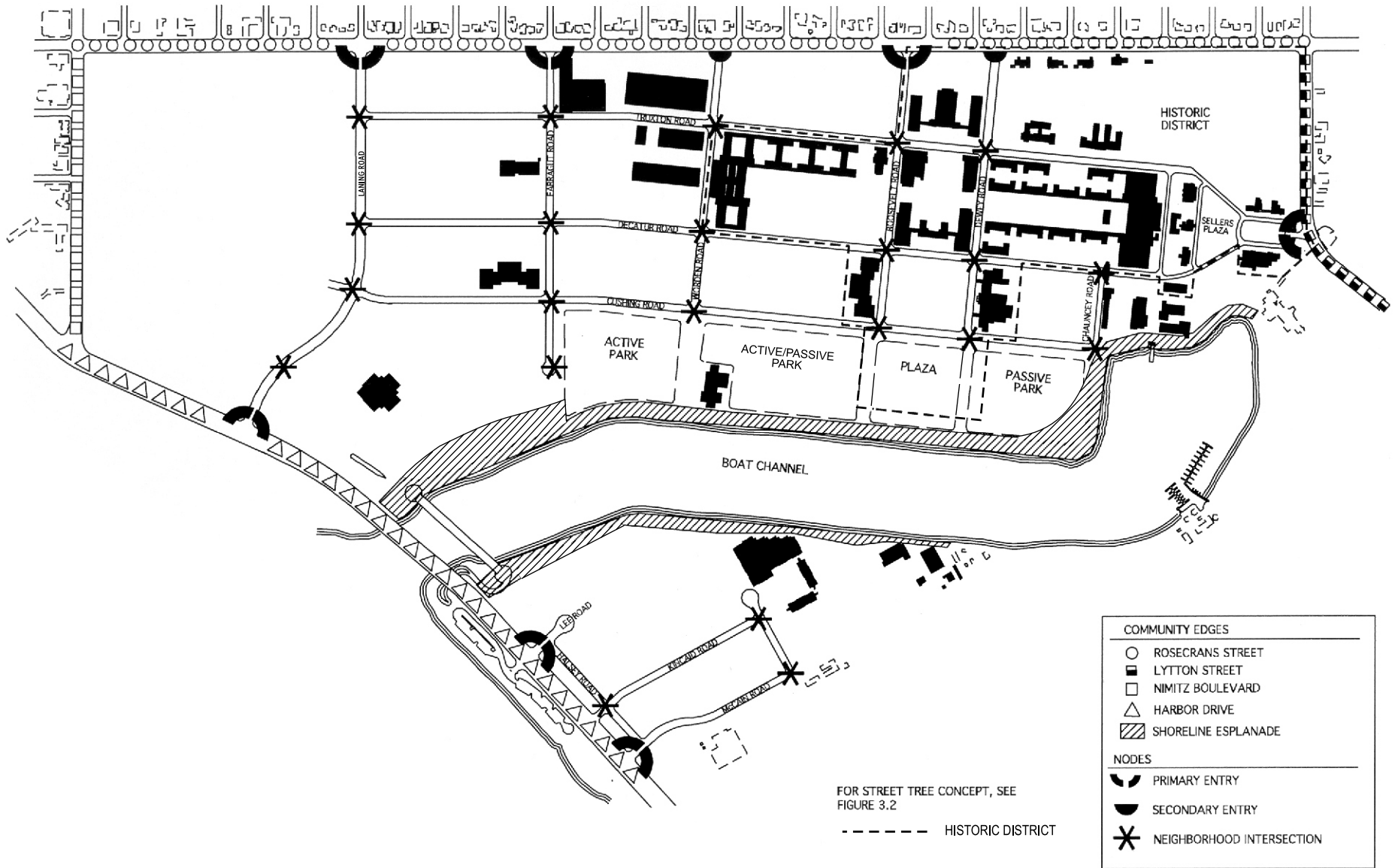


figure 3.1
 General Landscape Plan
 NTC Precise Plan

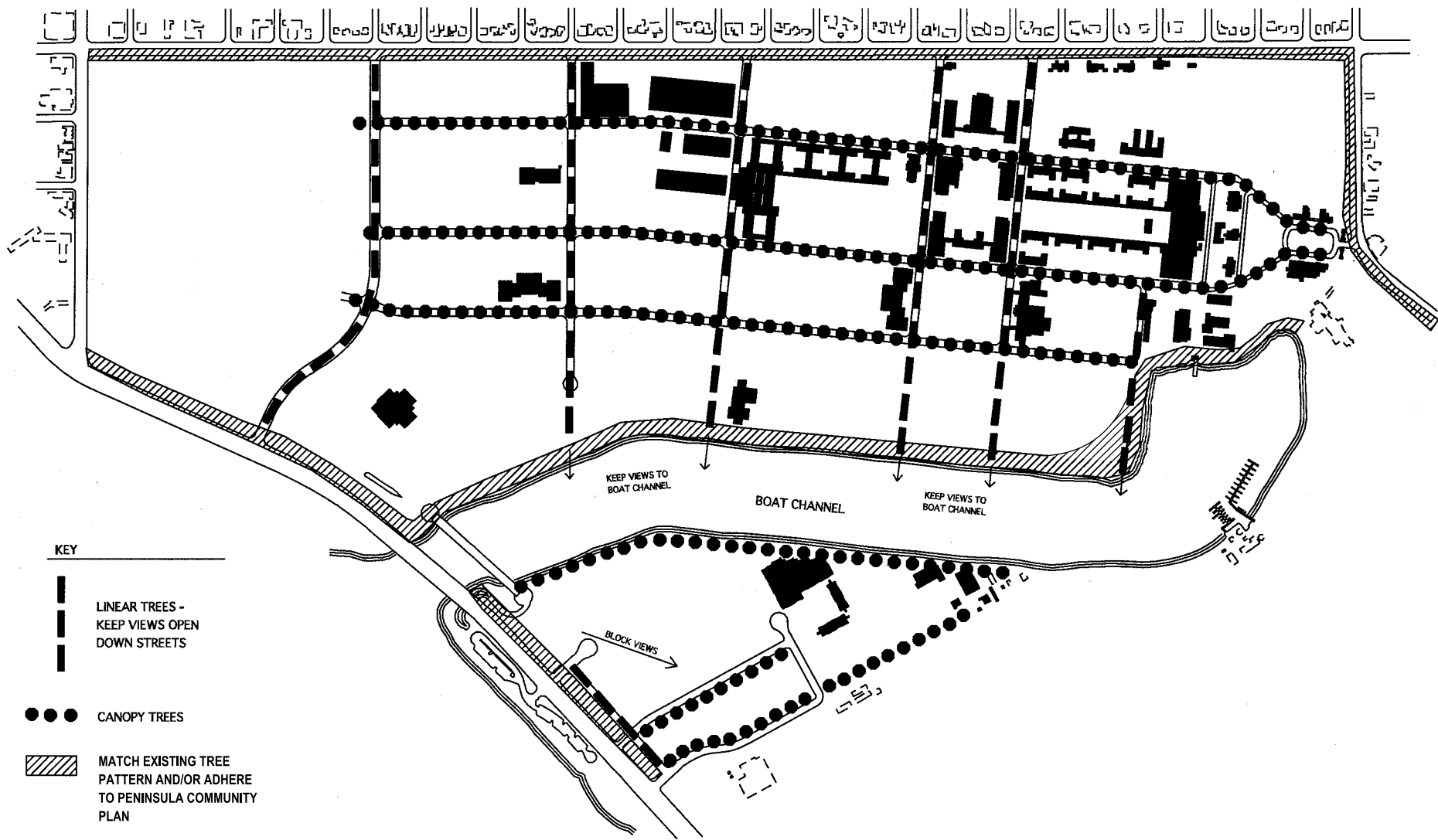


figure 3.2
 Street Tree Concept
 NTC Precise Plan

C. SITE FURNITURE

Site furniture includes objects and amenities typically located adjacent to streets and pedestrian paths and located within courtyards and plazas. Normally, it includes benches, bollards, seat walls, thematic fencing, drinking fountains, trash containers, and bicycle racks. Street utility elements (e.g., utility equipment boxes, poles) are also considered site furnishings.

Site furniture can reinforce the historic origins of NTC and unify outdoor spaces and corridors. Proper selection and placement of site furniture provides a comfortable setting and creates an attractive environment.

Historic District

Site furnishings will be compatible in appearance and color with the historic origins of the Historic District. A standardized palette of site furnishings, including benches, picnic tables, drinking fountains and trash receptacles, should be used throughout the Historic District. Since there is little evidence of site furnishings remaining in the Historic District, historical photographs and documents should be utilized to select or design site furnishings compatible with the historic architectural character, previous military use, and the *NTC Guidelines for the Treatment of Historic Properties*.

Common Landscaped Areas

Site furnishings for the Common Landscaped Areas will be described in the Design Guidelines which are submitted with the planned development permit.

D. LIGHTING

All lighting should be compatible with the historic style and character of NTC and integrate with the color and texture of other site furniture. Lighting must provide a safe, efficient and desirable level of illumination for all circulation paths, areas of congregation and use areas and avoid unnecessary reflecting glare onto adjacent streets and neighborhoods.

Appropriate lights - including street, walkway, parking lot, pedestrian, hanging and wall mounted lights - are to be installed within the Historic District to strengthen the visual unity of the Historic District pursuant to the *Guidelines for the Treatment of Historic Properties*.

E. PEDESTRIAN SYSTEM

One of the strongest organizing elements of NTC is its pedestrian system. The center of this system is found in the Historic District with its covered walkways in the form of arcades and formal axial walkway patterns. Extending out from the Historic District is a network of walks that provide pedestrian access to virtually all parts of NTC.

Promenade/Linear Park

This Promenade extends from Lytton Street through the mixed use, office/R&D, educational, residential areas. There is an opportunity for it to extend into the military housing area and link to other open space and park areas throughout NTC.

The Esplanade

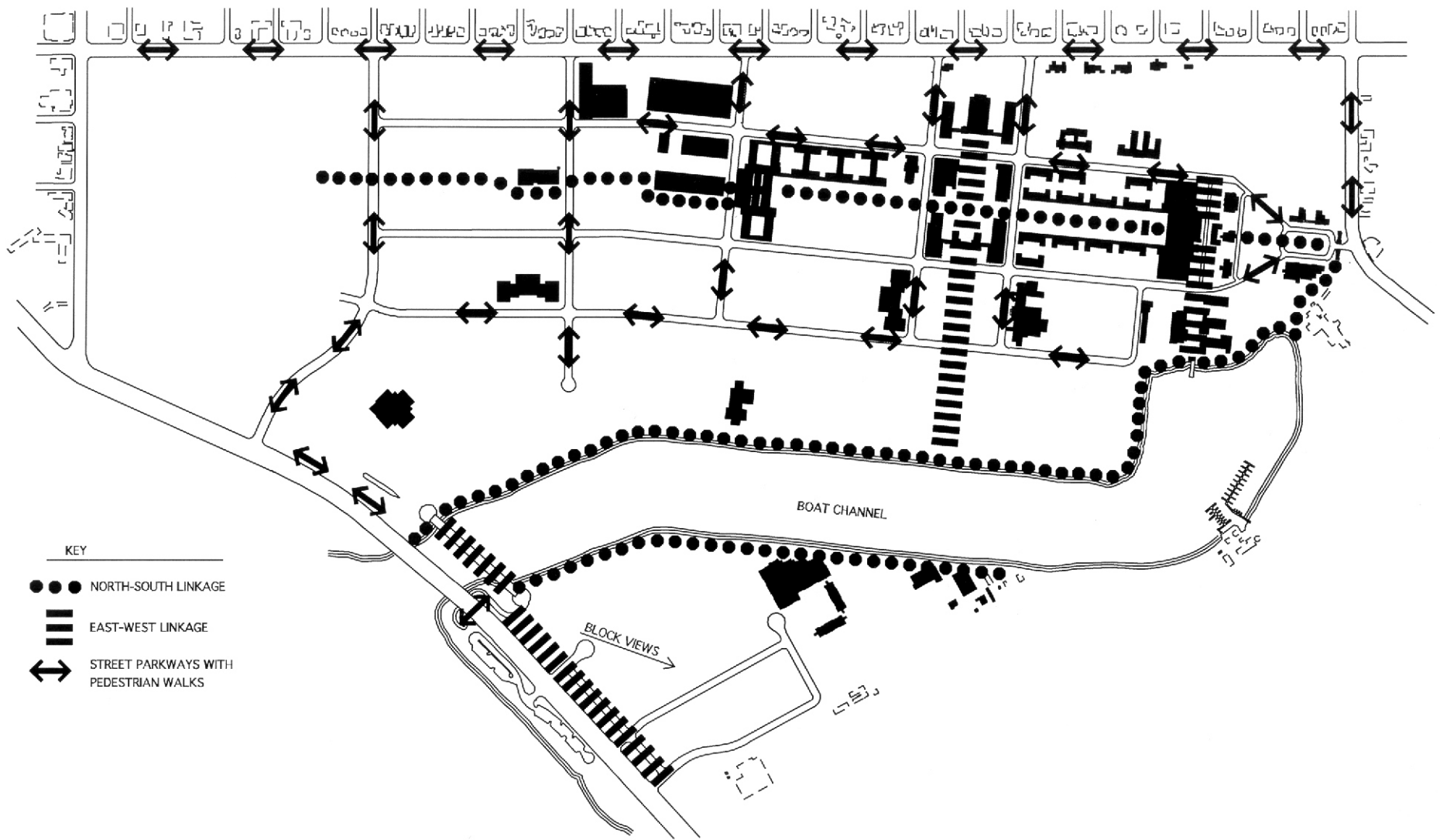
The esplanade, while part of the open space system, is also an integral part of the pedestrian circulation system. It provides pedestrian access to the boat channel, allow pedestrians to conveniently cross from NTC to Spanish Landing, and represents the first portion of the bay-to-bay pedestrian path.

Western Shoreline: The esplanade provides pedestrian and bikeway access along the entire western shoreline. At the north end, access will continue to Lytton Street, Rosecrans Street and, it is hoped in the future, will loop around to the eastern shoreline esplanade through what is now the Marine Corps Recruit Depot (MCRD). At the south end, it will connect to the visitor hotel and pedestrian bridge. The bridge crossing provides pedestrian, bicycle and service vehicle access to the eastern side of NTC.

Eastern Shoreline: This greenbelt corridor will also accommodate pedestrians, bicycles, and service vehicles. The north end stops at MCRD. The south end connects to the bridge crossing, Harbor Drive and Spanish Landing. It also provides access to the business hotel, MWWD and RPSTI

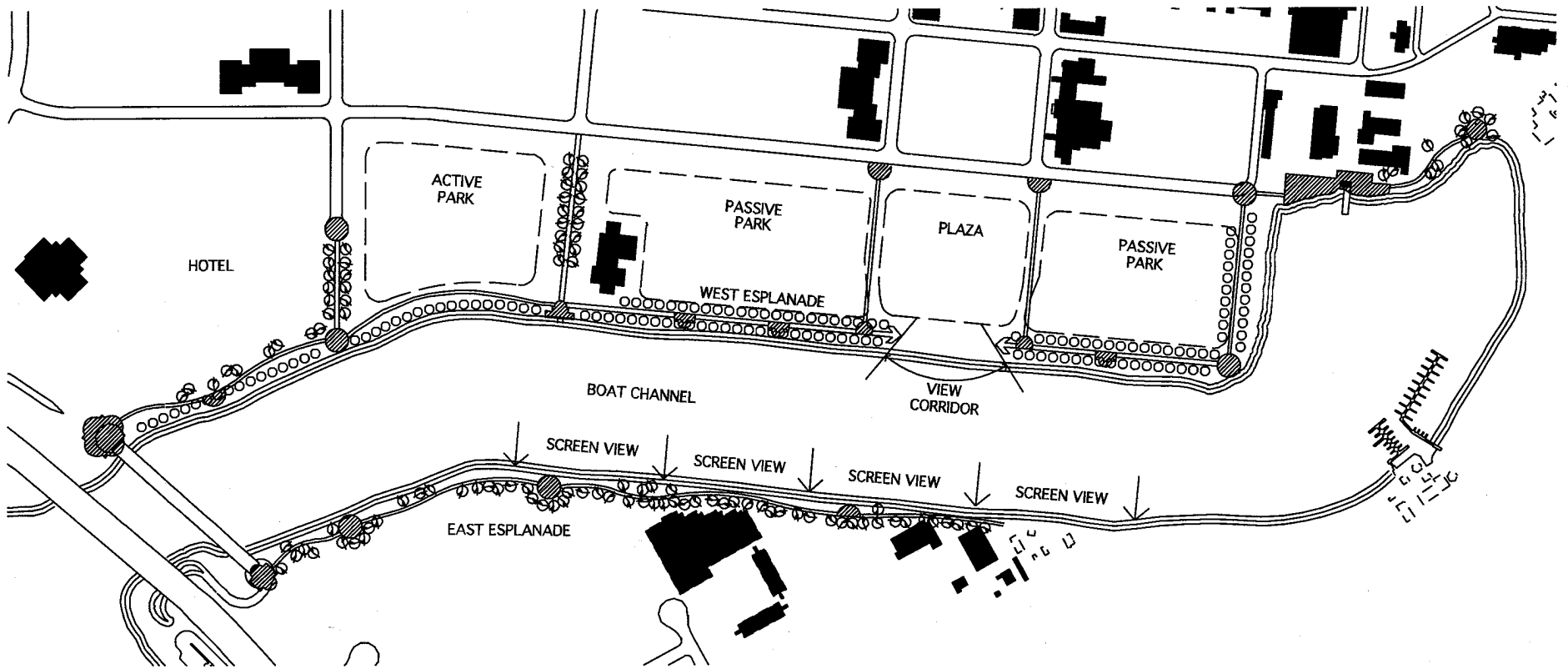
Arcades

Along Truxtun, Decatur, and Cushing Roads are landscaped parkways and covered public walkways in the form of arcades to accommodate pedestrian traffic.



- KEY
- NORTH-SOUTH LINKAGE
 - ||| EAST-WEST LINKAGE
 - ↔ STREET PARKWAYS WITH PEDESTRIAN WALKS

figure 3.3
Pedestrian System
NTC Precise Plan



LEGEND	
	PARK AND PLAZA AREA
	PEDESTRIAN PATH AT ESPLANADE
	FORMAL TREATMENT
	INFORMAL TREATMENT
LANDSCAPE	
	FORMAL PLANTING OF PALMS
	FORMAL PLANTING OF STREET TREES
	INFORMAL PLANTING OF EVERGREEN TREES

figure 3.4
 Shoreline Esplanades, Parks, and Plaza
 NTC Precise Plan

Urban Plaza

This major axis extends through the center of the mixed use area via open areas and drill fields the Navy designated as Luce Court, Ingram Plaza, and Preble Field. The proposal is to continue the open space with an urban plaza that terminates at the boat channel.

See Chapter IV, Urban Design, for the design of the urban plaza.

Streets and Sidewalks

All north south streets will include landscaped parkways, building arcades, or monolithic sidewalks to accommodate pedestrian traffic. The pedestrian system will consist of concrete walks with a 24" x 24" grid pattern. Natural colored concrete will be used in linear sections and enriched paving will be used at nodes such as courtyards and plaza.

Pedestrian Linkages

The pedestrian system should be integrated with the street system so that automobiles, pedestrians and bicycles are welcome within public rights-of-way on NTC. A pedestrian system must link buildings, plazas, courtyards and open spaces throughout the site. The pedestrian system is particularly important in the Historic District where it historically connected Navy buildings to one another. Pedestrian linkages present on site at the time of conveyance should be reserved, enhanced and continued into new development areas through the design of walkways, courtyards and plazas. Landscaping, hardscape, outdoor furniture, lighting, signage and select materials should all be used to further enhance and define this system.

TABLE 3.2
RECOMMENDED WALKWAY DIMENSIONS

Location	Dimension
Walks adjacent to streets	4' to 10' wide
Walks in Historic District	6' wide
Walks in the active and passive park	9' wide minimum
Walks at the esplanade	10' wide minimum
Walks at miscellaneous greenbelt corridors	6' wide minimum

Chapter IV:

URBAN DESIGN PROGRAM

NTC operated as a military base for almost 80 years and was concerned with security and secrecy. The history of NTC is of an enclave separated from the communities of Point Loma and Loma Portal. The design concept for NTC emphasizes the physical integration of the Naval Training Center into the surrounding community. Integration, however, must not diminish the explicit design elements and special character of NTC which give it a distinct character. Those design elements include the street configuration, signage, lighting, and an architecture dominated by the simple strong lines of historic buildings and arcades.

A. URBAN DESIGN PROGRAM ELEMENTS

The central urban design concept for NTC involves knitting together uses and activities via a grid of circulation and open space. The concept is expressed through several major design elements.

Pedestrian Orientation

Patterns of pedestrian circulation provide a significant organizing element for NTC. Four parallel pedestrian arcades are separated from the street and extend north and south along the full length of the Historic District. Multiple cross axes also exist, generally defined by colonnades that interconnect buildings and site features. This pedestrian system replicates physical design and planning principles found in Balboa Park, North Island, and MCRD. It provides a comfortable and appealing way for pedestrians to circulate through much of the base.

A Shifting Street Grid

Due to the grade change at the western boundary of the site, the axis and grids that imprint NTC shift slightly at the mid-point of the property. This adds interest to the site and offers opportunities for special design features where the grid bends, i.e., along the promenade park at the education area.

Open Space

Knowing that NTC may form the first leg of the Bay-to-Bay link, and understanding that the base will become a public amenity when completed, a distinctly open space and landscape orientation must be a guiding principle of NTC's design. This principle is reinforced by the proposed park and open

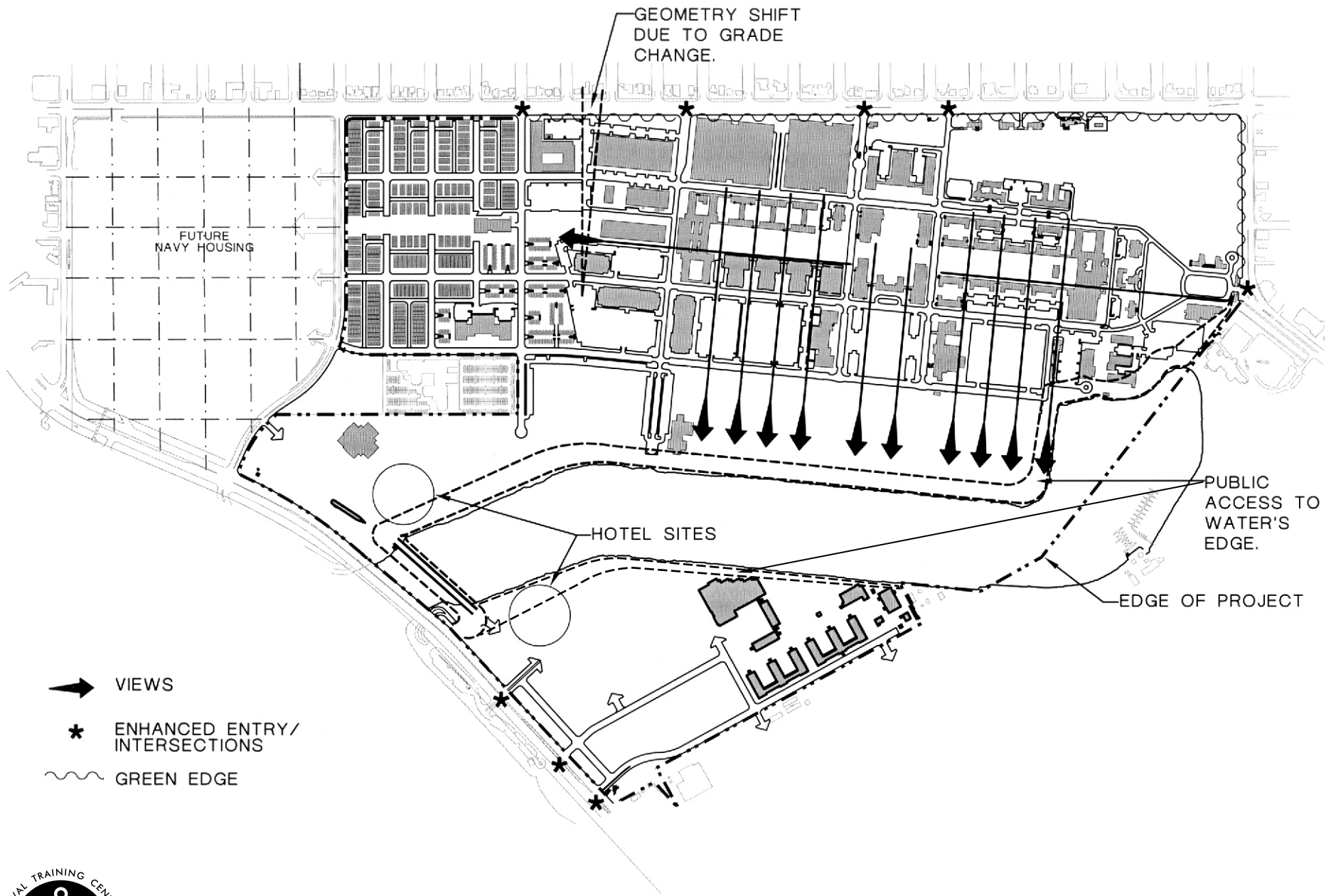


figure 4.1
 Urban Design Concept Plan
 NTC Precise Plan

space adjacent to the boat channel, the north-south promenade park, the many landscaped courtyards, and the public plaza on the west side of the boat channel.

Military Heritage

The origins and history of NTC should neither be forgotten nor ignored. Many of the remaining artifacts that recall this history should be preserved, including anchors, large guns, signs and the USS Recruit. Where appropriate, new “artifacts” that support military history may be designed and installed.

Water Orientation

One of the primary features of NTC is its location on a channel that leads directly to San Diego Bay. This feature is a considerable amenity that benefits the site. Enhanced orientation to the Bay, a key design element, is emphasized by a pedestrian esplanade that encourages public access to the water’s edge.

Community Connection

Connecting the base and its uses with the community should be achieved through the opening of NTC’s internal streets to Rosecrans Street. Where possible, new streets should align with existing streets on the west side of Rosecrans. Perimeter fences or other security devices that make NTC a separated enclave should be avoided. Building 94, which will remain on the site, is adjacent to and highly visible from Rosecrans. Redevelopment of this building will include the addition of windows to improve the visual quality of the structure and compatibility with the surrounding community.

View Preservation

Views of the waterfront and skyline shall be protected by establishing public view corridors which accentuate key public rights-of-way (streets and sidewalks, both existing and proposed) with appropriate zoning, setbacks and design standards, including clustering of tall buildings, slender buildings, proper building orientation and floor area restrictions and height limits where necessary.

Street signs and traffic control signals should not create overhead barriers to long and short views down streets. Existing views of the Coronado Bridge from Rosecrans Street shall not be obstructed by new development on NTC.

There are four principal through-view corridors designated on NTC, as shown on Figure 4.2, *View Preservation*, which allow views through the base. These unobstructed through-view corridors rise vertically from the edges of the road bed and include any public sidewalks provided. No structural penetration of the through-view corridors shall be permitted on the west side of the boat channel. There are also three panoramic viewsheds *over* NTC, observable from publicly accessible areas west of the base as shown on Figure 4.2, *View Preservation*. These panoramic views are possible because the topography rises steeply west of Rosecrans. To avoid negatively affecting these panoramic views, no new on-site development at NTC shall exceed 45 feet in height within 600 feet of Rosecrans Street.

On site views will be provided not only via the through-view corridors shown on Figure 4.2, but also by the occasional framed views possible through arcades and in the spaces between buildings. These views, as shown on Figure 4.1, *Urban Design Concept Plan*, provide unexpected, distant, and frequently surprising cameos of structures, landscaping, skyline, and blue sky. To avoid negatively affecting these occasional cameo views, no new on-site development at NTC shall be located so as to block the views shown on Figure 4.1.

B. AREA-WIDE OPEN SPACE COMPONENT

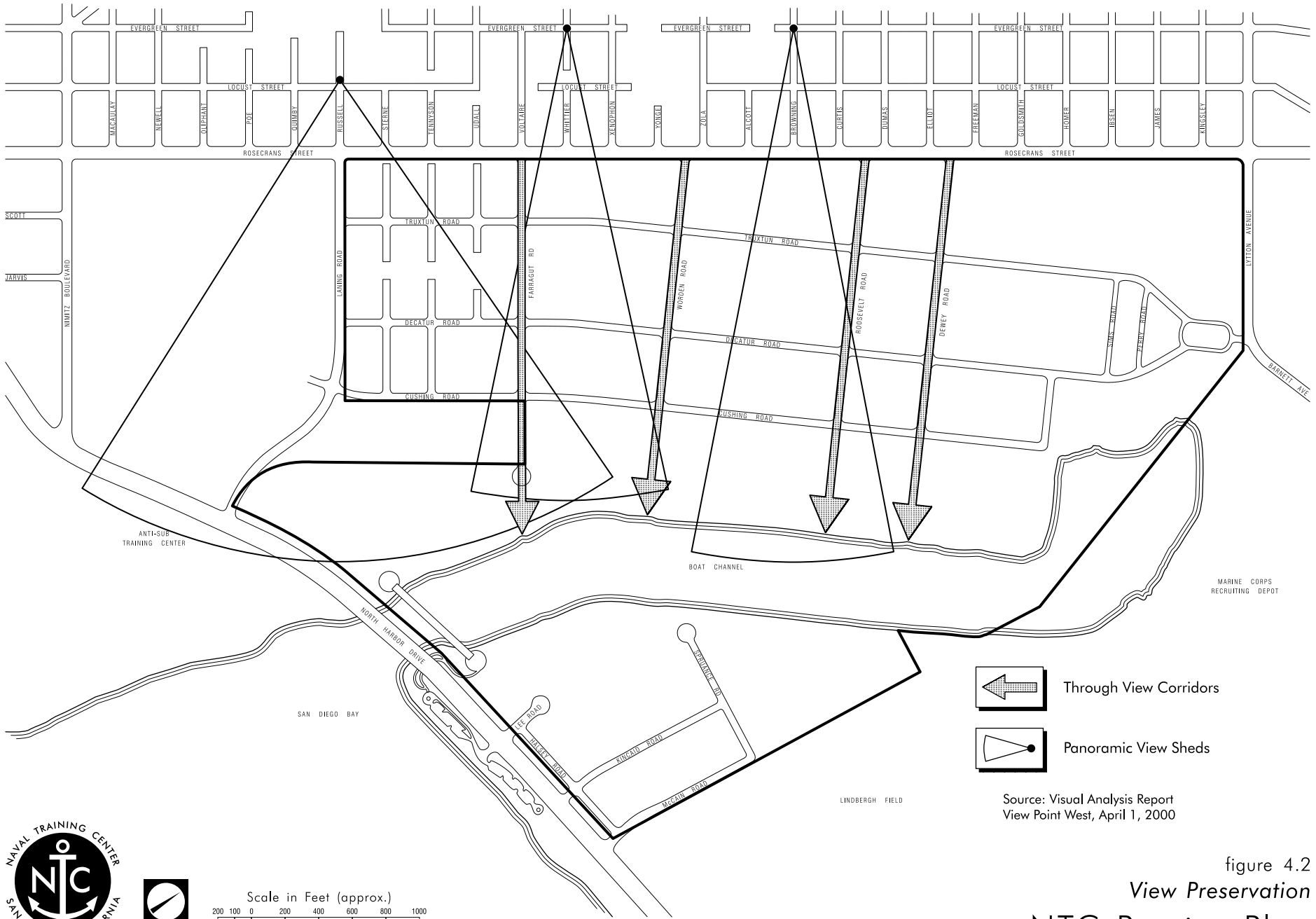
Promenade/Linear Park

Both landscape and hardscape elements are included in the linear park. The overall design should be simple and understated in keeping with the simplicity of the basic military design environment at NTC. The linear park should provide shade and places to gather, sit, and relax, and also allow for cultural activities and entertainment-related activities.

A simple palette of site furniture and plant materials should be employed. Specially-designed outdoor furniture that relates to base history may be appropriate in some locations. Concrete pavers with grid scoring, as well as concrete with brick banding was used historically at NTC, and should be included in the material palette.

Urban Plaza

The urban plaza is an area defined by hardscape and landscaping connecting the Historic District with the water's edge. Because particular attention should be paid to the eastern and water views, it may be advantageous to remove palm trees at the channel edge to create unobstructed vistas.



← Through View Corridors

☛ Panoramic View Sheds

Source: Visual Analysis Report
View Point West, April 1, 2000

figure 4.2
View Preservation
NTC Precise Plan



Scale in Feet (approx.)
200 100 0 200 400 600 800 1000
Rick Planning Group 06-25-01

S-11

Water should be used in the design of the Urban Plaza, either in reflecting ponds or as a faux inlet from the channel. Landscaping should provide shade to support gathering areas and outdoor furniture should be designed to convey the history and military heritage of the base.

The use of concrete paving is traditional at NTC, but some amount of stone has also been used in the Historic District and brick borders are quite prevalent. Continuing to use these materials can forge a link to the history of the base.

Park/Open Space Area

On the west side of the boat channel, an extensive open space area is planned for active and passive uses. Because the area is expected to be so well used, reasonable support facilities should be provided, e.g., comfort stations and parking. As elsewhere on the base, site furniture should reflect the heritage of NTC.

Open areas up to the edge of the esplanade will provide the pastoral setting for passive recreation. Grade variation is acceptable so long as it does not become extreme and interrupt the primary activities of the area.

The Esplanade

The esplanade provides pedestrian access around the perimeter of the boat channel. On the west side, it will include a broad pedestrian path with intermittent seating and gathering areas and will frequently be bordered by date palms. The east side of the channel is characterized by an esplanade that is more informal in nature with a meandering path. It too will include seating and gathering places, but the emphasis will be on informal landscaping and hardscape treatment.

The public esplanade will maintain a minimum dimension of 100' on the west side of the channel in the park/open space area and maintain a minimum dimension of 150' adjacent to the visitor hotel. On the east side of the channel, for design flexibility, the esplanade width may vary, but shall maintain at least an average minimum depth of 150' from the water's edge to the business hotel, with that dimension tapering to 50' at the very north end of the site near the RPSTI, where it is interrupted by existing buildings. Two potential options for the esplanade are shown as Figure 4.5, *Esplanade Character Sketches*.

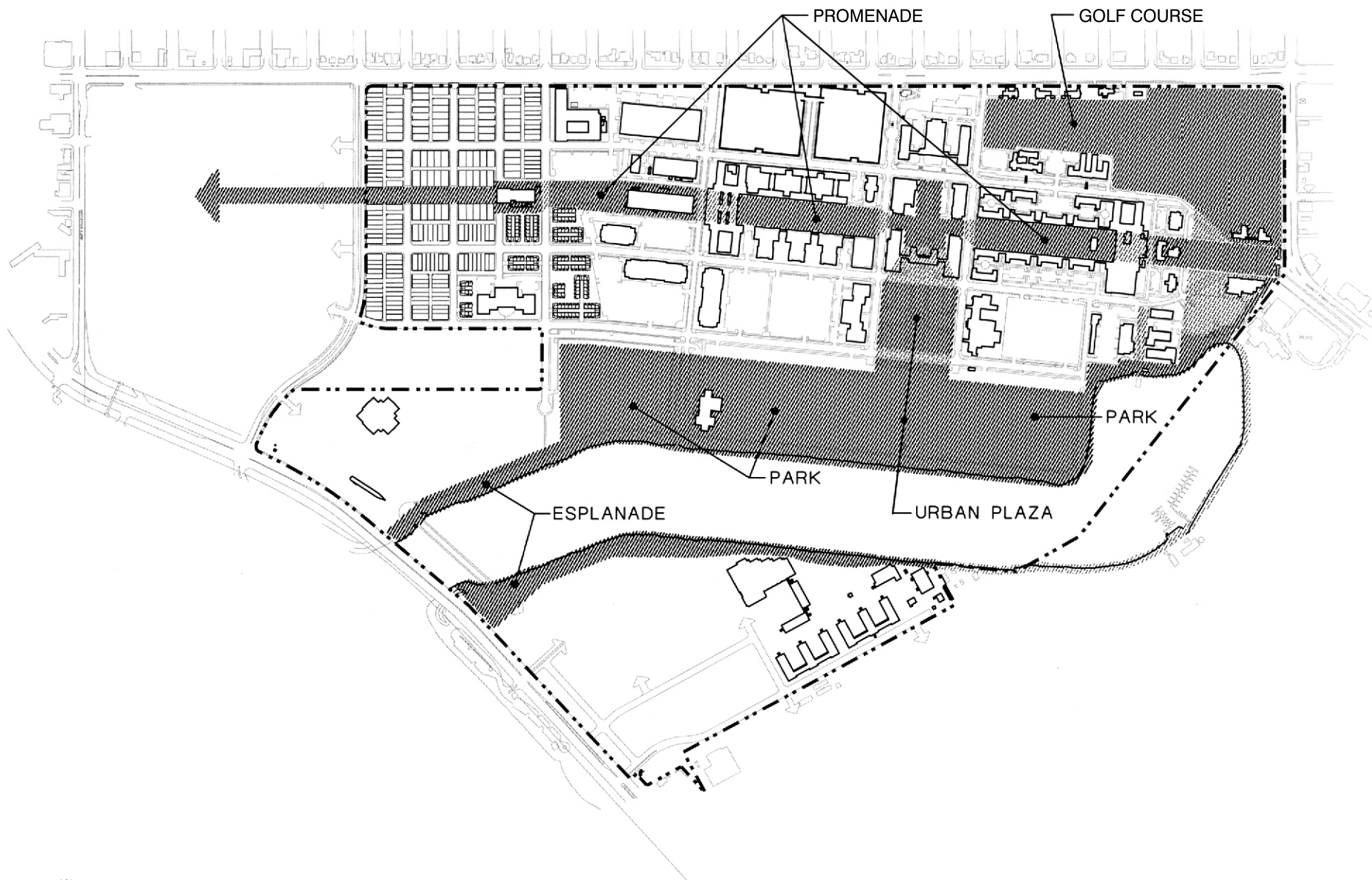


figure 4.3
 Open Space Concept Plan
 NTC Precise Plan



Not To Scale
 M.W. Steele Group 11-1-00

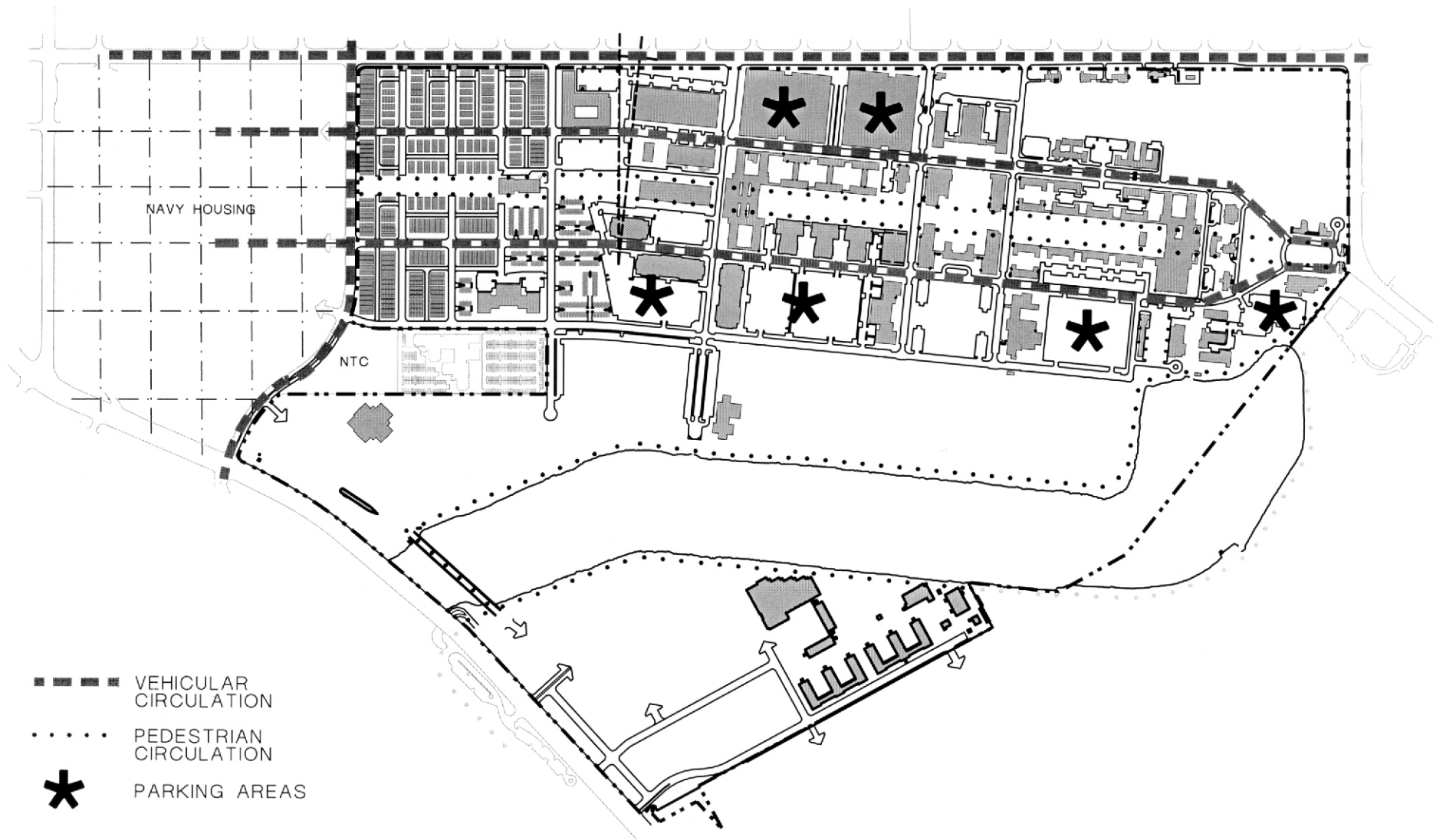
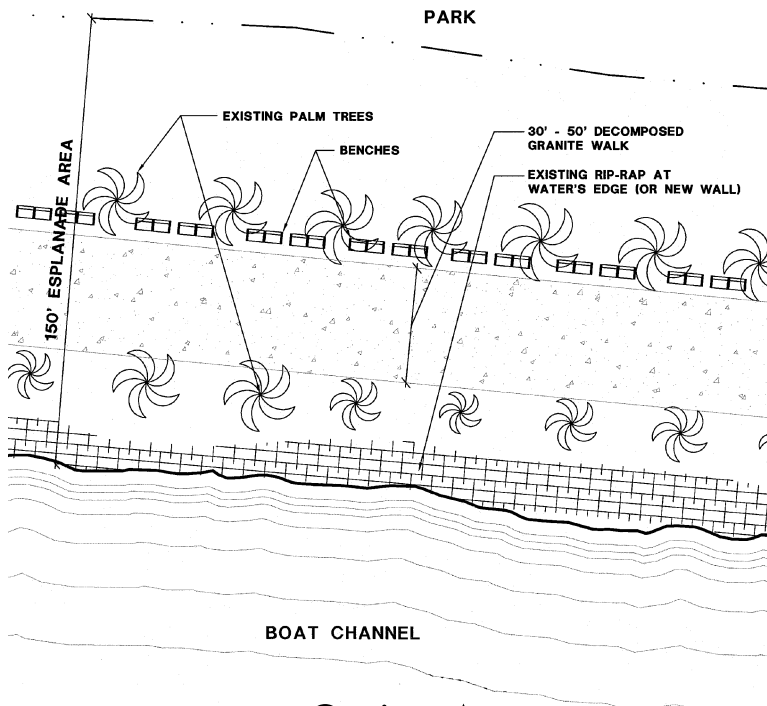
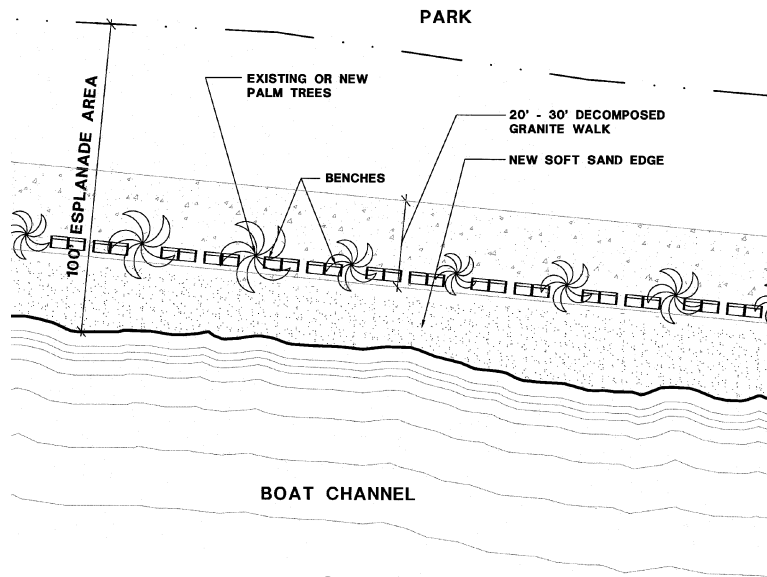


figure 4.4
Circulation Concept Plan
NTC Precise Plan



Option A



Option B

SAMPLE LAYOUT



Not To Scale
M.W. Steele Group 7-20-00

figure 4.5
Esplanade Character Sketches
NTC Precise Plan

The esplanade should provide for ample and convenient pedestrian connections at the park/open space, hotel sites, USS Recruit and at the underpass which connects with Spanish Landing. The pedestrian bridge that traverses the boat channel is an integral component of the esplanade. Improvements within the esplanade may include seating areas, lighting, paving and landscaping. The views at the apex of the bridge are of significance and should be acknowledged with an area of shade and rest for those who want to enjoy the view back to NTC and San Diego Bay.

C. AREA-WIDE DESIGN DETAILS

The success of NTC is as dependent on the details of design and construction as it is on the overall concepts for planning and design. The heritage of the base and the history of its many occupants either can be lost by insensitive design or preserved through design detailing.

Signage

Signage at NTC should remain predominately informational. The base has not had the need to advertise its presence or announce its occupants. With the change in use, there is a need to provide more information to the public than previously necessary. Signage guidelines should be put in place to preserve the character of the Historic District and allow other areas to have reasonable opportunities for signage.

Monument signs at the entries and corners of the property should be avoided. Signs on buildings should be allowed only to identify users or owners and they should be limited in size. Identification information at building entrances and facades should be limited in size, location, style and font. Back lighted signs should not be allowed.

Informational and way-finding signage should be minimal and of a consistent design. The current street signs should be maintained with their distinctive graphics, and further directional signage should relate to this design motif.

Lighting

Historically, lighting at NTC was purely functional and not intended to create a beautiful environment. In the years before the base was conveyed to the City, lighting was oriented to security. Harsh lighting should be removed and more appropriate lighting put in its place. An important goal of lighting is to improve safety, but it must also be designed to enhance the pedestrian nature of the site.

Lighting should be sensitive to the surrounding neighborhoods and avoid spilling over into the community outside NTC.

Site Furniture

Site furnishings are a component of the effort to preserve and recollect the heritage of NTC. They also provide opportunities to enhance a visit to NTC.

The design of site furniture elements, whether standard designs or custom designs, should recall the military history of the base. Preservation of the remaining artifacts which recall the military presence - especially anchors and inoperable mounted guns - is important, and “new” artifacts that provide recognition of the base history are welcome. New artifacts might include special benches, trash receptacles, drinking fountains, picnic tables and planters.

Chapter V: INFRASTRUCTURE & PUBLIC SERVICES

A. CIRCULATION

Traffic Impacts and Mitigation

An EIS/EIR was prepared for the *NTC Reuse Plan* in 1998 which evaluated traffic impacts and mitigation. Because it used 52,337 project-generated vehicle trips in the evaluation, any significant increase in that number may cause a re-evaluation of the environmental impacts.

Site Access And Internal Circulation

Between the time NTC opened in the 1920s and the time it closed in the 1990s, the Navy built an 11.3-mile internal street network. On-site roads were not built in accordance with City of San Diego standards and, when the property was transferred to the City, the roads varied in width from 20 to 40 feet of pavement. Improvement of some interior streets to City of San Diego standards (e.g., widening, radii, sidewalks, sight distances) is not possible given the location and historic nature of fronting buildings. Moreover, improvement is not desirable given the potential for excessive cut-through traffic and disruption of the site's pedestrian orientation. New roads and road improvements at NTC may deviate from City of San Diego standards so that they will fit within the existing developed area, much of which is historic or has established patterns of use.

Figure 5.1, *Project Related Daily Traffic Volumes*, depicts projected traffic volumes on NTC streets under buildout conditions, including military family housing and other background traffic volumes. Substantial volumes are expected to traverse Truxtun, Decatur, and Cushing Roads, reflecting the north/south orientation of project traffic and the location of parking lots and on-street parking spaces.

Figure 5.2, *Anticipated Internal Street Network*, illustrates the traffic flows within the site. Virtually all internal streets and alleys will be public rights-of-way and will provide two-way operations. One-way streets are limited to the extreme northern end of the site in a similar pattern to the Navy's use of the roads.

Table 5.1, *Anticipated Circulation Improvements*, identifies recommendations for internal circulation improvements.

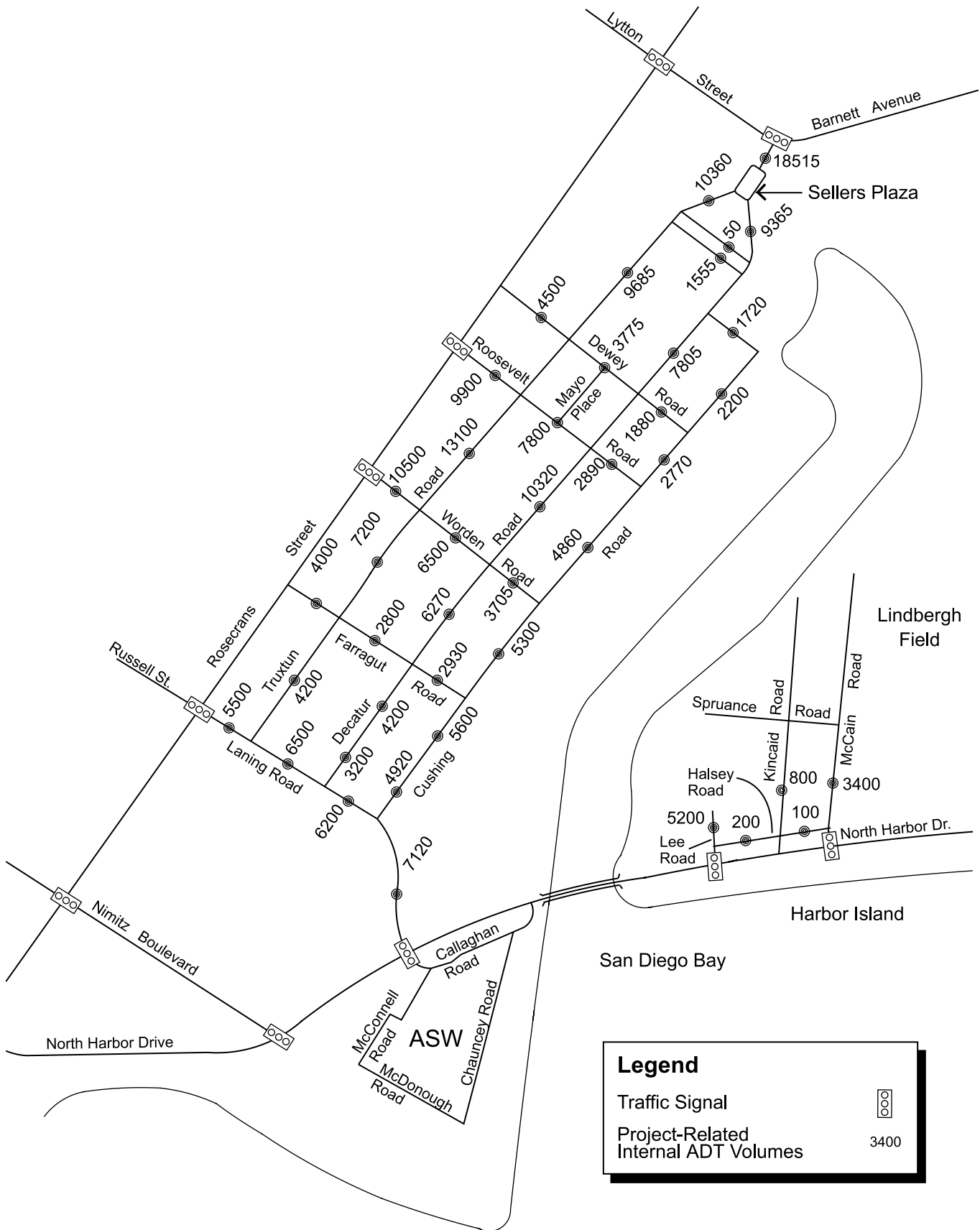


figure 5.1
 Project Related Daily Traffic Volumes
 (With Parking Structure)

NTC Precise Plan



Not To Scale
 Kimley-Horn and Associates 9-6-00

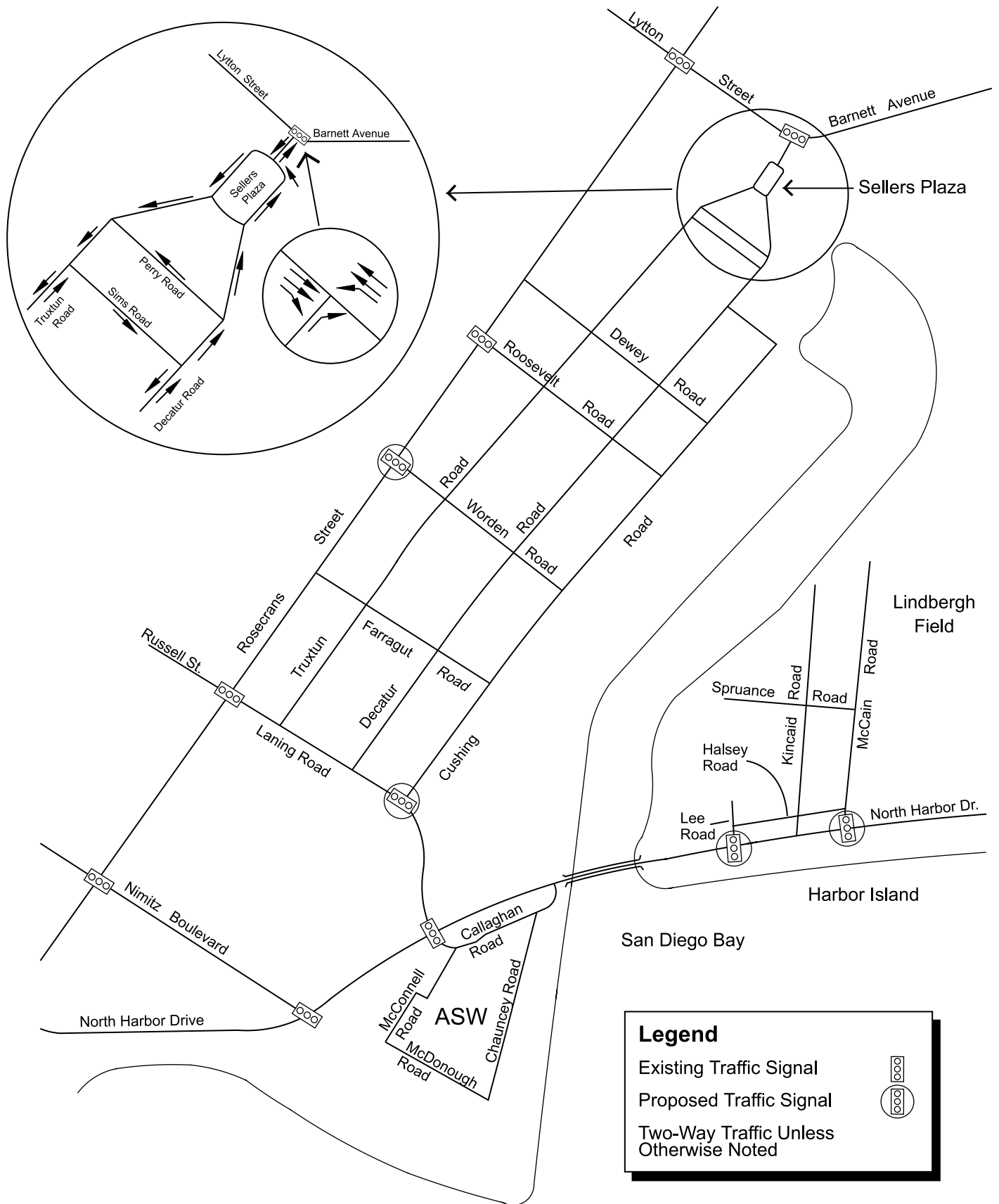


figure 5.2
 Anticipated Internal Street Network
 NTC Precise Plan



Not To Scale
 Kimley-Horn and Associates 9-10-00

**TABLE 5.1
ANTICIPATED CIRCULATION IMPROVEMENTS**

Location	Recommended Improvement
Laning Road	Construct a standard or modified two-lane collector with continuous left turn lane between Rosecrans and Cushing. Construct a standard or modified four-lane collector with a median between Cushing and North Harbor Drive. Use a 35 MPH design speed.
Rosecrans Street	Add one lane on the east side along the NTC frontage to provide an additional through lane as well as a continuous acceleration/deceleration lane.
Truxtun Road	Widen to 28 feet of pavement width from north of Perry Road to Dewey Road to allow for two lanes of traffic. The widening will occur on the west side of the street.
Decatur Road	Widen and realign to 20 feet of pavement between Sims Road and Perry Road. Widening should occur on the west side of Decatur Road.
Worden Road	Widen to 28 feet of pavement width where needed from Truxtun Road to Cushing Road. At Rosecrans Street, provide a 16-foot and a 12-foot eastbound lane, and two 12 foot westbound lanes (1 left and 1 right). Of the eastbound lanes, the 12-foot lane will be directed into the parking structure by way of a raised median, and the 16-foot lane will continue to Rosecrans. Install a traffic signal at Rosecrans Street.
Dewey Road	Widen to 28 feet in width at Rosecrans Street.
Farragut Road	Connect Farragut Road to Rosecrans Street.
Residential Streets	Residential streets are shown in their approximate location. Proposed street width will be 36 feet curb-to-curb on a 56-foot right of way. Actual location will be determined through the subdivision process.
Residential Alleys	Residential alleys are shown in their approximate locations and occupy a 20-foot right of way.
Halsey Road	This east/west road should be provided as a two-lane collector with 40 feet of pavement within a 60-foot right-of-way from McCain Road to Kincaid Road. From Lee to Kincaid, the road will be a local street with 34' of pavement along a 54' right of way. Two-way stop control should be provided at the intersections with Lee Road, Kincaid Road and McCain Road, with Halsey Road being the minor street approach at each location.

**TABLE 5.1
ANTICIPATED CIRCULATION IMPROVEMENTS**

Location	Recommended Improvement
Lee Road (hotel access)	Build as a two-lane collector, with no fronting property, aligned opposite the Spanish Landing parking lot. A ten-foot median is recommended from North Harbor Drive to north of Halsey Road. Between Halsey Road and North Harbor Drive, Lee Road should be constructed to provide one 20-foot northbound lane, one 10-foot median, one 12-foot shared through/left turn lane, and one 12-foot exclusive right turn lane. The Lee Road/North Harbor Drive/Spanish Landing access intersection should be controlled by a traffic signal. West of Halsey Road, Lee Road should be built as a two-lane collector with 40 feet of pavement within a 60-foot right-of-way.
Kincaid Road	This roadway should be constructed as a two-lane collector with 40 feet of pavement within a 60-foot right-of-way. Access to/from North Harbor Drive should be restricted to right turns in and out only.
McCain Road	This roadway should be constructed as two-lane collector with 40 feet of pavement within a 60-foot right-of-way . A minimum 4-foot median should be constructed from North Harbor Drive to west of Halsey Road. Access to/from North Harbor Drive should be controlled by a traffic signal with the following lanes: one 20-foot northbound lane, one minimum four-foot median, two 12-foot left turn lanes, and one 12-foot exclusive right turn lane.
Spruance Road	This roadway should be constructed as a two-lane collector with 40 feet of pavement within a 60 foot right-of-way.

Parking

A parking analysis was conducted he number of spaces needed on NTC to satisfy the demand at buildout. The shared parking analysis omitted the hotel, park, and residential uses under the assumption that these areas would supply parking on their separate parcels for their exclusive use. The analysis also concluded that parking should be distributed throughout NTC and that one or more parking structures of up to 3,750 spaces should be constructed to serve primarily the arts and culture, commercial, and educational areas. The structure would be sited west of Truxtun, between Roosevelt and Worden Roads. The parking structure should be designed to take advantage of the grade change between Truxtun and Rosecrans by stepping into the site to minimize visibility along Rosecrans. The design of the structure should be

complementary to the Historic District in massing, design and materials. The overall height at the Truxtun side should not exceed that of the historic buildings on the east side of the street. The overall height on the Rosecrans side should not exceed two stories above Rosecrans. However, consideration should be given to limiting much of the height to one story above Rosecrans.

On-street parking is both allowed and encouraged on most streets within NTC. A notable exception is in the Historic District where street widening to accommodate parking would compromise historic values and would create the need for an adjacent sidewalk which replicates the pedestrian access provided by the nearby pedestrian arcades. Existing parking areas should be redesigned to maximize capacity and provide small pockets of parking between buildings. These measures will improve parking distribution.

Several surface parking lots and one multi-level garage are incorporated into this Precise Plan. They should be designed to serve people who work in and visit NTC during the week, but also be convenient to those who come to NTC for its recreational and cultural arts offerings on evening and weekends.

Parking areas should serve as visual extensions of the park/open space available at NTC. Parking areas should be paved and landscaped in a deliberate attempt to connect with adjacent landscaped areas. Design should encourage pedestrian movement between the park/open space and the Historic District and support such activities outdoor markets, open air exhibits and gatherings. Integrating landscape elements into the design of the parking and pedestrian areas should provide shade, but should not obstruct activities of a pedestrian nature.

Although the hotels will self-park on their sites, additional parking for visitors should be provided to allow access to the waterfront esplanade. As well, exceptions to City of San Diego parking standards are anticipated in the residential area in order for it to self-park.

Programming of Improvements

Offsite circulation improvements will be provided on Harbor Drive, Rosecrans Street, and Laning Road which is the connector road between Harbor and Rosecrans. (Laning is considered offsite because most of the alignment of Laning Road falls on Navy property.) A minor connection to Lytton Street is also planned for future phases.

Phasing of offsite improvements will begin with the widening of Rosecrans Street along the site frontage. A new travel lane will be added along the

Rosecrans frontage, from an area south of Laning Road up to Lytton Street. The purpose of this lane is to provide for the conveyance of Rosecrans Street traffic as well as a continuous acceleration/deceleration lane for cars entering and exiting NTC. Additionally, a dedicated right turn lane will be provided to allow for safer turning movements onto Lytton Street.

A second phase of offsite circulation improvements will include a section of Laning Road, which will be constructed in segments and phased to meet the needs of development.

The third offsite circulation improvement will occur when the Camp Nimitz area is developed with the business hotel, the MWWD laboratory, and the RPSTI. Three intersections with Harbor Drive are proposed to provide access to this area. All three intersections will allow traffic to access the existing frontage road (Halsey), before entering the above described sites.

The Harbor Drive/Lee Road intersection will provide the main access to the business hotel and will be signalized. This access road will line up with the entrance to Spanish Landing, on the opposite side of Harbor Drive. Another signalized intersection with Harbor Drive is proposed at the location of existing McCain Road, approximately 850 feet easterly of existing Lee Road. A third intersection with Harbor Drive will function as a right-turn-in/out intersection, with no signalization. This access will be at the location of existing Kincaid Road.

Public Transit Interface

Discussions with the Metropolitan Transit District indicate that the location and intensity of development at NTC do not support bus routings through the site. Rather, buses will continue to operate along Rosecrans Street which provides direct access to the residential, educational, and mixed use areas of NTC. Buses will also continue to operate along Lytton Avenue. MTDB will reevaluate their routing decisions from time to time in response to changes in use and ridership.

However, a transit office shall be established concurrent with occupancy of the first phase of office/R&D or mixed use development to issue bus passes and coordinate car pools for employees and residents, provide transit information to visitors, and consult on the transit needs for special events. MTDB will be encouraged to provide neighborhood circulators or shuttles to provide community-level tripmaking and feeder access to established bus routes. Hotels shall participate in shuttle systems to Lindbergh Field.

Bicycle Circulation

An existing Class II bike path runs the length of Rosecrans and will remain in place even after improvements are made to the east side of Rosecrans. A new through-site bikeway will be established with entry/exit points at Lytton/Barnett and Spanish Landing. This bikeway allows riders to enter the site from either the north or south and follow the esplanade on the west side of the boat channel. A link under North Harbor Drive connects riders with Spanish Landing and cycling opportunities along San Diego Bay. The portion of the bikeway that is part of city streets will be Class III, whereas the portion through the park area will be a combined pedestrian path and bikeway.

Urban Design Considerations

Rosecrans Street, as the primary public frontage street, plays an important design role. A typical 18' right-of-way should be maintained for landscaping and sidewalks, except in front of the Officer's Quarters where Rosecrans is being widened, and in front of the housing area where up to 6' of the right of way will be occupied by slopes. The sidewalk should be non-contiguous and separated from traffic by a minimum 6' landscaped area. Street trees and informal landscaping will create a pleasing edge.

At the property line, fences and walls are discouraged except for privacy and sound attenuation where the front or side yards of individual residences are at the street level. Privacy walls should not exceed 6' in height and 30' in length without an offsetting plane articulation of at least 8' in width and 4' in depth.

Laning Road, the new east-west linkage from Harbor Drive to Rosecrans Street, should be designed to blend with the other streets of NTC.

Decatur, Truxtun and Cushing Roads should be designed as local and collector streets with an emphasis on pedestrian accommodation and landscaping. These streets should be kept to the minimum width possible to maintain the fine-grained texture of the base, with small radii at the intersections. Parallel parking on both sides of these streets is appropriate to create a residential scale environment.

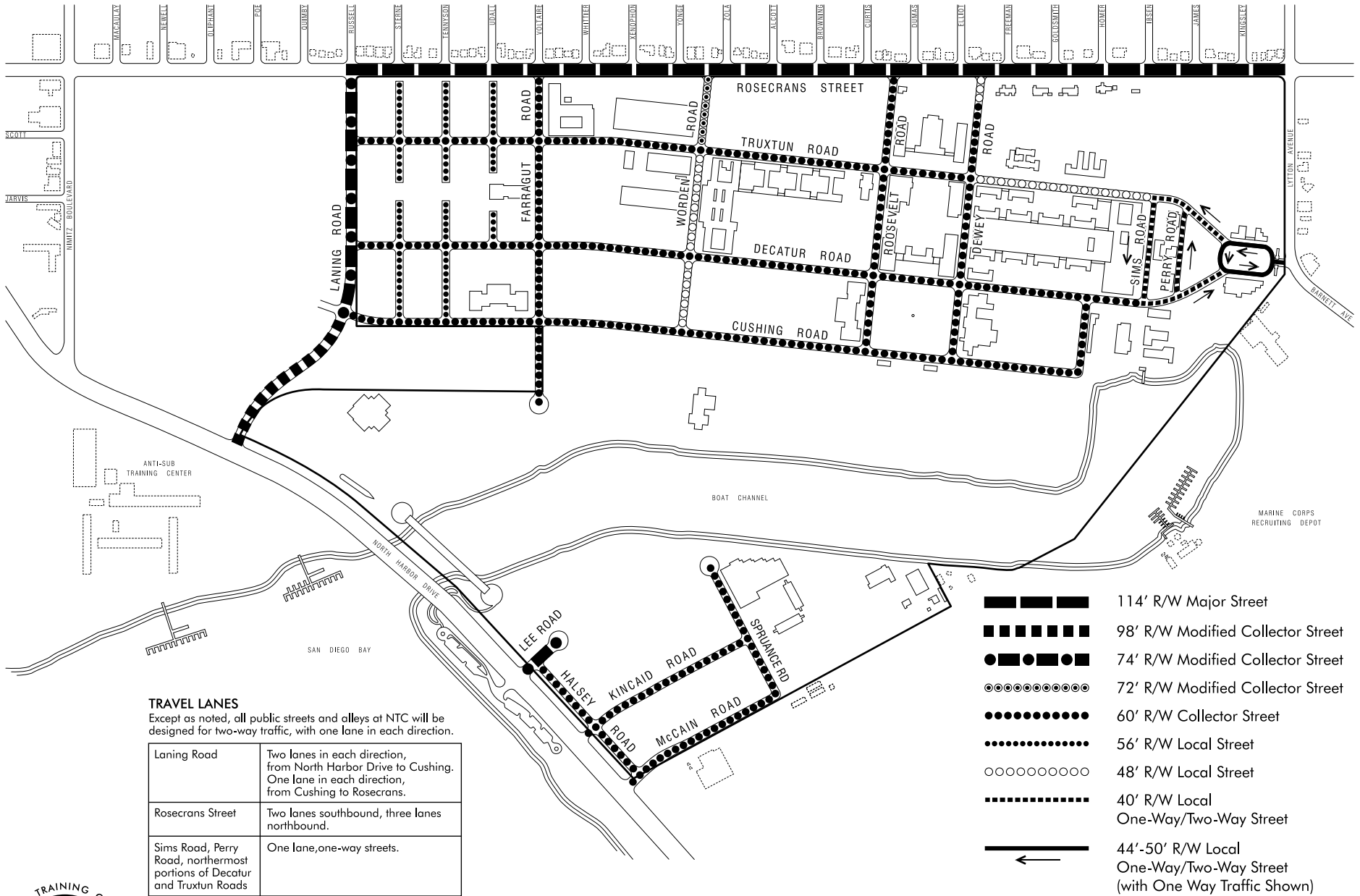
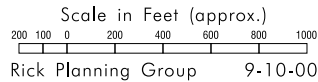
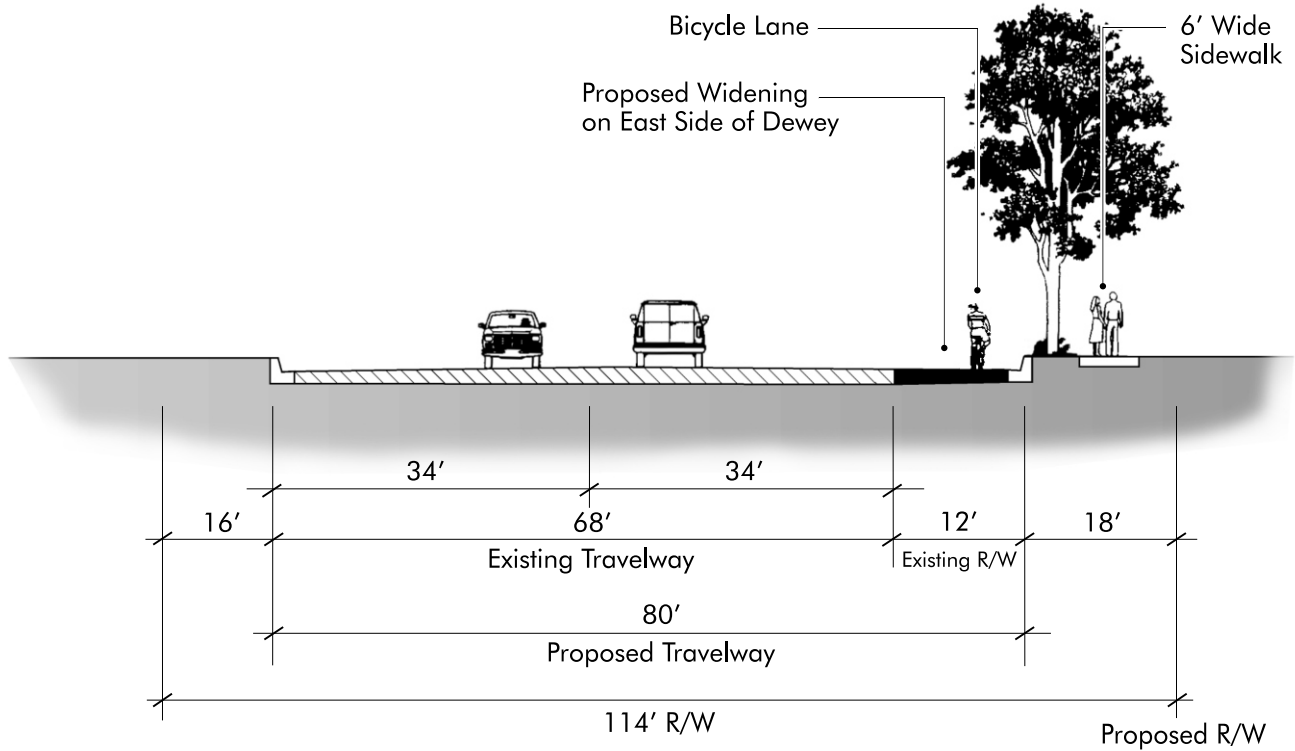
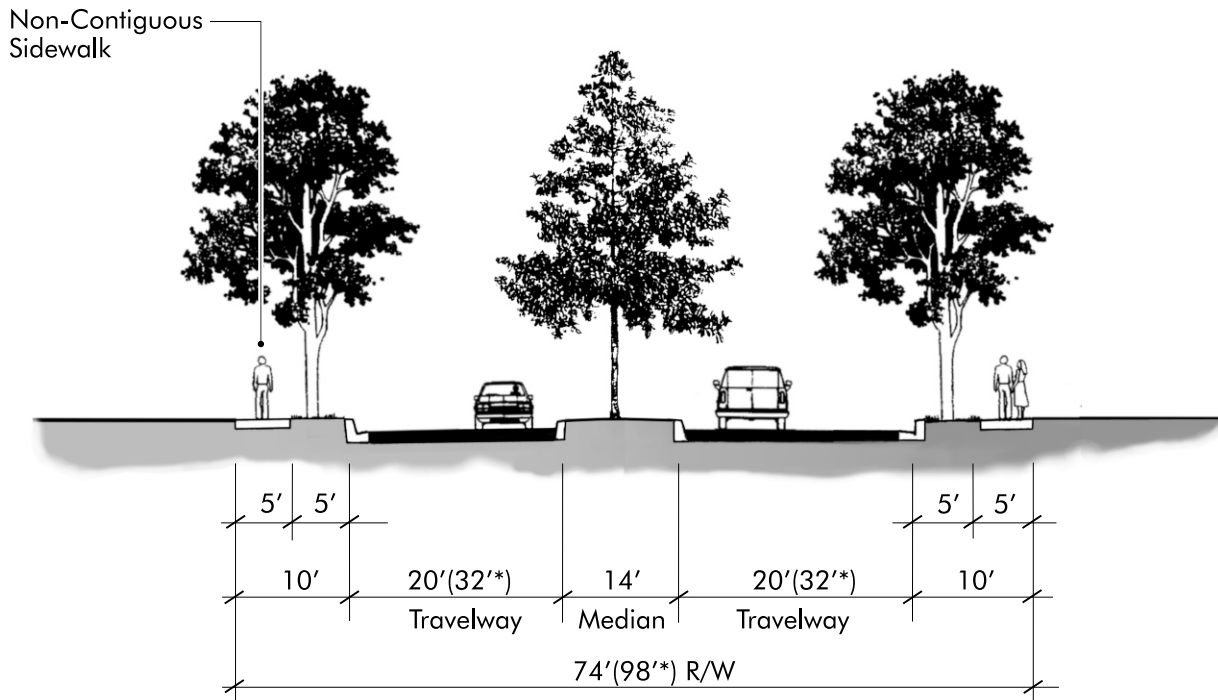


figure 5.3
 Anticipated Circulation System
 NTC Precise Plan





Major Street
Rosecrans Street



Modified Collector Street

Laning Road

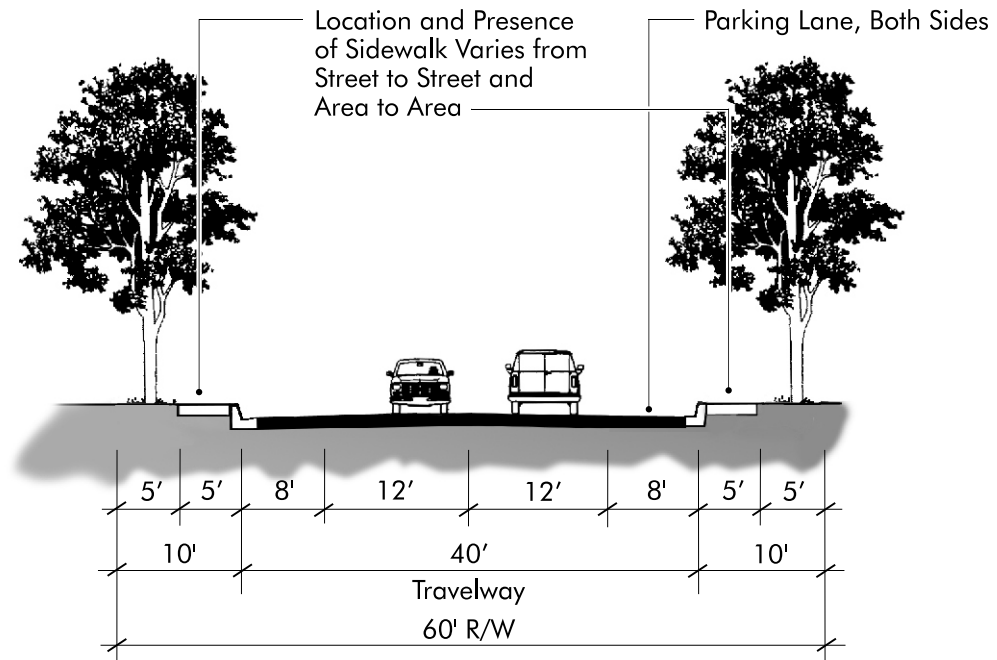
(*Dimensions apply from Cushing Road to Harbor Drive only)



Not To Scale
Rick Planning Group 9-10-00

figure 5.4a
Anticipated Street Cross-Sections
Major & Modified Collector Street

NTC Precise Plan



Collector Street

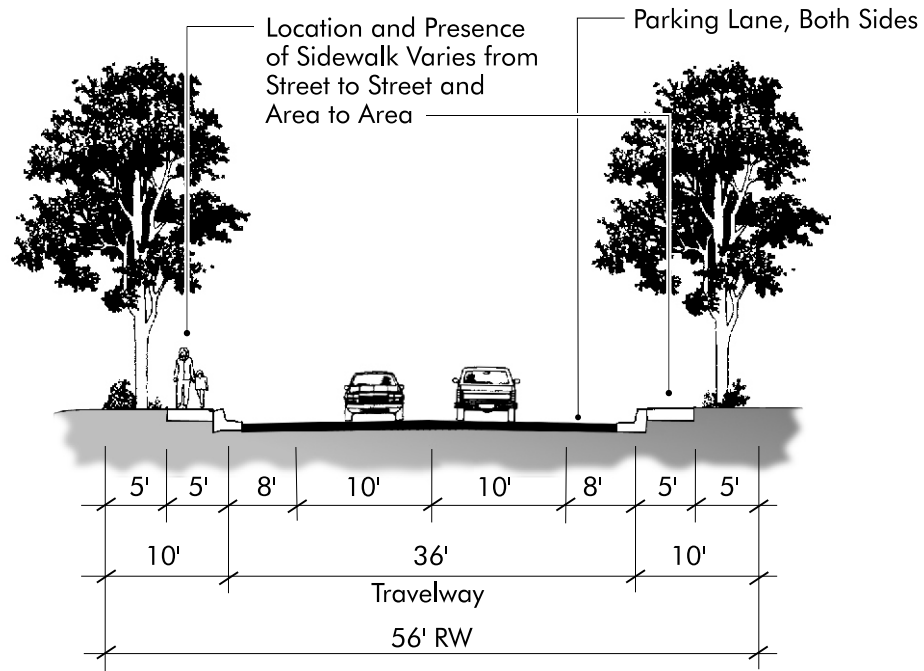
Portions of Truxtun, Decatur, Cushing,
Farragut, Roosevelt, Dewey, McCain,
Spruance, Kincaid, Halsey and Lee Roads



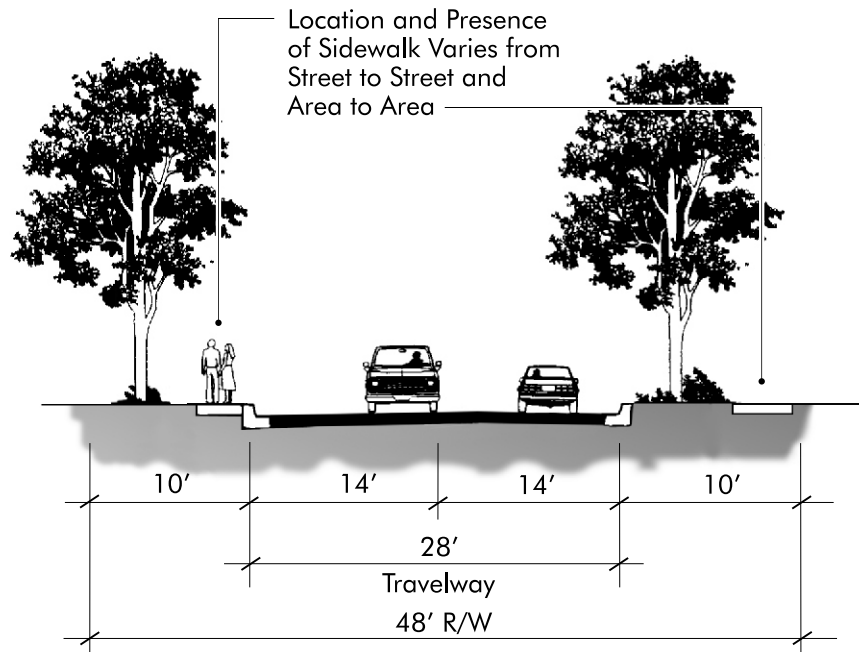
Not To Scale
Rick Planning Group 9-10-00

figure 5.4b
Anticipated Street Cross-Sections
Collector Street

NTC Precise Plan



Local Residential Street



Local Street

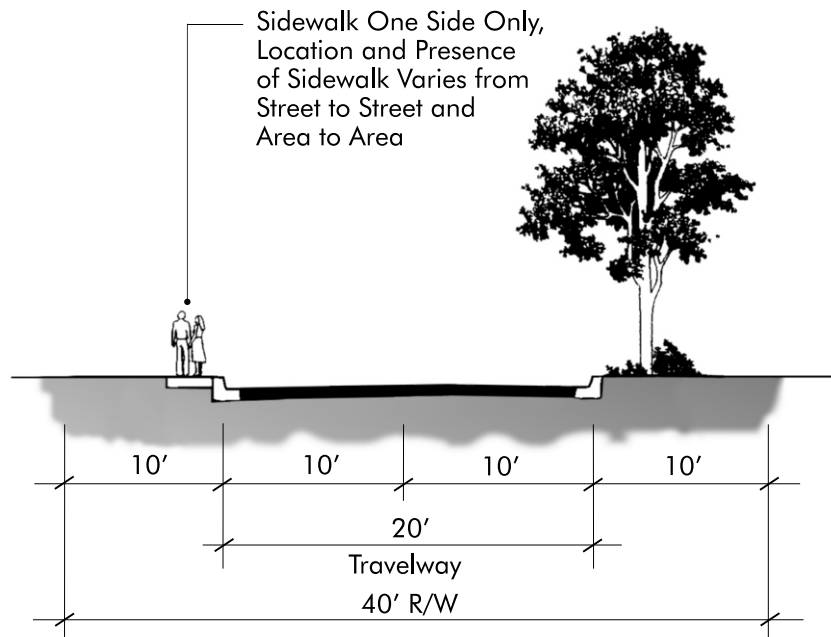
All of Chauncy and portions of Dewey, Truxtun and Warden Roads



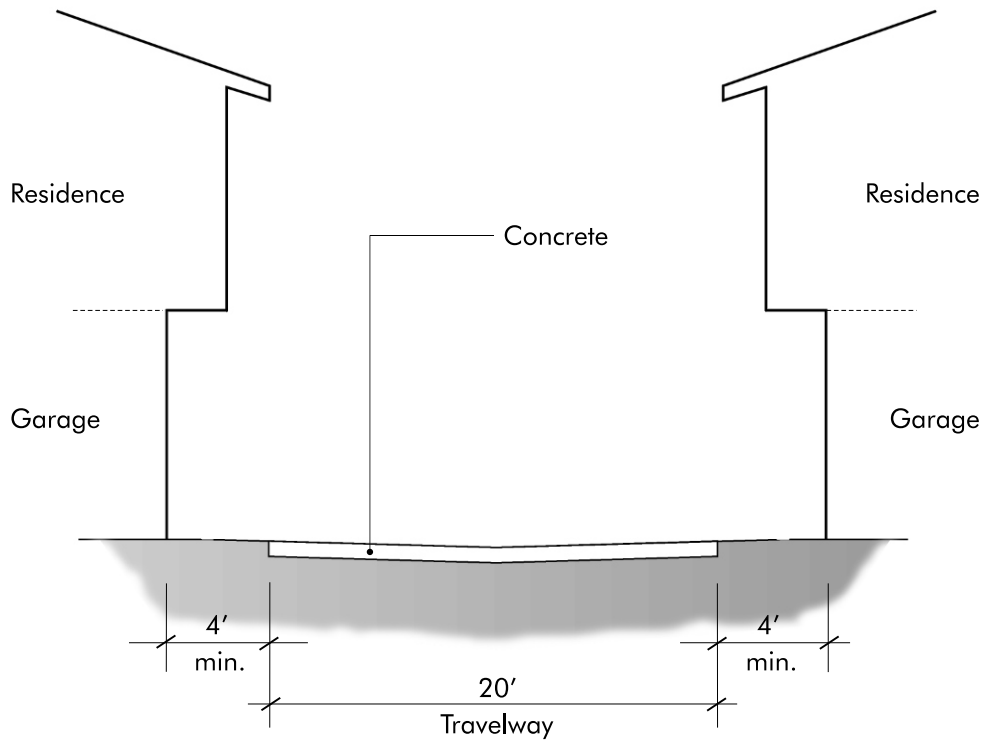
Not To Scale
Rick Planning Group 9-10-00

figure 5.4c
Anticipated Street Cross-Sections
Local Street

NTC Precise Plan



Local One-Way/Two-Way Street
Sims Road, Perry Road, portions of Truxtun and
Decatur Roads

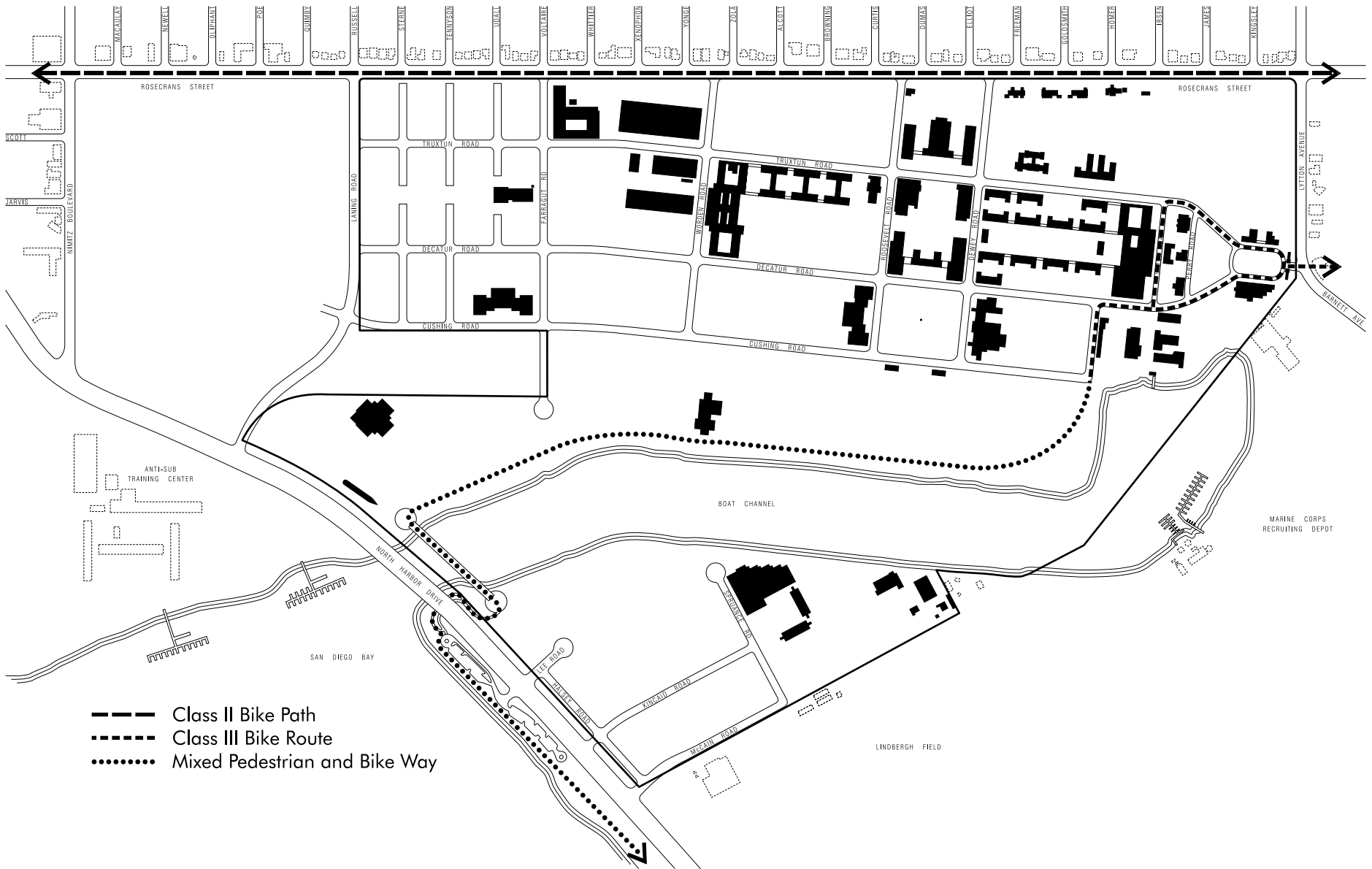


Alley



Not To Scale
Rick Planning Group 9-10-00

figure 5.4d
Anticipated Street Cross-Sections
Local One-Way/Two-Way Street & Alley
NTC Precise Plan



- Class II Bike Path
- Class III Bike Route
- Mixed Pedestrian and Bike Way



V-14

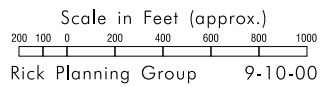


figure 5.5
 Bicycle Circulation
 NTC Precise Plan

Within the Historic District, sidewalks should not be constructed on the east side of Truxtun Road nor on the west side of Decatur Road since nearby covered arcades incorporate sidewalks into the building form itself.

Farragut, Worden, Cushing and Roosevelt Roads connect with Rosecrans where full intersections with sidewalks are envisioned. Dewey Road will have a sidewalk on both sides as well.

East-West Residential Streets should appear to align with Stern, Tennyson, and Udal, although they will not provide vehicular connection to Rosecrans. Visual connection will occur through the use of hardscape and landscape, connecting the sidewalk to Rosecrans, and breaking the pattern of street trees to provide view corridors and pedestrian access into the new residential streets.

Residential streets are designed to be narrow with on-street parking. Residences will front onto these streets with front doors and porches. Insofar as streets are parallel with alleys, parking for the residences will be accessed from the alleys, with no drives or garages fronting on the residential streets.

B. WATER, SEWER, AND STORM DRAIN SYSTEMS

Wet utilities (water, sewer, and storm drain infrastructure) will be a blend of existing onsite mains and new mains as required to support new development. Each utility has its own criteria, but in general the goal will be to make maximum use of existing facilities for as long as possible. New mains will be proposed as needed to complete the system to provide sanitary sewer service. The water system needs improvement to provide an adequate supply of potable water for domestic and fire protection uses. A detailed analysis of capacity and the size/type/condition of existing pipes will be among the conditions of approval on a Vesting Tentative Map.

Initial findings also indicate that the Navy's storm drain system is largely inadequate. Although a goal is to salvage as much of the Navy's system as practical, much of it will be replaced with new and larger pipes designed to serve the needs of the project.

In order to salvage some of the existing utility infrastructure for water, sewer, and storm drain, design deviations will be required from City of San Diego design standards. The reason is because the standards used by the Navy in constructing these utilities do not meet current City requirements.

Water quality improvement is an important policy issue for NTC. Therefore, storm water quality management techniques must be integrated into the engineering and landscape design. A Storm Water Pollution Prevention Plan must be developed which leads to an NPDES permit. This will be among the conditions of approval on a Vesting Tentative Map. Proposals to control runoff shall be required of NTC development and include Best Management Practices for dealing with sediment, petrochemicals, and trash. The policy of the City is to ensure the future health, safety and general welfare of the citizens of the City and to improve and protect the water quality and beneficial uses of receiving waters by controlling stormwater runoff and pollution that may cause or contribute to adverse impacts on recreational access to beaches, or other coastal resources, such as sensitive habitat areas in or associated with coastal waters. All development, public and private, shall meet or exceed the stormwater standards of the State of California, and the most recent standards of the Regional Water Quality Control Board with regard to stormwater runoff.

C. STEAM SYSTEM

A steam system which served the Navy continues to operate and traverses the site in both an above and below ground configuration. It is anticipated that all portions of the steam system which are above ground will eventually be buried, housed in an above-ground vault and landscaped, or otherwise concealed. This will be the responsibility of the developer of each property abutting the steam line.

Chapter VI: COASTAL ELEMENT

A. INTRODUCTION

The Naval Training Center is located within the California Coastal Zone. All portions of the Base transferred from the Navy to the City of San Diego are subject to the California Coastal Act, as amended.

The NTC Precise Plan is the Local Coastal Program (LCP) for NTC and will be submitted to the California Coastal Commission for their approval. Implementation of the Precise Plan is only possible following certification by the Commission.

As part of its application, the City will seek to become the coastal permitting authority for certain development areas at NTC, in accordance with map C-908 (*NTC Redevelopment Site Inclusion in Coastal Zone*) on file with the San Diego City Clerk. This map portrays areas of permitting authority for the City and the Coastal Commission.

The policies of this chapter of the Precise Plan apply to the future redevelopment of the NTC property as described throughout this Plan. In the event there are any conflicts between the policies of this chapter and the rest of the Plan, the policies of this chapter shall apply.

B. BACKGROUND AND PLAN SUMMARY

A series of conditions, constraints, and policies impact the location, density/intensity, and timing of development at NTC. Those conditions, constraints, and policies are described in three documents: NTC Conditions and Considerations (October 1994), NTC Reuse Plan (October 1998), and this NTC Precise Plan.

In general, Tidelands Trust restrictions on use, the Lindbergh Field runway protection zone, high levels of airport noise, and limitations on remodeling within the Historic District all limit potential reuse at NTC.

! *Residential uses* are proposed to be located on the southerly third of the site outside the high noise impact area and the reconfigured Tidelands Trust (which restricts residential uses and private land ownership).

! *Educational uses* are proposed on central portions of NTC where the

Navy conducted training classes and where Navy structures lend themselves to adaptive reuse for educational purposes. The educational use area contains buildings which come closest to "move-in" condition.

- ! *Office/Research and Development* uses are proposed to be located on a portion of the site where demolition can occur because the buildings are not historic, where land can be acquired in fee because it lies outside the Tidelands Trust, and where uses can sustain higher noise levels.
- ! *Mixed use* is proposed on 107 acres in the northern portion of the site, most of which is in the Historic District. The Mixed Use area includes a civic, arts, and culture precinct, a commercial precinct, and a public golf course precinct. Allowing a mix of primarily small users within the area - offices, retail operations, museums, galleries, artists' workshops, live/work areas, recreational uses, restaurants, and other visitor serving uses - allows uses that can adapt to the setting and special circumstances of the area.
- ! *Public park and open space* uses are designated along the waterfront. NTC will provide a local-serving recreational function for Peninsula residents and a major new waterfront park for all San Diegans. The park and open space at NTC could form the southernmost element in the proposed Bay-to-Bay link. A public promenade in the form of an urban plaza, greenbelt or linear park will traverse the length of the site tying uses together.
- ! The *boat channel* itself covers approximately 54 acres. Additional study and planning are required to determine how the boat channel will be used, whether the sides of the channel - which are now covered with rip-rap - should be altered, and what kind of channel maintenance is necessary.
- ! *Hotels* are proposed to be sited adjacent to the water on Harbor Drive on each side of the boat channel. The waterfront location, visibility, and ease of access to the airport make these sites logical for hotel use. Family-oriented hotel use is proposed on the west side of the channel and a business-oriented hotel is proposed on the east side near the airport.
- ! An *ocean monitoring laboratory* to be built by the Metropolitan Wastewater Department (MWWD) requires a waterfront location. This site is proposed to be located on the east side of the boat channel between the business hotel and a Regional Public Safety Training Institute. The 100,000 square foot facility will be built in stages and may include a pier and boat dock which would extend into the boat channel.

An additional 30,000 square foot coastal water laboratory is proposed on the site at a later time.

- ! *Regional Public Safety Training Institute* (RPSTI) is designated for the site adjacent to the water testing laboratory. The RPSTI is a training facility operated by a coalition of law enforcement, fire protection, and life safety agencies. It will use many of the existing buildings and proposes to construct a number of specialty buildings including but not limited to an indoor firing range and a fire training tower.

Policies and development programs have been established for all use areas except for the boat channel where only policies have been created. Special circumstances apply in the case of the boat channel.

In preparing NTC for transfer to the City of San Diego, the U.S. Navy determined that heavy metal pollutants were present in the boat channel. The Navy's pollution remediation program is expected to delay the transfer of the boat channel to the City. It is anticipated that transfer of the boat channel will follow transfer of the remainder of the base by some 24 months. Restrictions on shoreline areas that lie 15 feet landward of the boat channel have been put in place by the Navy and will remain in force until the boat channel is conveyed to the City.

It should be noted that land 15 feet from the boat channel all fall within the publicly-accessible esplanade. Moreover, policies included within this Precise Plan for the boat channel call for recreation, habitat, and marina uses. The boat channel is seen as a public recreational resource.

Priority and secondary uses for the boat channel can only be determined after a detailed study which evaluates the water quality of the boat channel, the degree to which the shoreline edge might require alteration, the feasibility of creating naturalized conditions along the water edge, the consideration of wildlife using the channel, and the acceptability of boating use within the channel. Local, state, and federal agencies would have input on use, although continuous public access to and along the boat channel is a guiding policy that must be provided in any design. Incorporation of the boat channel and the 15-foot wide area adjacent to the boat channel (which has not yet been transferred to the City) into the Precise Plan and Local Coastal Program, and modification to or extension of the boat channel will involve additional environmental assessment and shall require an amendment to the NTC Precise Plan and Local Coastal Program.

C. PROGRAM FOR PUBLIC ACCESS

1. Goal

Public access and recreational opportunities shall be provided throughout NTC, consistent with public safety, police, fire, and military security needs, and the protection of fragile coastal resources.

2. Policies

Development shall not interfere with the public's right of access to the boat channel.

Public access from the nearest public roadway to and along the boat channel shall be provided.

Public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. In particular, a community center suitable for community meetings and assemblies shall be provided within NTC and made available for civic functions (such as local planning board meetings).

3. Standards of Review

- a. Multiple entry points shall be provided at the perimeter of NTC to allow access to the boat channel.
- b. All streets at NTC will be public streets, assuring access to and through the site.
- c. No gates shall be permitted which preclude access from major public roads to the boat channel. The major public roads surrounding NTC are Rosecrans Street, Harbor Drive, Lytton/Barnett Street, and Laning Road. Two existing historic gates shall be maintained for historic purposes but shall not function to control access to the property. Gate 1 is located along Lytton/Barnett Street and Gate 3 is located along Rosecrans Street.
- d. All property to be developed as a public park and most of the property to be developed as public esplanade around the boat channel will be transferred to the City of San Diego by the Federal Government through

a National Park Service Public Benefit Conveyance (PBC). Under the agreement with the National Park Service, all land conveyed under the PBC must remain in public use in perpetuity.

- e. A public access easement shall be required for the esplanade in all areas not otherwise conveyed through a National Park Service PBC.
- f. The public esplanade shall be measured landward, from the top edge of the boat channel and not from the edge of the water.
- g. The City of San Diego shall assure that creation of the public esplanade and other public access opportunities is tied directly to milestones in the development of NTC and is not left to the final stage of development. Prior to construction of the esplanade, public access shall continue to be available along the waterfront. Signage directing the public to and along the waterfront shall be in place prior to occupancy of any new residential or commercial development at NTC.
- h. Regarding parking:
 - On-site development at NTC shall provide adequate parking to meet the demand associated with the use as identified in the parking standards contained in the City's Land Development Code. Exceptions to the parking standards in the LDC shall be allowed only to permit the use of tandem parking in residential areas.
 - A parking management plan shall be developed for the office, education and mixed-use portions of NTC to ensure that adequate parking is provided for all development in these areas. The plan shall include phasing for the construction of a parking structure (if deemed necessary to accommodate the required parking) prior to or concurrent with the construction of new development, and annual parking studies through build-out of these development area to evaluate impacts of non-park users on parking spaces provided within the public park areas, and NTC generated users on adjacent residential streets west of Rosecrans Street. If, based on results of these parking studies, it is determined that impacts of non-park users to parking spaces within the public park areas are occurring, or impact of NTC generated users on adjacent residential streets are occurring, an internal shuttle transit system connecting the parking structure and other shared parking facilities to uses within the office, education, mixed-use and public park or other mitigation measure identified in the parking study shall be implemented.

- Parking areas to serve public and private development shall be distributed throughout the site, specifically including the residential area, the education/mixed use area, the office/research and development area, the public park area, and the hotel sites. This will mitigate against the impacts of overcrowding or overuse by the public of any single area.
 - When feasible, private parking areas shall be made available for public uses during peak recreation times and/or times where demand for private parking is low (e.g. evenings and weekends).
- i. Any parking structure shall be closely reviewed for its impact on public views. Dense plantings of evergreen trees and large shrubs are to be incorporated for visual screening in front of any multi-story parking structure fronting on or visible from a public street. Surface parking will be allowed and must be sufficiently screened from public street views with perimeter landscaping.
 - j. Continuous public access shall be provided along the NTC esplanade, connecting Gate 1 (Lytton/Barnett Street) to the Spanish Landing approach point.

D. PROGRAM FOR RECREATION

1. Goal

Waterfront land suitable for recreational use shall be provided for public recreational use.

2. Policies

The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development.

Upland areas necessary to support coastal recreational uses shall be reserved for such uses. Lower-cost facilities, community recreational facilities such as Navy Building 271, sports fields, and areas for court sports shall be available to the general public, and not solely for the use of local residents.

3. Standards of Review

- a. The park adjacent to the boat channel shall be developed as NTC's

principal open space, park and playground and shall be both physically and visually accessible to the public. However, a system of small open spaces throughout NTC—pocket parks, plazas, fountains, landscaped streets—shall be provided to supplement the large open spaces along the boat channel, to link the different residential and commercial districts and to provide focal points for the various neighborhoods. Public recreation and coastal dependent uses shall predominate adjacent to the boat channel.

- b. Visitor-serving commercial uses shall be sited adjacent to the boat channel.
- c. Park and recreation areas shall be sited and designed to maximize access to the boat channel. Public support facilities such as comfort stations and parking shall be provided.
- d. Zoning which permits commercial recreation uses shall be applied to portions of NTC.
- e. The public esplanade shall be designed to accommodate a variety of recreational opportunities, e.g., walking and biking, as well as seating, viewing, and picnicking facilities.

E. PROGRAM FOR THE MARINE ENVIRONMENT

1. Goal

Marine resources shall be maintained, enhanced, and, where feasible, restored.

2. Policies

The biological productivity and the quality of coastal waters shall be maintained in part by controlling runoff.

Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters.

The diking, filling, or dredging of open coastal waters, wetlands, and estuaries shall be permitted only where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following types of development:

- (1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.
- (2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
- (3) In wetland areas only, entrance channels for new or expanded boating facilities;
- (4) In open coastal waters and estuaries, other than wetlands, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.
- (5) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.
- (6) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.
- (7) Restoration purposes.
- (8) Nature study, aquaculture, or similar resource dependent activities.

Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable long shore current systems.

Diking, filling, or dredging in estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary.

Facilities serving the recreational boating industries shall be protected and, where feasible, upgraded.

3. Standards of Review

- a. Proposals to maintain or dredge the boat channel, expand existing boat docks, or introduce new public boat docks and public launching ramps shall demonstrate there is no feasible less environmentally damaging alternative.

- b. Proposals to modify the shoreline shall first protect and preserve the foraging and habitat value associated with the existing rip rap, and shall accommodate the public's use of the area where compatible.

F. PROGRAM FOR DEVELOPMENT

1. Goal

New development shall provide opportunities for visual and physical access by the public to the visual, recreational, and other public resources provided by development at NTC.

2. Policies

New development shall be located within, contiguous with, or in close proximity to existing developed areas. New development shall be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development, and shall minimize energy consumption and vehicle miles traveled.

The scenic and visual qualities of NTC shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to scenic areas, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, and by (5) assuring that the recreational needs of new residents will not overload on-site recreation facilities.

3. Standards of Review

- a. Development shall reinforce NTC's original street grid pattern to create consistent sight lines and enhance circulation and access from important coastal access routes. Pedestrian walkways, bicycle paths and public transit will receive the same attention as facilities designed for the automobile. The City shall install bicycle storage facilities in public areas

such as parks and in other public facilities in order to encourage bicycle use. Bicycle storage facilities should be considered as a required condition of approval on new development applications for proposed commercial, hotel or major residential projects.

- b. MTDB will be requested to expand bus service to the nearest public roadway to the shoreline. As deemed necessary, new developments shall be required to provide or assist in funding transit facilities such as bus shelters and turnouts. The City shall promote ridesharing and shall provide ridesharing information to the public.
- c. To improve visual quality, large paved areas that have deteriorated shall be replaced with park-like landscaping, or with new paved areas planted in conformance with the City of San Diego's Land Development Code. Public and private projects should be planned in such a manner that significant trees will not be destroyed when preservation is economically realistic and consistent with sound planning and horticultural practices.
- d. A public pedestrian linkage shall be provided from Gate 1 along Lytton/Barnett at the north boundary of NTC through to the military family housing area at the south boundary of the development.
- e. Commercial facilities shall be provided near the residential and educational development areas of NTC to reduce traffic on such coastal access roads as Rosecrans Street, Lytton/Barnett, and Nimitz Boulevard.
- f. Along the length of the public promenade, which extends from Lytton Street through the mixed use, office/R&D, educational, and residential areas, pedestrian access shall be provided and promoted. Where necessary, public access will be accommodated around existing structures which are to remain on the site.

Buildings which face onto the Historic District's public promenade shall be designed as publicly-oriented and pedestrian-friendly on the ground floor by the use of features such as arcades, wall articulation, windows, entry areas, and landscaping. These uses should be accessible to the general public, open during established shopping and evening hours, generate walk-in pedestrian clientele and contribute to a high level of pedestrian activity. Lobby space, atriums, and other services that do not generate active commercial frontage should be limited. Uses that generate pedestrian activity are encouraged. They include retail shops, restaurants, bars, theaters and the performing arts, commercial recreation and entertainment, personal and convenience services, hotels, banks,

travel agencies, airline ticket agencies, child care services, libraries, museums and galleries. Uses particularly appropriate in these ground floor spaces include but are not limited to galleries, museums, workshops for dance or crafts, restaurants, and retail shops.

- g. For the visitor hotel, the ground floor shall be pedestrian-oriented, with pedestrian-oriented entrances facing the channel. Easy access to such public uses as restaurants and gift shops shall also be provided. The hotel elevation facing the esplanade shall be visually and architecturally connected to the public esplanade. This may be done through the use of arcades, paving, landscaping, or other materials. Additional public parking in excess of that required to serve the hotel uses shall be provided at the hotel parking facilities.
 - h. For the business hotel, the channel edge will be a public pedestrian area where the water and the public esplanade must uniformly provide a welcoming entrance that encourages hotel guests and the public to make use of this amenity. The hotel shall be designed so that the side which faces the boat channel and the esplanade reads as if it were - or might be - the front of the hotel. The hotel elevation facing the esplanade shall be visually and architecturally connected to the esplanade. This may be done through the use of arcades, paving, landscaping, or other materials. Additional public parking for visitors to the esplanade shall be provided at the hotel parking facilities.
- I. Regarding signage and telecommunication facilities:
- No pole signs, rooftop-mounted signs or monument signs exceeding 8' in height will be allowed.
 - No monopole telecommunication facilities will be allowed.
 - Building-mounted telecommunication facilities in the Historic District will be reviewed for conformance with the Secretary of Interior's Standards.
 - Building-mounted telecommunication facilities outside the Historic District will be designed in conformance with the City of San Diego's Land Development Code.
 - Existing FAA equipment will be retained. Any changes to the equipment or any new equipment should create no greater visual impact than existing equipment.

Chapter VII: IMPLEMENTATION

A. ZONING AND PERMITTING

To implement the NTC Precise Plan, the City's Master Developer shall prepare and process a Master Planned Development Permit (MPDP) for the Precise Plan area over which the Master Developer has principal responsibility. The MPDP is to be prepared in accordance with Section 143.0480 of the City of San Diego Land Development Code and portray anticipated development including the location of all lots, building pads, streets, driveways, parking areas, parks, and other features.

In addition to the MPDP, two site development permits (SDPs) are to be prepared - one by MWWD, and one by the PSTI, for the area over which each has principal development responsibility. These SDPs are also to be prepared in accordance with Chapter 3, Article 3, Division 3 of the City of San Diego Land Development Code. The SDPs should portray anticipated development including the location of all lots, building pads, streets, driveways, parking areas, parks, and other features.

Having an MPDP and two separate SDPs allows future ministerial and discretionary permits at NTC to be evaluated against the terms and conditions of separate agreements the Master Developer, the MMWD, and the PSTI has with the City.

When details are not described sufficiently in the individual development permits, amendment to the document may be required prior to construction.

Other ministerial and discretionary permits may be necessary to implement the MPDP and the SDPs. These may include coastal development, conditional use, building, or other permits, as well as certificates of occupancy. Each ministerial or discretionary permit shall be reviewed for conformance with the NTC Precise Plan, the City of San Diego Land Development Code, and the separate agreements or conditions of approval stipulated by the City of San Diego.

Table 7.1, *Anticipated Implementation Procedures at NTC*, shows the proposed zoning and discretionary permits anticipated for each land use type.

**TABLE 7.1:
ANTICIPATED DEVELOPMENT PROCEDURES AT NTC**

FUNCTIONAL USE AREA		PRINCIPAL ENTITLEMENT PROCESS	ZONE*
1	Residential Area	Zoning, Planned Development Permit, Coastal Development Permit	RT, RM
2	Educational Area	Zoning, Planned Development Permit.	CR
3	Office/Research & Development	Zoning, Planned Development Permit, Coastal Development Permit	CR
4	Mixed Use	Zoning, Planned Development Permit, Coastal Development Permit	CR
5	Park/Open Space	Zoning, General Development Plan, Coastal Development Permit	OP
6	Boat Channel	Zoning, Coastal Development Permit	OP
7	Visitor Hotel Area	Zoning, Planned Development Permit, Coastal Development Permit	CV
8	Business Hotel Area	Zoning, Planned Development Permit, Coastal Development Permit	CC
9	Metropolitan Wastewater Department	Zoning, Site Development Permit, Coastal Development Permit	CC
10	Public Safety Training Institute Area	Zoning, Site Development Permit, Coastal Development Permit	CC
<p>* RT, <i>Residential -Townhouse</i>, is designed for single dwelling units on small lots with alley access. RM, <i>Residential - Multiple Unit</i>, is designed for multiple dwelling unit developments at varying densities CR, <i>Commercial - Regional</i>, is designed for a broad mix of business/professional office, commercial service, retail, wholesale, and limited manufacturing uses. CV, <i>Commercial - Visitor</i>, is designed for establishments catering to the lodging, dining, and recreational needs of tourists and locals. CC, <i>Commercial - Community</i>, is designed for community-serving commercial services, retail uses, and limited industrial uses. OP, <i>Open Space - Park</i>, is designed for dedicated public parkland which implements land use plans.</p>			

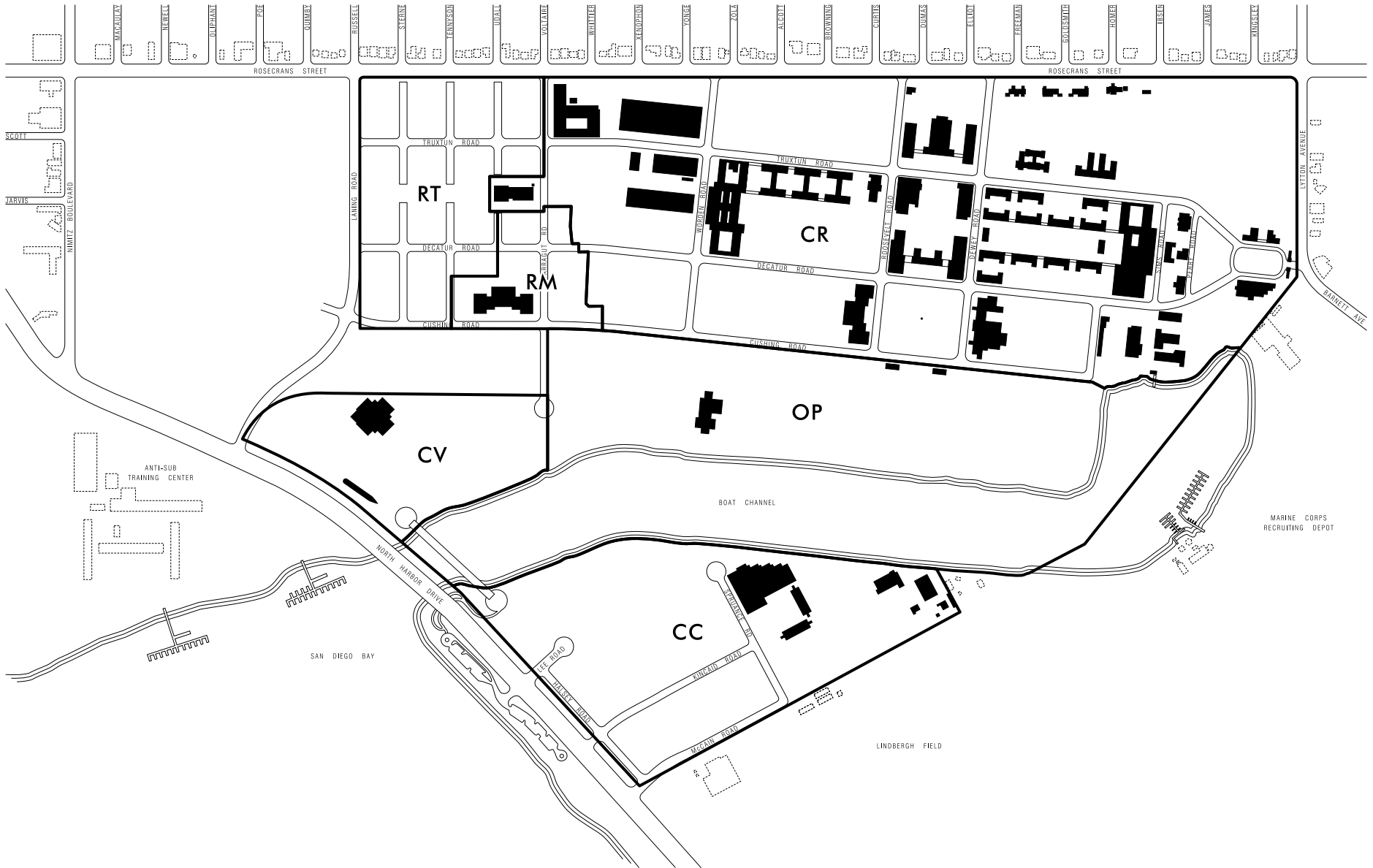


figure 7.1
 Implementation Zoning
 NTC Precise Plan

B. PHASING

Development phasing at NTC is to be based primarily on market conditions and a Disposition and Development Agreement entered into by the San Diego Redevelopment Agency and the NTC Master Developer. A build-out period of 5 to 8 years is anticipated for new homes and office buildings. For Navy buildings that are being retained, occupancy and reuse is expected within 5 years, although rehabilitation will occur over a longer period based on the availability of public and private funds for reconstruction, repair, and upgrading.

Specific infrastructure improvements will be identified as conditions of tentative map approvals.

C. PUBLIC PARK PLANNING

Planning for the 40 acre park site at NTC will occur through the Park and Recreation Department. A General Development Plan (GDP) establishing park improvements will be prepared by the Park and Recreation Department working with a citizens committee.

Park planning typically involves: public input; a site inventory; site, user, and maintenance system analyses; design synthesis; area relationship studies of different alternatives; detailing of a single concept; and preparation and processing of a GDP.

Program, design, construction and ongoing maintenance of recreational elements must conform to standards of the City of San Diego and other relevant public agencies.

D. SCHOOL FINANCING

The U.S. Navy has agreed to provide a seven acre site for an elementary school on the military housing site adjacent to the residential area of NTC. Customary school fees will be paid by the builder of the NTC residential units at the time building permits are issued. The Redevelopment Agency is also required to pay a portion of the tax increment revenue to the School District.

E. CAPITAL IMPROVEMENTS

Under the agreement worked out between the City of San Diego Redevelopment Agency and its Master Developer, the Master Developer will be required to provide the up-front funding for infrastructure improvements and rehabilitation. This funding is based on improvements defined in the

and rehabilitation. This funding is based on improvements defined in the City/Developer agreements. Financing will be provided by a combination of privately arranged equity and debt finance.

Due to the major up-front requirement for infrastructure, public land-secured financing is likely to be an essential component of the overall financing plan for public improvements. This public financing may take the form of an assessment district, community facilities district or other similar mechanism whereby tax exempt bonds are sold and are repaid through the levy of special taxes or assessments on the land.

F. MAINTENANCE AND OPERATION

Provision for the maintenance and operations of public facilities and amenities should be made prior to construction. Measures to maintain and operate public facilities include City and Redevelopment Agency funds, user fees, service charges for public utilities, property taxes, and assessment districts.

In addition, the mechanism(s) for maintaining designated open space areas, landscaped areas, parking areas, and entry areas should be determined. Mechanisms available include project, community, or business associations; assessments or special taxes through a community-wide open space maintenance district; and private owner or lessee maintenance of areas under an open space easement.

G. SUPPLEMENTAL PLAN REQUIREMENTS

Given the NTC use and development program, a number of specialized studies and approvals will be required to implement this Precise Plan. Some of those studies are described in Table 6.2, Supplemental Plans.

H. ENVIRONMENTAL REVIEW

Under the terms of the California Environmental Quality Act (CEQA) and the City Land Development Code, all rezonings, subdivisions, use permits, and other discretionary acts required for implementation of this Plan are subject to environmental review. This review includes City staff analysis of the proposed project and related impacts, as well as a public review period.

In the case of NTC, an EIS/EIR was prepared by the U.S. Navy and the City's Environmental Services Division for the *NTC Reuse Plan*. That document covered program level impacts and mitigation measures identified in the EIS/EIR.

Environmental review must ascertain the degree to which use and development described in this Precise Plan conforms to use and development described in the *NTC Reuse Plan*, whether any new significant impacts not identified in the EIS/EIR may result from the Precise Plan, and that mitigation measures identified in the EIS/EIR are further supported by the Precise Plan. Any new impacts identified would be subject to environmental appraisal.

An environmental analysis accompanies this Precise Plan.

I. WATER QUALITY STANDARDS

Proposals to control runoff shall be required of NTC development and include methods for dealing with sediment, petrochemicals, and trash. The policy of the City is to ensure the future health, safety and general welfare of the citizens of the City and to improve and protect the water quality and beneficial uses of receiving waters by controlling stormwater runoff and pollution that may cause or contribute to adverse impacts on recreational access to beaches, or other coastal resources, such as sensitive habitat areas in, or associated with, coastal waters. All development, public and private, shall meet or exceed the stormwater standards of the State of California, and the most recent standards of the Regional Water Quality Control Board with regard to stormwater runoff. Pursuant to this:

1. All development on the first row of lots adjacent to the boat channel and boat channel park shall comply with the provisions of applicable state and federal water quality standards for discharges into sensitive habitat areas.
2. All development shall be designed to minimize the creation of impervious surfaces, reduce the extent of existing unused impervious surfaces, and to reduce directly connected impervious area, to the maximum extent possible on the site.
3. Plans for new development and redevelopment projects, shall incorporate Best Management Practices (BMPs) and other applicable Management Measures contained in the California Nonpoint Source Pollution Control Plan, that will reduce to the maximum extent practicable the amount of pollutants that are generated and/or discharged into the City's storm drain system and surrounding coastal waters. BMPs should be selected based on efficacy at mitigating pollutants of concern associated with respective development types or uses. For design purposes, post-construction structural BMPs (or suites of BMPs)

should be designed to treat, infiltrate or filter stormwater runoff from each storm, up to and including the 85th percentile, 24-hour storm event for volume-based BMPs, and/or the 85th percentile, 1-hour storm event, with an appropriate safety factor, for flow-based BMPs.

4. A public participation component that identifies methods to encourage public participation in managing development and minimizing urban runoff impacts to the coast shall be developed. This component should outline a public education and involvement program designed to: raise public awareness about stormwater issues and the potential impacts of water pollution; and, involve the public in the development and implementation of the City's pollution control goals.
5. The City shall pursue opportunities to actively participate in watershed level planning and management efforts directed towards reducing stormwater and urban runoff impacts to water quality and related resources, including restoration efforts and regional mitigation, monitoring, and public education programs. Such efforts will involve coordination with other local governments, applicable resource agencies and stakeholders in the surrounding areas.
6. If a new development, substantial rehabilitation, redevelopment or related activity poses a threat to the biological productivity and the quality of coastal waters or wetlands and if compliance with all other applicable legal requirements does not alleviate that threat, the City shall require the applicant to take additional feasible actions and provide necessary mitigation to minimize the threat.
7. Plans for operation of golf course facilities and managing of stormwater runoff from those facilities should be prepared. Major consideration should be given to use of best management practices and other applicable management measures for the control of erosion and control of pollutants (nutrients and pesticides from fairways, tees and greens; and nutrients, metals and organic materials from roads and parking lots).

J. COASTAL DEVELOPMENT PERMIT

This NTC Precise Plan represents the Local Coastal Program land use plan for NTC.

The implementation plan for the Local Coastal Program is made up of the following:

- City of San Diego Land Development Code (zoning regulations);
- the Implementation Chapter of this NTC Precise Plan;
- Tables 2.3, 2.5, 2.6, 2.8 2.10, 2.12, 2.13, 2.14, and 2.16 of this Precise Plan which specify zoning requirements
- Figure 7.1, Zoning Implementation Map
- Appendix A, *Use Restrictions for Runway Protection Zone*, of this Precise Plan; and
- Appendix B, *Use Restrictions for Visitor and Community Emphasis Overlay*, of this Precise Plan (Appendix B is also a component of the Land Use Plan).

If a provision of the city of San Diego Land Development Code conflicts with a requirement of this NTC Precise Plan, the requirement of the Precise Plan shall apply.

With certification of the NTC Local Coastal Program land use plan and implementation program by the Coastal Commission, the City will request authority to issue coastal development permits for qualifying portions of the base. The original and appeals jurisdiction of the Coastal Commission are defined by the Coastal Act. In the event that any area of permit jurisdiction depicted in the Precise Plan is inconsistent with the Coastal Act, jurisdiction shall be determined by reference to the Coastal Act.

Lands subject to the public trust are within the original jurisdiction of the California Coastal Commission.

**TABLE 7.2
SUPPLEMENTAL PLANS**

STUDIES/PLANS	DESCRIPTION
1. Steam System Plan	A plan describing the removal, abandonment, burial, housing in an above-ground vault, or other approach to dealing with the steam lines at NTC must be prepared either comprehensively for the entire site, or incrementally as each functional use area of NTC is developed.
2. Urban Design Plan	A detailed set of urban design guidelines - which may include standards that are different from underlying zones - must be prepared and submitted with the Master Planned Development Permit (MPDP). Urban design guidelines must also accompany the MWWD and Regional Public Safety Training Institute (RPSTI) Site Development Plans. MWWD and RPSTI urban design guidelines must be consistent with the Precise Plan and the following sections of the MPDP Urban Design Guidelines: Urban Design Concepts, Circulation, Open Space & Edges, Landscape.
3. Detailed Sign Plan	There must be an urban-level signage program that establishes a signage theme at NTC. The Sign Plan is to be prepared and submitted as part of the Master Planned Development Permit.
4. Guidelines for Treatment of Historic Properties	These Guidelines will establish criteria for treating historic resources within the NTC Historic District. They are intended as a design aid in determining acceptable alterations, additions, and repairs for preserving the character of the Historic District and are based on the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties. All future projects - or projects not addressed within the Guidelines - will be subject to the established review process of the City of San Diego Historical Resources Board and/or other appropriate City of San Diego agency, as required by the City of San Diego Land Development Code.
5. Plan for the Boat Channel	A plan describing the use of the boat channel, and the 15' upland of each side of the boat channel, shall be initiated by the Master Developer and submitted for review to the City of San Diego and the California Coastal Commission.

APPENDIX

USE RESTRICTIONS FOR THE RUNWAY PROTECTION ZONE

1. Purpose of Use Restrictions

The purpose of these use restrictions is to provide clear, concise, and explicit criteria for land uses within the Runway Protection Zone (RPZ) as depicted in Figure A. These use restrictions also will be included in the Master Planned Development Permit. To the extent practicable, these use restrictions are consistent with Federal Aviation Administration (FAA) Advisory Circular 150/5300-13. When developing these use restrictions, several sets of options were generally considered, including tradeoffs between safety and economic concerns in light of the development which currently exists within the RPZ and the uses proposed under the NTC Reuse Plan.

Restrictions on use in an RPZ are usually defined in terms of a maximum density (measured in dwelling units per acre) for residential uses and a maximum intensity (measured in people per acre) for nonresidential uses. Regardless of usage intensity, certain types of land uses are inadvisable and, therefore, prohibited near airports. Because of the existing structures that are currently located within the RPZ, one of the conditions of these use restrictions is that demolition of the existing structures will not be required. Also the renovation, rehabilitation and/or reconstruction of the existing structures within the existing footprint shall be allowed. However, a specific condition of the height and use restrictions is that no new structures shall be built within the RPZ and no new habitable space shall be provided within this area. Rather, all “permitted uses” shall be within the footprint of habitable space existing within the RPZ as of September 1, 2000. In addition, the “permitted uses” will not result in an intensity of use greater than the intensity of use historically present within the RPZ.

2. Prohibited Uses Within the Runway Protection Zone

The following are “prohibited uses” within the RPZ.

- Adult Entertainment
- Agricultural Equipment Repair Shops
- Bed & Breakfast Establishments
- Child Care Facilities

Churches
Commercial Services
 Building Services
 Business Support
 Financial Institutions
 Maintenance & Repair
 Off-site Services
 Personal Services
Communication Antennas
Convention Facilities
Correctional Placement Centers
Educational Facilities (Public and Private Pre-K through 12th and
College)
Energy Generation and Distribution Facilities
Fairgrounds
Fraternities, Sororities, and Student Dormitories
Garage Sales
Helicopter Landing Facilities
Home Occupations
Homeless Facilities
Hospitals
Limited Boarder and Lodger Accommodations
Live/Work Quarters
Massage Establishments
Multiple Dwelling Units
Outpatient Medical Clinics
Private Outdoor Recreation Facilities Over 40,000 sq. ft.
Radio and Television Studios
Residential Care Facilities
Senior Housing
Sports Arenas and Stadiums
Swap Meets
Transitional Housing
Transmission Stations
Vehicular Sales and Services
Visitor Accommodations
Vocational/Trade Schools
Zoological Parks

3. Permitted Uses

The following uses are “permitted uses” within RPZ Areas 1 and 2, as depicted on Figure A, unless otherwise noted below. “Permitted uses” are allowed only within the footprint of habitable space in existence within the RPZ as of September 1, 2000.

The maximum cumulative square footage of habitable space to accommodate “permitted uses” within the RPZ is 265,000 square feet. The maximum building height within the RPZ is 40 feet high.

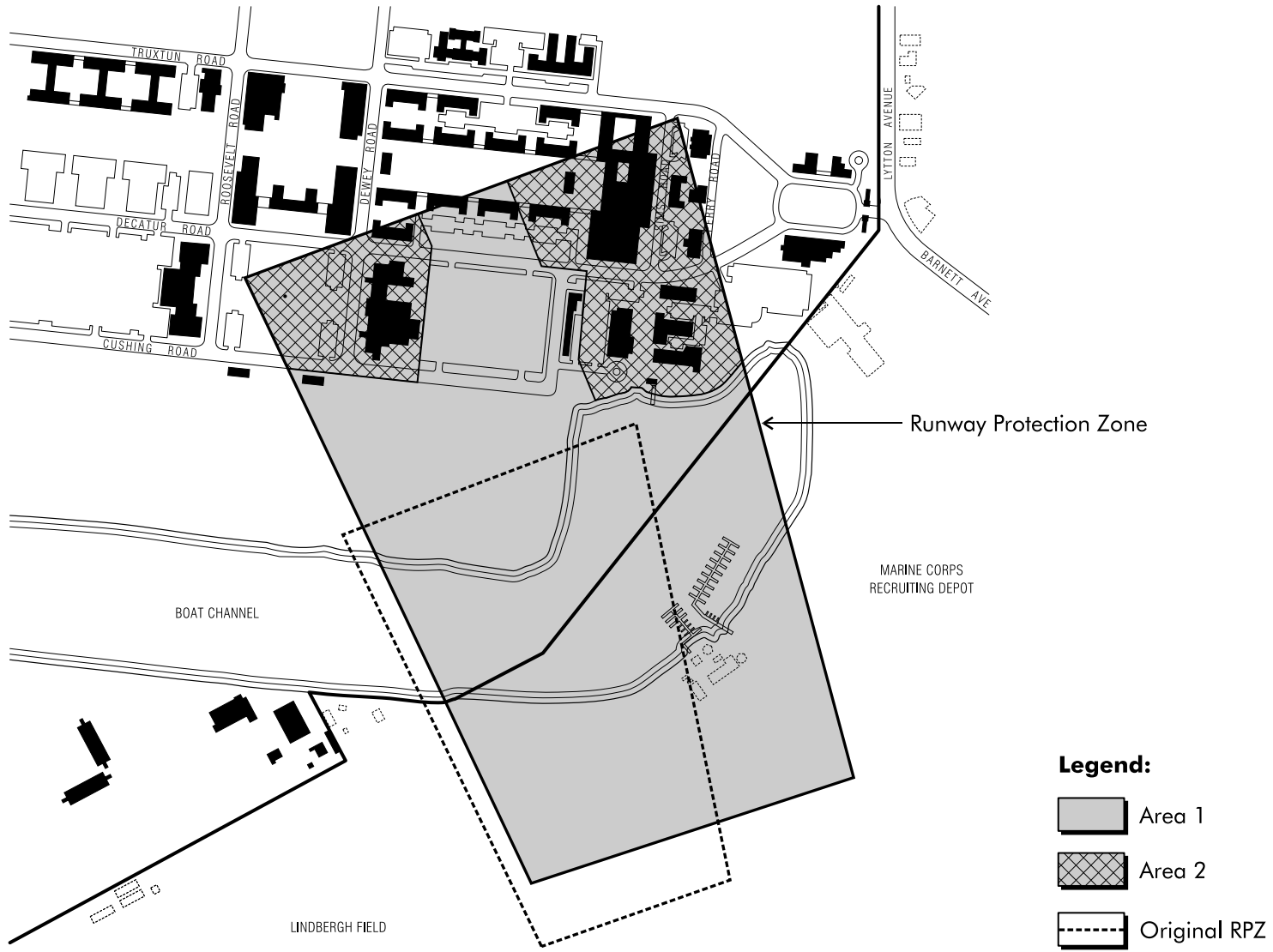
- Assembly and Entertainment (*Permitted only in Area 2*)
- Camping Parks
- Boarding Kennels
- Botanical Gardens and Arboretums
- Cemeteries
- Community Gardens
- Eating and Drinking Establishments (*Permitted only in Area 2*)
- Exhibit Halls
- Flood Control Facilities
- Funeral and Mortuary Services
- Golf Courses
- Impound Storage Yards
- Instructional Studios/Classrooms
- Interpretive Centers
- Light Manufacturing
- Moving and Storage Facilities
- Museums
- Natural Resources Preservation
- Newspaper Publishing Plants
- Nightclubs and Bars (*Permitted only in Area 2*)
- Offices
- Park Maintenance Facilities
- Parking
- Passive Recreation
- Private Clubs (*Permitted only in Area 2*)
- Push Carts
- Recycling Facilities
- Retail Sales (*Permitted only in Area 2*)
 - Building Supplies and Equipment
 - Food, Beverages and Groceries
 - Consumer goods, furniture, appliances, equipment
 - Pets and pet supplies

Sundries, pharmaceuticals, convenience sales
Wearing apparel and accessories
Agricultural supplies
Alcohol beverage outlets
Plant Nurseries
Sidewalk Cafes (*Permitted only in Area 2*)
Signs
Social Service Institutions
Theaters over 5,000 sq. ft. (*Permitted only in Area 2*)
Veterinary Clinics
Warehouses
Wholesale Distribution

4. Notification Requirements and Procedures

- a. Whenever any application is submitted to the City for development in the RPZ pursuant to Chapter 11, Article 2, Division I of the Land Development Code, and such application involves issuance of a discretionary permit or any building permit requiring issuance of a Certificate of Occupancy, then concurrent with the City deeming that application complete within the meaning of Land Development Code Section 112.0102(b), the City shall submit a copy of the full application and all supporting documents to the Director of Airport Properties of the San Diego Unified Port District. City staff will also indicate its position to the Port with respect to whether the application is consistent or inconsistent with the development and use restrictions applicable to the RPZ area, as set forth in Appendix A of the Precise Plan.
- b. City shall take no action to approve or deny any application described above in paragraph (a) for 15 business days after submitting such application to the Director of Airport Properties of the San Diego Unified Port District.
- c. The Port District shall have 15 business days to object to the City Staff's RPZ consistency determination. If the Port District does not object in writing within the 15 day period, the Port District will be assumed to have concurred with City staff's RPZ consistency determination and the City may approve or deny the application.
- d. If the Port District objects in writing to the City's RPZ consistency determination within the time frame specified in paragraph (c), the City

and Port shall promptly meet and confer to discuss and resolve the difference in interpretation. If the City and Port staff cannot reach concurrence with respect to whether the application is consistent or inconsistent with the development and use restrictions applicable to the RPZ, the City and Port will seek and accept a written decision regarding RPZ consistency with restrictions set forth in Appendix A of the Precise Plan from a senior official of the Airport Land Use Commission, consistent with authority vested in the Airport Land Use Commission pursuant to Public Utilities Code Section 21674 to assist local agencies in ensuring compatible land uses in the vicinity of the airport. If a written decision is not forthcoming from the Airport Land Use Commission within 60 days after the City has deemed the application complete, the Airport Land Use Commission and Port District will be assumed to have concurred with City staffs RPZ consistency determination and the City may approve or deny the application.



- Legend:**
- Area 1
 - Area 2
 - Original RPZ



Figure A
NTC Runway Protection Zone

APPENDIX B

**USE RESTRICTIONS
FOR
VISITOR AND COMMUNITY EMPHASIS OVERLAY**

1. Purpose of Use Restrictions

The purpose of these use restrictions is to provide clear, concise and explicit criteria for land uses within the Visitor and Community Emphasis Overlay (VCEO), as depicted in Figure 2.5(4).

Restrictions on use in the VCEO are defined in terms of types of activities of uses which are considered likely to detract from the visitor and community-oriented nature of the Mixed Use Area. While the entire Mixed Use Area is expected to be zoned with the City of San Diego CR (Commercial – Regional) designation, some uses normally allowed within the CR Zone are specifically excluded from the VCEO.

The following is a complete list of uses allowed in the CR 1-1 Zone. Please refer to Figure 2.5(4) for the limits of Zone “A” and Zone “B”.

USE	ZONE A	ZONE B
Open Space		
Agricultural Equipment Repair Shops	No	No
Residential - Including Separately Regulated Uses		
Multiple Dwelling Units	No	No
Boarder & Lodger Accommodations	No	No
Fraternities, Sororities & Student Dormitories	No	No
Home Occupations	No	No
Housing for Senior Citizens	No	No
Live/Work Quarters	Yes ¹	Yes ¹
Residential Care	No	No
Transition Housing	No	No
Institutional - Separately Regulated Uses		
Airports	No	No
Botanical Gardens	Yes	Yes
Cemeteries	No	No
Churches	No	Yes ²
Communication Antennas: Minor Facility	No	Yes
Communication Antennas: Major/Satellite Facility	No	No
Educational Facility K-12	No	No
Educational Facility, College/University	Yes ³	No

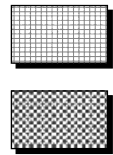
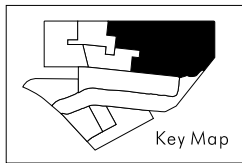
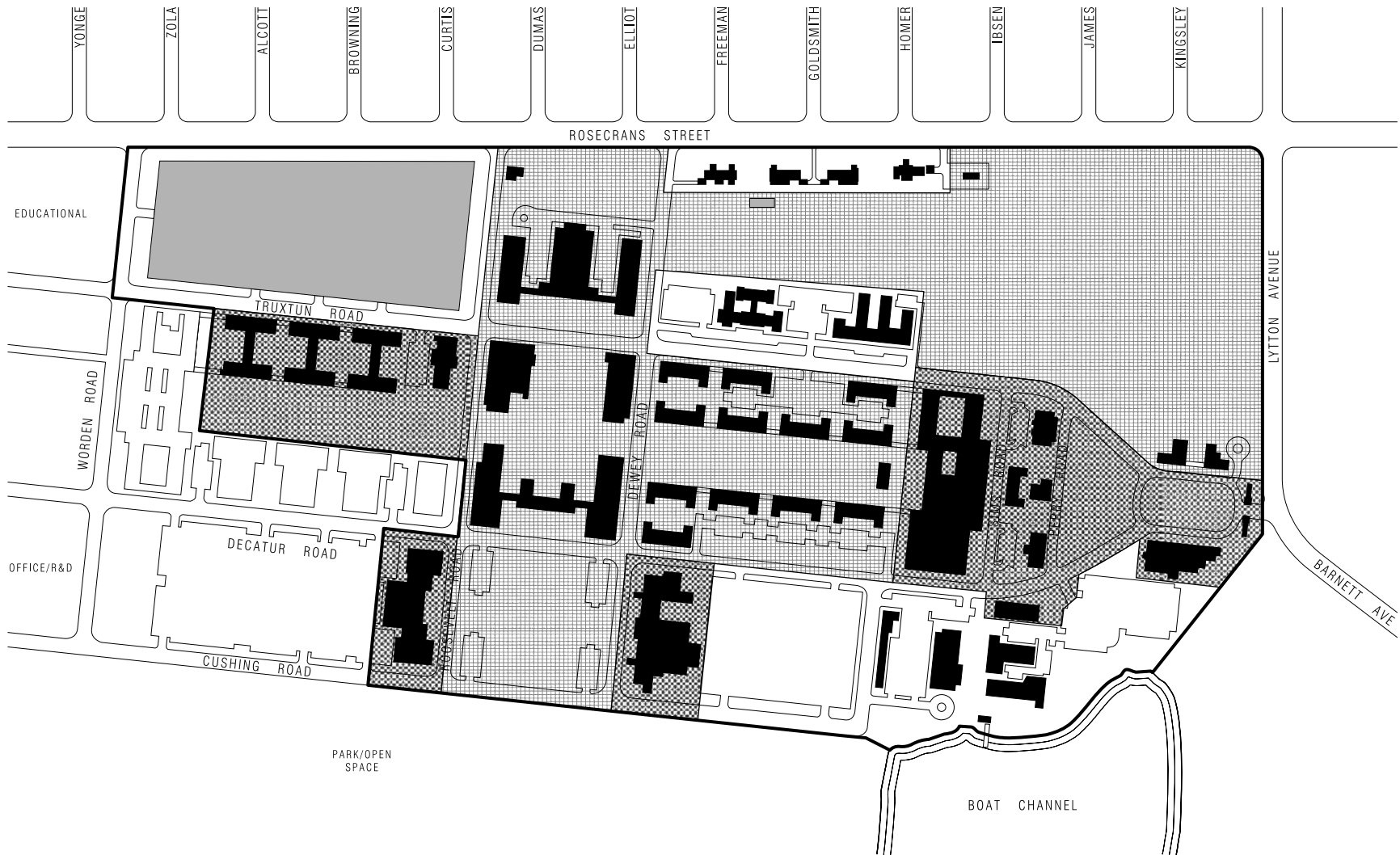
USE	ZONE A	ZONE B
Educational Facility, Vocational & Trade School	Yes ⁴	Yes ⁴
Energy General/Distribution	No	No
Exhibit Halls & Convention Facilities	Yes	Yes
Flood Control Facilities	No	No
Homeless Facilities	No	No
Hospitals & Nursing Facilities	No	No
Museums	Yes	Yes
Major Transmission Switching Stations	No	No
Social Service Institutions	Yes ⁵	Yes ⁵
Retail Sales, including Separately Regulated Uses		
Building Supplies & Equipment	No	No
Food, Beverages and Groceries	Yes	Yes
Consumer Goods, Furniture, Art & Decorative Items	Yes ⁶	Yes
Pet & Pet Supplies	No	No
Sundries, Pharmaceuticals & Convenience Sales	Yes	Yes
Wearing Apparel & Accessories	Yes	Yes
Alcoholic Beverage Outlets	Yes	Yes
Swap Meetings & Large Outdoor Retail Facilities	No	No
Farmer's Markets	Yes	Yes
Craft Fairs	Yes	Yes
Commercial Services, including Separately Regulated Uses		
Building Services	No	No
Business Support	No	Yes ⁴
Eating & Drinking Establishments	Yes	Yes
Financial Institutions >500 SF	No	Yes ⁴
Funeral and Mortuary Services	No	No
Maintenance & Repair (Consumer Goods)	No	No
Offsite Services	No	No
Personal Services	Yes	Yes
Assembly & Entertainment	Yes	Yes
Public Radio and Television Studios	Yes	No
Visitor Accommodations	Yes	Yes
Adult Entertainment Establishments	No	No
Bed & Breakfast Facilities	Yes	Yes
Hostels	Yes	Yes
Boarding Kennels	No	No
Camping Parks	No	No
Child Care Centers	Yes	Yes
Small/Large Family Day Care Homes	No	No
Eating & Drinking Establishments	Yes	Yes
Fairgrounds	No	No
Golf Courses, Driving Ranges, Pitch & Putt	Yes	No

USE	ZONE A	ZONE B
Helicopter Landing Facilities	No	No
Instructional Studios	Yes	Yes ⁴
Massage Establishments, Specialized Practice	No	No
Nightclubs & Bars (>5,000 SF)	Yes	Yes
Outpatient Medical Clinics	No	No
Parking Facilities as a primary use	Yes	Yes
Private Clubs, Lodges, Fraternal Organizations	Yes ⁵	Yes ⁵
Privately Operated Outdoor Recreation Facilities	Yes	Yes
Pushcarts	Yes	Yes
Recycling Facilities	Yes ⁷	Yes ⁷
Sidewalk Cafes	Yes	Yes
Sports Arenas & Stadiums	No	No
Theaters that are outdoor or > 5,000 SF	Yes	Yes
Veterinary Clinics & Hospitals	No	Yes
Zoological Parks	No	No
Offices, including Separately Regulated Uses		
Non-Profit Organizations	Yes ⁵	Yes ⁵
Business and Professional	No	Yes ⁴
Government	Yes ⁸	No
Medical, Dental & Health Practitioner	No	Yes ⁴
Regional & Corporate Headquarters	No	No
Onsite Sales and Leasing Offices	Yes	Yes
Sex Offender Treatment & Counseling	No	No
Vehicle & Vehicular Equipment Sales & Service, including Separately Regulated Uses		
Commercial Vehicle Repair & Maintenance	No	No
Commercial Vehicle Sales & Rentals	No	No
Personal Vehicle Repair & Maintenance	No	No
Personal Vehicle Sales & Rentals	No	No
Vehicle Equipment & Supplies Sales & Rentals	No	No
Automobile Service Stations	No	Yes
Outdoor Storage & Display of new vehicles	No	No
Wholesale, Distribution, Storage		
Temporary Construction Storage Yards	No	No
Industrial		
Research & Development	No	No
Trucking and Transportation Terminals	No	No
Marine Uses in the Commercial Zone	No	No
Processing & Packaging of Plant/Animal Products	No	No

USE	ZONE A	ZONE B
-----	--------	--------

Signs		
Allowable Signs	Yes	Yes
Reallocation of Sign Area Allowance	Yes	Yes
Revolving Projecting Signs	No	No
Signs with Automatic Changing Copy	Yes	Yes
Theater Marquees	Yes	Yes

- 1 - 2nd Floor of Buildings 27, 28, 29 only
- 2 - Churches <5,000 SF allowed on 2nd Floor only, except Navy Chapel 208
- 3 - 2nd floor only. Educational facilities will be permitted that are consistent with the priority uses of the Civic Arts and Culture Precinct. As an example, an art or music school would be permitted; a general education college would not be permitted.
- 4 - 2nd floor only.
- 5 - 2nd floor only, and any floor of Buildings 175 and 176.
- 6 - Within Zone 'A,' Consumer Goods, Furniture, Art & Decorative Items shall be limited to those which serve needs consistent with the priority uses of the Civic Arts and Culture Precinct. As an example, art galleries and art supply stores would be permitted; automobile supply stores would not be permitted.
- 7 - Small collection facilities only.
- 8 - Maximum 10,000 square feet



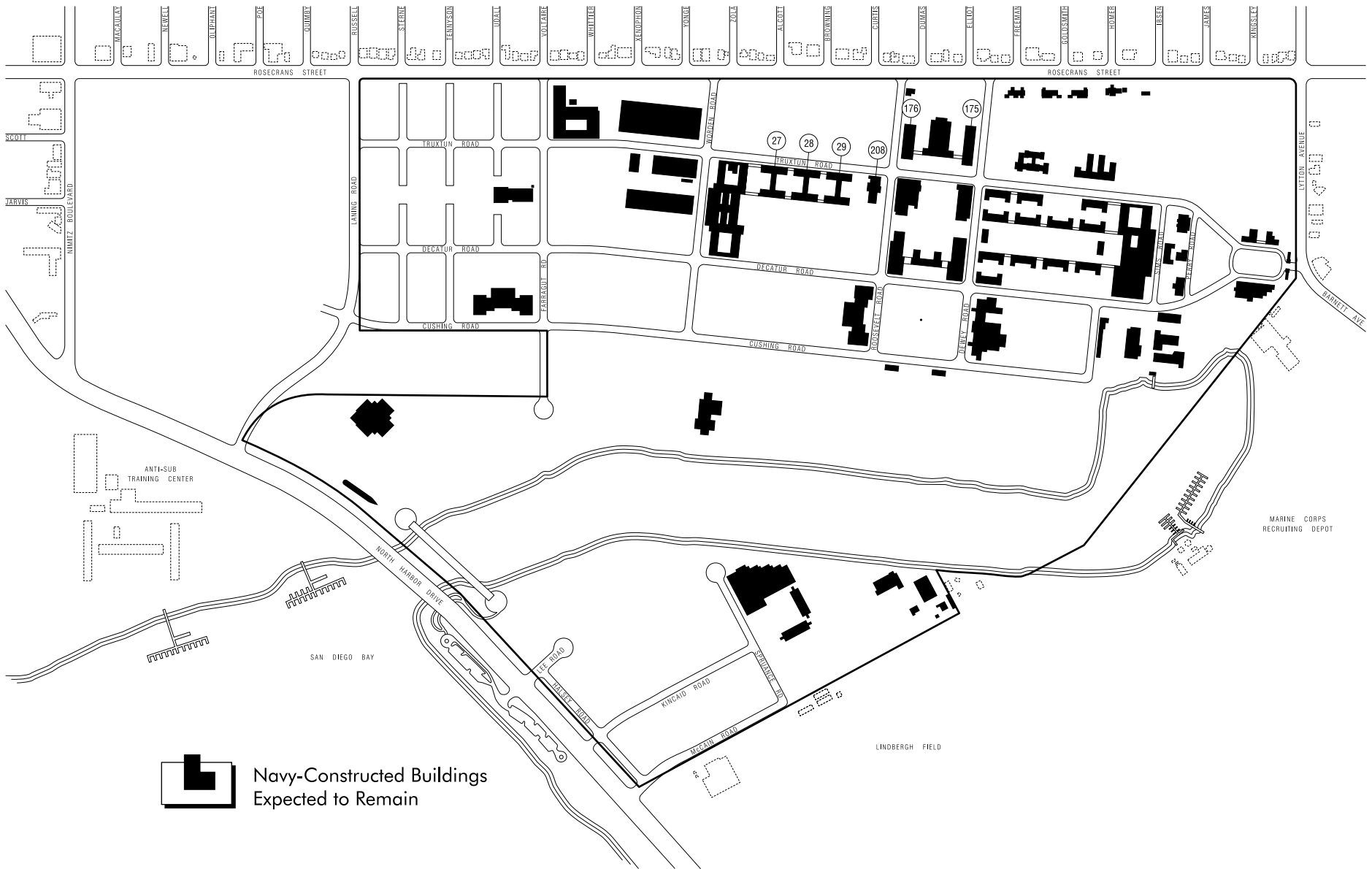
Zone A


Zone B



Not To Scale
Rick Planning Group 6-25-01

figure 2.5(4)
Mixed Use Area
Visitor and Community Emphasis Overlay (VCEO)
NTC Precise Plan



 Navy-Constructed Buildings
Expected to Remain

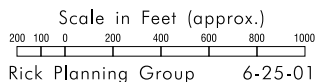


figure B
Buildings Referenced in Appendix B
NTC Precise Plan