

CALIFORNIA COASTAL COMMISSION

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May 30, 2001

Tues 6c

TO: COMMISSIONERS AND INTERESTED PERSONS

FROM: DEBORAH LEE, SOUTH COAST DEPUTY DIRECTOR
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DIANA LILLY, COASTAL PROGRAM ANALYST, SAN DIEGO AREA OFFICE

SUBJECT: **STAFF RECOMMENDATION ON CITY OF SAN DIEGO MAJOR LOCAL
COASTAL PROGRAM AMENDMENT #6-2000(A) (NAVAL TRAINING
CENTER)**

SYNOPSIS**SUMMARY OF STAFF RECOMMENDATION**

Staff is recommending denial, as submitted and subsequent approval if modified, of the proposed Naval Training Center Land Use Plan and Implementation Plan.

The majority of the development planned at NTC appears to be generally consistent with the Chapter 3 policies of the Coastal Act. However, as proposed, the LCP lacks explicit policies that ensure that future development on the site, in whatever form is eventually approved, will conform with the resource protection, public access, visual protection, public recreation and visitor-serving policies of the Coastal Act. Therefore, staff is recommending substantial revisions to the plan to add detailed, specific policy language and goals regarding the protection of natural resources, visual resources, and public access and recreation. Suggested modifications address the provision and protection of view corridors, impose limitations on the height of new development in the office/research and development portion of the planning area, require the provision of adequate parking areas, a parking management plan, and transit provisions, increase plan provisions regarding pedestrian orientation and public access to the boat channel, limit uses in biological sensitive areas, and require the provision of additional public recreational facilities, including a community meeting area.

As proposed by the City, very little land area in plan has been designated for visitor-serving uses, which are high priority uses under the Coastal Act, or community-oriented uses. Given the historic use of the site for public purposes and the proximity of the area to the shoreline, it is critical that a substantial amount of area be reserved for publicly oriented development. Therefore, significant restrictions have been placed on the land area in the northern portion of NTC, where most of the land will remain in public ownership. As modified, this area must be reserved for development that is visitor-serving or community-oriented.

The appropriate resolutions and motions begin on Page 5. The suggested modifications begin on Page 8. The findings for denial of the Land Use Plan Amendment as submitted and approval of the plan, if modified, begin on Page 35. The findings for denial of the Implementation Plan Amendment as submitted and approval of the plan, if modified, begin on Page 64.

SUMMARY OF AMENDMENT REQUEST

The proposed amendment involves the creation of a new planning segment for the City of San Diego for the former Naval Training Center (NTC). The NTC Precise Plan and Local Coastal Program consists of both a Land Use Plan (LUP) and Implementation Plan (IP).

Located within the Peninsula Community of the City, NTC was operated as a military facility by the federal government from 1922 to 1997. Land uses at NTC during its operation as a military facility consisted of housing, training, recreation, administration, and support uses. 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, and the City of San Diego began planning for the reuse of the site in 1993.

The proposed plan contains policies, guidelines, and a development outline for the 360 acres of the former military training center. NTC is planned as a pedestrian-oriented mixed-use neighborhood with a mix of residential, education, recreational, office, commercial, and institutional/civic uses, as well as public facilities and utility improvements. The planning area has been segmented into the following land use areas: Residential, Educational, Office/Research & Development; Mixed Use, Park/Open Space; Boat Channel; Visitor Hotel Area; Business Hotel Area; Metropolitan Wastewater Department (MWWD) Area; and a Public Safety Training Institute Area.

Within the above categories, initial buildout under the proposed LCP would consist of the 350 residential units, 380,000 square feet of office/research and development space, a 36-foot high multi-level parking structure containing approximately 3,750 parking spaces, the 350 room hotel visitor hotel, the 650 room business hotel, 140,000 sq.ft. of laboratory facilities on the MWWD site, and 150,000 sq.ft. of facilities on the Regional Public Safety Training Institute. Many of the existing buildings within NTC are proposed to be retained and rehabilitated, including all of the buildings within the Historic District which has been established on the site.

Since the amendment was originally submitted to the Commission, the City has submitted two new sections to the Precise Plan: "Coastal Element" as a new Chapter 6 to the Plan, and "Appendix B Use Restrictions for Visitor Emphasis Overlay". Since these sections have not been formally adopted by the City Council as part of the proposed Local Coastal Program Amendment, the sections must be incorporated into the plan as suggested modifications. Suggested Modification #23 and #28 include these new sections in their entirety; the strikethrough/underlines shown in the suggested modifications are changes staff is recommending be made to the City's proposal.

ADDITIONAL INFORMATION

Further information on the City of San Diego LCP amendment #6-2000 may be obtained from Diana Lilly, Coastal Planner, at (619) 767-2370.

PART I. OVERVIEW

A. LCP HISTORY

The City of San Diego has a long history of involvement with the community planning process; as a result, in 1977, the City requested that the Coastal Commission permit segmentation of its Land Use Plan (LUP) into twelve parts in order to have the LCP process conform, to the maximum extent feasible, with the City's various community plan boundaries. In the intervening years, the City has intermittently submitted all of its LUP segments, which are all presently certified, in whole or in part. The earliest LUP approval occurred in May 1979, with others occurring in 1988, in concert with the implementation plan. The final segment, Mission Bay Park, was certified in November 1996.

When the Commission approved segmentation of the LUP, it found that the implementation phase of the City's LCP would represent a single unifying element. This was achieved in January 1988, and the City of San Diego assumed permit authority on October 17, 1988 for the majority of its coastal zone. Several isolated areas of deferred certification remained at that time; some of these have been certified since through the LCP amendment process. Other areas of deferred certification remain today and are completing planning at a local level; they will be acted on by the Coastal Commission in the future.

Since effective certification of the City's LCP, there have been numerous major and minor amendments processed. These have included such things as land use revisions in several segments, rezoning of single properties, and modifications of citywide ordinances.

B. STANDARD OF REVIEW

The standard of review for land use plans, or their amendments, is found in Section 30512 of the Coastal Act. This section requires the Commission to certify an LUP or LUP amendment if it finds that it meets the requirements of Chapter 3 of the Coastal Act. Specifically, it states:

Section 30512

(c) The Commission shall certify a land use plan, or any amendments thereto, if it finds that a land use plan meets the requirements of, and is in conformity with, the policies of Chapter 3 (commencing with Section 30200). Except as provided in paragraph (1) of subdivision (a), a decision to certify shall require a majority vote of the appointed membership of the Commission.

Pursuant to Section 30513 of the Coastal Act, the Commission may only reject zoning ordinances or other implementing actions, as well as their amendments, on the grounds that they do not conform with, or are inadequate to carry out, the provisions of the

certified land use plan. The Commission shall take action by a majority vote of the Commissioners present.

C. PUBLIC PARTICIPATION

The City has held Planning Commission and City Council meetings with regard to the subject amendment request. All of those local hearings were duly noticed to the public. Notice of the subject amendment has been distributed to all known interested parties.

PART II. LOCAL COASTAL PROGRAM SUBMITTAL - RESOLUTIONS

Following a public hearing, staff recommends the Commission adopt the following resolutions and findings. The appropriate motion to introduce the resolution and a staff recommendation are provided just prior to each resolution.

I. Land Use Plan Denial as Submitted

MOTION: *I move that the Commission certify the Land Use Plan for the City of San Diego LCPA #6-2000(A) as submitted by the City of San Diego.*

STAFF RECOMMENDATION OF DENIAL:

Staff recommends a **NO** vote. Failure of this motion will result in denial of the land use plan as submitted and adoption of the following resolution. The motion to certify as submitted passes only upon an affirmative vote of a majority of the appointed Commissioners.

RESOLUTION TO DENY CERTIFICATION OF THE LAND USE PLAN AS SUBMITTED:

The Commission hereby denies certification of the Land Use Plan submitted for the City of San Diego LCPA #6-2000(A) and adopts the findings set forth below on grounds that the land use plan as submitted does not meet the requirements of and is not in conformity with the policies of Chapter 3 of the Coastal Act. Certification of the land use plan would not meet the requirements of the California Environmental Quality Act, as there are feasible alternatives and mitigation measures that would substantially lessen the significant adverse impacts on the environment that will result from certification of the land use plan as submitted.

II. Land Use Plan Certification with Suggested Modifications

MOTION: *I move that the Commission certify the Land Use Plan for City of San Diego LCPA #6-2000(A) as submitted by the City of San Diego if modified as suggested in this staff report.*

STAFF RECOMMENDATION TO CERTIFY IF MODIFIED:

Staff recommends a YES vote. Passage of this motion will result in certification of the land use plan with suggested modifications and adoption of the following resolution and findings. The motion to certify with suggested modifications passes only upon an affirmative vote of a majority of the appointed Commissioners.

RESOLUTION TO CERTIFY THE LAND USE PLAN WITH SUGGESTED MODIFICATIONS:

The Commission hereby certifies the Land Use Plan for the City of San Diego LCPA #6-2000(A) if modified as suggested and adopts the findings set forth below on grounds that the land use plan with the suggested modifications will meet the requirements of and be in conformity with the policies of Chapter 3 of the Coastal Act. Certification of the land use plan if modified as suggested complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the plan on the environment, or 2) there are no further feasible alternatives and mitigation measures that would substantially lessen any significant adverse impacts on the environment that will result from certification of the land use plan if modified.

III. Implementation Plan Denial as Submitted

MOTION III: *I move that the Commission reject the Implementation Program Amendment Number #6-2000(A) for the City of San Diego as submitted.*

STAFF RECOMMENDATION OF REJECTION:

Staff recommends a **YES** vote. Passage of this motion will result in rejection of Implementation Program Amendment and the adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the Commissioners present.

RESOLUTION TO DENY CERTIFICATION OF THE IMPLEMENTATION PROGRAM AMENDMENT AS SUBMITTED:

The Commission hereby denies certification of the Implementation Program submitted for the City of San Diego and adopts the findings set forth below on grounds that the Implementation Program as submitted does not conform with and is inadequate to carry out the provisions of the certified Land Use Plan. Certification of the Implementation Program would not meet the requirements of the California Environmental Quality Act as there are feasible alternatives and mitigation measures that would substantially lessen the significant adverse impacts on the environment that will result from certification of the Implementation Program as submitted.

IV. Implementation Plan Certification with Suggested Modifications

MOTION IV: *I move that the Commission certify the Implementation Program Amendment Number 6-2000(A) for the City of San Diego if it is modified as suggested in this staff report.*

STAFF RECOMMENDATION:

Staff recommends a **YES** vote. Passage of this motion will result in certification of the Implementation Program with suggested modifications and the adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the Commissioners present.

RESOLUTION TO CERTIFY THE IMPLEMENTATION PROGRAM WITH SUGGESTED MODIFICATIONS:

The Commission hereby certifies the Implementation Program Amendment for the City of San Diego if modified as suggested and adopts the findings set forth below on grounds that the Implementation Program with the suggested modifications conforms with and is adequate to carry out the provisions of the certified Land Use Plan. Certification of the Implementation Program if modified as suggested complies with the California

Environmental Quality Act, because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the Implementation Program on the environment, or 2) there are no further feasible alternatives and mitigation measures that would substantially lessen any significant adverse impacts on the environment.

PART III. SUGGESTED MODIFICATIONS

Staff recommends the following suggested revisions to the proposed LCP Amendment be adopted. The underlined sections represent language that the Commission suggests be added, and the ~~struck-out~~ sections represent language that the Commission suggests be deleted from the language as originally submitted.

1. Page I: INTRODUCTION & CONTEXT – 10 shall be modified as follows:

[D. OPPORTUNITIES AND CONSTRAINTS]

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 public view corridors is a priority.

[...]

Building heights 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 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.

2. Page I: INTRODUCTION & CONTEXT – 15 subsection *b. Historic District* shall be modified as follows:

b. Historic District

An Historic District was created at NTC as a result of two surveys identifying 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. ~~Proposals which do not comply with these guidelines require approval from the HRB.~~

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 for a determination of consistency with the *U.S. Secretary of the Interior's Standards and Criteria* 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.

3. Page I: INTRODUCTION & CONTEXT – 17 shall be modified as follows, and Figure 1.8 *Tidelands Trust Exchange*, attached to this report as Exhibit #5, shall be added to the plan:

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.

4. Page I: **INTRODUCTION & CONTEXT – 18** shall be modified to add section "i" as follows, and Figure 1.9 *Federal Property Conveyance Areas*, attached to this report as Exhibit #6, shall be added to the plan:

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. 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.

5. Page II: **LAND USE – 8** shall be modified as follows:

**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	<u>40' 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.</u>
Proposed Zoning	RT and RM

6. Page II: LAND USE – 8 shall be modified as follows:

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).

7. Page II: LAND USE – 10, the last paragraph shall be modified as follows:

[D. EDUCATIONAL AREA]

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, or even a long-term transient occupancy facility which serves both the educational and mixed use areas 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.

8. Section II: LAND USE – 13 shall be modified as follows:

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.

[...]

**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	60' 40' to 45' (See Figure 2.4)
Proposed Zoning	CR

9. Figure 2.4 *Office/Research & Development Area* attached to this report as Exhibit #7 shall be added to the plan. However, the Figure shall be revised to eliminate all references to a 60' Maximum height zone; only a 40' Maximum and 45' Maximum zone shall be designated on the Figure.

10. Page II: LAND USE – 16 shall be modified as follows:

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 overlay 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.

[...]

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, education, 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, general commercial, industrial and research and development type uses are excluded from this area.

11. Figure 2.5(1) Mixed Use Area with Precincts, Figure 2.5(2) Mixed Use Area with Historic District, Figure 2.5(3) Mixed Use Promenade Overlay and Figure 2.5(4) Mixed Use Area with Visitor Emphasis Overlay, attached to this report as Exhibits #8 - #11, shall be added to the plan. Modifications shall be on Figure 2.5(4) as shown to revise the Visitor Emphasis Overlay to the Visitor and Community Emphasis Overlay, and to expand the boundaries of the VCEO to include all of the 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.

12. Page II: LAND USE –21 shall be modified as follows:

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

A typical tenant mix within the CACP ~~should~~ 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.

[...]

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 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.

13. Page II: LAND USE – 27 shall be modified as follows:

The last paragraph on the page shall be revised as follows:

Along the park near the top of the boat channel, the public esplanade ~~should~~ shall deepen to about 250-feet from the water's edge, then taper westerly so that it transitions 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.

14. Page II: **LAND USE – 31** the second paragraph shall be modified as follows:

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 ~~will~~ 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.

15. Page II: **LAND USE – 31** the first paragraph under the heading **I. VISITOR HOTEL** shall be modified as follows:

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.

16. Page II: **LAND USE – 34** shall be modified as follows:

J. BUSINESS HOTEL

Governing Policies

A mid-rise hotel with up to 650 rooms 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.

[...]

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.

17. Page II: **LAND USE – 36** shall be modified as follows:

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.

18. Page II: **LAND USE – 38** shall be modified as follows:

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, research and development activities.

19. Page IV: **URBAN DESIGN – 3** shall be modified as follows to add a new View Preservation section, and a new Figure 4.2 *View Preservation*, attached to this report as Exhibit #12 shall be added. However, the Figure shall be revised to show all four Through View Corridors extending down the edge of the boat channel, not terminating in the park or at Cushing Road.

In addition, in order to accommodate the new Figure 4.2, the proposed Figure 4.2 (*Open Space Concept Plan*) shall be renumbered as 4.3, the proposed Figure 4.3 (*Circulation Concept Plan*) shall be renumbered as 4.4, and the proposed Figure 4.4 (*Esplanade Character Sketches*) shall be renumbered as 4.5. The City has also submitted an updated Figure 4.1, and this new Figure 1 (attached as Exhibit #13) shall replace the originally proposed Figure 4.1.

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 furtive-seeming 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.

20. Page IV: URBAN DESIGN – 4 shall be modified as follows:

The last paragraph on the page shall be revised as follows:

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 should shall maintain a 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 4.4, *Esplanade Character Sketches*.

21. **Chapter V: INFRASTRUCTURE** – Page 7 shall be modified as follows:

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 redevelopment 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.

22. **Chapter V: INFRASTRUCTURE** – The last paragraph under section **B. WATER, SEWER, AND STORM DRAIN SYSTEMS** on Page 15 shall be modified as follows:

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.

23. The following section suggested by City of San Diego staff as a modification to the plan shall be added to the LUP in its entirety as Chapter VI, but as revised below:

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 (MWW) 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 may 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, public agency 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 a 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 the 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 including 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 areas 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 impacts 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, ~~and~~ 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 ~~balance the public's use of the area with~~ 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 shall 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 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.

24. **Chapter VI: IMPLEMENTATION** shall be renumbered as **Chapter VII**.

25. **IMPLEMENTATION** Figure 6.1 shall be replaced with a new zoning map that indicates the separate and distinct areas where the RT Residential Townhouse and RM Residential-Multiple Unit designations apply, as shown on the existing figure 2.2, attached to this report as Exhibit #14.

26. **IMPLEMENTATION** – Page 6 shall be modified as follows to add a new section **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).

27. **IMPLEMENTATION** – Page 6 shall be modified as follows to add a new section J **COASTAL DEVELOPMENT PERMIT**:

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 6.1 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.

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

28. The following Appendix B suggested by City of San Diego staff as a modification to the plan shall be added to the Implementation Plan in its entirety, but as revised below. The strike-out/underline changes show the modifications to the plan as it was submitted by the City:

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 or 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.

2. Prohibited Uses Within the Visitor and Community Emphasis Overlay

The following are prohibited uses within the VCEO:

Agricultural:

Agricultural Equipment Repair Shops

Institutional:

Airports

~~Botanical Gardens~~

Churches greater than 5,000 Square Feet

Communication Antennas – Major Telecommunication Facility

Correctional Placement

Energy Generation/Distribution

Homeless Facilities

Hospitals, intermediate care, nursing facilities

Retail Sales:

Building Supplies & Equipment

Pet & Pet Supplies

Agricultural related supplies & equipment

Plant Nurseries

Commercial Services:

Building services
Business support
Financial Institutions over 500 Square Feet
Funeral and Mortuary
Boarding Kennels
Child Care (commercial, large family day care)
Helicopter Landing
Massage, specialized
Outpatient Medical clinics
Recycling collection facilities
Veterinary Clinics

Office:

Medical, Dental, and Health
Regional and Corporation Headquarters over 5,000 Square Feet
Sex Offender Treatment Center

Vehicle and Equipment Sales & Service:

Commercial Sales & Rentals
Commercial repair & maintenance
Personal vehicle repair & maintenance
Outdoor storage & display of new vehicles
Temporary construction storage yards located offsite

Industrial:

Research & Development facilities
Trucking & transportation
Newspaper publishing plants

3. Permitted Uses

The following uses are "permitted uses" within the VCEO:

Residential:

~~Multiple Dwelling Units (not on the ground floor)~~
~~Boarder & Lodger Accommodations (not on the ground floor)~~
~~Fraternities, Sororities & Student Dormitories (not on the ground floor)~~
Home Occupations
Live/Work Quarters (not on the ground floor)
~~Housing for Senior Citizens (not on the ground floor)~~
Residential Care Facilities
~~Transition Housing~~

Institutional:

Botanical Gardens

Community Gardens

Churches less than 5,000 Square Feet (not on the ground floor)

~~Communication Antennas—Minor Facility & Satellite Antennas~~

~~Educational Facilities (Kindergarten—Grade 12, Colleges/Universities)~~

~~Vocational/Trade Schools (not on the ground floor)~~

Exhibit Halls & Convention Facilities

~~Flood Control Facilities~~

~~Historic buildings used for purposes not otherwise allowed~~

~~Major transmission, relay or communication switching stations~~

Interpretive Centers

Museums

Social Service Institutions (not on the ground floor)

Retail Sales:

Food, Beverage, Groceries

~~Consumer goods, furniture, appliances~~

Sundries, pharmaceuticals, convenience sales

Wearing Apparel

Alcoholic Beverage outlets

~~Swap meets~~

Commercial Services:

Eating & Drinking Establishments

Financial Institutions under 500 Square Feet (Automatic Teller Machines)

~~Maintenance & Repair (consumer goods)~~

~~Offsite Services~~

Personal Services

Assembly & entertainment

~~Radio & television studios~~

Visitor Accommodations

Separately Regulated Uses:

Adult Entertainment (no bookstores or massage parlors)

Bed & Breakfast

~~Camping Parks~~

Child Care (small family day care only)

Eating & Drinking

Fairgrounds

Golf Courses, etc

Instructional Studios (not on the ground floor)

Nightclubs & Bars

Parking as a primary use

Private Clubs, Lodges, Fraternal Organizations (not on the ground floor)

Privately operated Recreation Facilities

Pushcarts
Recycling (drop off facilities only)
Reverse Vending machines
Sidewalk Cafes
~~Sports Arenas & stadiums~~
Theater >5000 or outdoors

Offices:

Non-profit Business & Professional
Government
Real Estate Sales Offices (not on the ground floor)

Vehicle & Equipment Sales & Service:

Service Stations

Industrial:

~~Marine related uses in commercial zones~~

Open Space

Active Recreation

Passive Recreation

Allowable Signs

PART IV. FINDINGS FOR DENIAL OF CERTIFICATION OF THE CITY OF SAN DIEGO LAND USE PLAN AMENDMENT, AS SUBMITTED, AND FINDINGS FOR APPROVAL OF THE CITY OF SAN DIEGO LAND USE PLAN, IF MODIFIED

A. AMENDMENT DESCRIPTION/SITE HISTORY

The proposed amendment would establish a new planning segment for the former Naval Training Center (NTC). The NTC Precise Plan and Local Coastal Program consists of both a Land Use Plan (LUP) and Implementation Plan (IP).

NTC is located 2.5 miles northwest of downtown San Diego near the northern-most portion of San Diego Bay. It is bordered on the west by Rosecrans Street and the predominantly single-family neighborhood of Loma Portal; 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 federal military housing/medical center site; and to the northeast, east, and south by the Marine Corps Recruit Depot (MCRD), a recruit training facility), and San Diego International Airport/Lindbergh Field.

Located within the Point Loma/Peninsula Community of the City, NTC 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 entire former NTC facility comprised 550 acres, of which 502 were included in the original Declaration of Surplus and the remaining 48 acre were retained for the Navy's Fleet Anti-Submarine Warfare Training Center. Thereafter, the Navy retained an additional 72 acres for the future construction of military family housing and support facilities; the Commission has issued a negative determination for the construction of two-story military family housing and support facilities, including 53 acres of housing, a 7-acre San Diego Unified School District elementary school/park, and 12 acres of medical support facilities. Finally, 52 acres are being conveyed to the San Diego Unified Port District for airport-related uses, and two acres are being conveyed to the Immigration and Naturalization Service for a small arms range.

The site itself is fully developed with buildings, although demolition of non-historic buildings has begun as approved by the Commission through coastal development permit #6-00-167. The only biological resources on the site occur in the boat channel traversing the site in a northeast/southwest direction. Most of the channel is lined with unengineered riprap and concrete. The channel supports some habitat, identified in the EIR for the NTC Redevelopment Project as: ruderal, freshwater marsh, disturbed ephemeral wetland, subtidal estuarine open water, and rocky shoreline habitats. The channel empties into San Diego Bay.

The proposed LCPA involves both a Land Use Plan and Implementation Plan. The NTC Precise Plan is largely organized as a Land Use Plan, with goals and policies governing future development. The City's existing Land Development Code will serve as the

Implementing Ordinances for the area. However, portions of the Precise Plan also serve as implementation measures designed to carry out the policies of the Precise Plan. These sections, include one chapter of the plan titled "Implementation", the tables in the plan that include zoning designations, and the two appendices of the plan which list permitted uses in particular areas of NTC, and are specifically identified in Suggested Modification #27.

NTC is planned as a pedestrian-oriented mixed-use neighborhood with a mix of residential, educational, recreational, office, commercial, and institutional/civic uses (see Exhibit #3). The plan divides the 360 acre site into ten separate land use areas with proposed development as follows:

- **Residential Area:** 350 single-family and multi-family dwelling units on 37 acres
- **Education Area:** Educational and vocational training institutes, public and private schools, educational supplies and services, office/R&D, student living space on 37 acres.
- **Office/Research & Development:** General office uses, business and profession, government, medical, light manufacturing on 23 acres.
- **Mixed Use:** A wide range of commercial, education, recreational, or light industrial uses divided into three land use precincts: Commercial—office, retail, recreation, light industrial; Civic, Arts and Culture Precinct: non-profit offices, restaurants, museums, retail; and Golf Course: a public golf course and ancillary uses. The Mixed Use area is 107 acres total.
- **Park/Open Space:** Active and passive public recreational opportunities including a public esplanade within a 46 acre waterfront park area.
- **Boat Channel:** The existing boat channel may be developed for recreational uses or maintained for natural uses.
- **Visitor Hotel:** A 60-foot high, 350 room hotel and ancillary uses including parking on 21 acres adjacent to the boat channel.
- **Business Hotel:** An 80-foot high, 650 room hotel and ancillary uses including parking on a 16-acre site adjacent to and east of the boat channel.
- **Metropolitan Wastewater Department Area (MWWD):** a new laboratory and office building for City wastewater testing and research on 9 acres.
- **Public Safety Training Institute Area:** A fire, police, medical, lifeguard training institute with offices, classrooms, and field training facilities on 26 acres.

Within the above categories, initial buildout under the proposed LCP would consist of the 350 residential units, 380,000 square feet of office/research and development space, a 36-foot high multi-level parking structure containing approximately 3,750 parking spaces, the 350 room hotel visitor hotel, the 650 room business hotel, 140,000 sq.ft. of laboratory facilities on the MWWD site, and 150,000 sq.ft. of facilities on the Regional Public Safety Training Institute. For a detailed breakdown of the total gross square footage proposed in each planning area, see Exhibit #15.

Currently the site is owned by the City of San Diego, but portions of the site will be sold to private owners. Other portions of the site will remain in public ownership, but will be leased to private development. Exhibit #16 shows the area to remain public, public leased to private, and private. The retained public area includes all of the park/open space area, the boat channel and the MWWD and Public Safety Training Institute area. Almost all of the historic district (described below) will be publicly owned/leased to private development, as will the two hotel sites. The residential, office/R&D, educational, and a small portion of the mixed use area will be privately owned.

Of the total 361-acre site, 34% of the site (124 acres) will remain solely public, 37% will be publicly owned leased to private development (133 acres), and 29% will be sold to private ownership (104 acres). (These figures do not include the 141-acre area retained by the federal government for the development of military housing.)

There is also a designated Historic District at NTC (see Exhibit #3). Beginning with the NTC Reuse Environmental Impact Statement/Environmental Impact Report and continuing with the NTC Redevelopment EIR, the historic resources on the NTC site were reviewed and an inventory of buildings, structures, and cultural landscape elements at NTC developed. Through this process, a Historic District was designated on the site composed of the original core buildings constructed during the 1920s to early 1930s. The Historic District is made up of 52 buildings and structures plus additional open space areas including the golf course. With limited exceptions, it is the exterior of these buildings and structures, plus certain historic open space/landscape areas, that are of particular historic significance.

The NTC Historic District has been nominated for the National Register of Historic Places. Although the National Historic District designation has not been finalized, the San Diego Historical Resources Board has listed the NTC Historic District as a Historical Landmark. In addition, a Memorandum of Agreement (MOA) has been prepared to address the preservation of the historic resources located on NTC. Signatories to the MOA include the Navy, the California State Historic Preservation Officer, the Advisory Council on Historic Preservation, the City of San Diego, and the Save Our Heritage Organization. The MOA contains specific requirements regarding the preservation of structures and landscaping within the Historic District.

Prior to the issuance of any building permit or grading which would affect historic buildings or landscape elements within the designated Historic District, the site developer is required to provide evidence that the development is consistent with the adopted version of the *Naval Training Center San Diego Guidelines for the Treatment of Historic Properties*, *The Secretary of the Interior's Standards for the Treatment of Historic Properties (June 2000)*, and *The Secretary of the Interior's Standards for Rehabilitation*, as applicable.

The land comprising the NTC Historic District (excluding the park/open space), the residential area, educational area, mixed-use area, office/research and development area, and hotel areas, were conveyed to the City as an Economic Development Conveyance

(EDC) (see Exhibit #6). The land comprising the park/open space area and the MWWD site has been conveyed to the City as a Public Benefit Conveyance (PBC). The boat channel and Regional Public Safety Training Institute site will also be conveyed to the City as a Public Benefit Conveyance in the future; however, potential toxins in the boat channel must be eliminated before the City will except conveyance of this area. At this time, the boat channel remains within the ownership and jurisdiction of the Navy.

The type of land acquisition affects the way in which the land can be developed. 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. Suggested Modification #4 adds language to the plan explaining the different types of land acquisition methods.

There are a number of constraints on development at NTC based on the site's proximity to the airport. 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, and at greater than 80 dB CNEL, industrial uses are generally inappropriate.

In addition, the San Diego International Airport Runway Protection Zone (RPZ) overlays a portion of the northeast corner of the base (see Exhibit #17) which encompasses a portion of the Historic District, the Park and Open Space Area, and the Boat Channel. There are significant restrictions on the types, height, and density of land uses within the RPZ. There are existing structures within the RPZ which can be used and rehabilitated, but no new structures are permitted within the RPZ, and permitted uses cannot result in an intensity of use greater than the intensity of use historically present within the RPZ. Many uses, such as hospitals, schools, multiple dwelling units, senior or transitional housing, and visitor accommodations are prohibited outright. Office, light manufacturing, passive recreation, and parking are some of the permitted uses in the RPZ. Thus, development in the LCP NTC was planned to accommodate these airport-related restrictions.

Since the amendment was originally submitted to the Commission, the City has submitted two new sections to the Precise Plan: "Coastal Element" as a new Chapter 6 to the Plan, and "Appendix B Use Restrictions for Visitor Emphasis Overlay". Since these sections have not been formally adopted by the City Council as part of the proposed Local Coastal Program Amendment, the sections must be incorporated into the plan as suggested modifications. Suggested Modification #23 and #28 include these new sections in their entirety; the underline/strikeout revisions shown in the modifications are the recommended changes to the City's submittal.

B. STATE LANDS TRANSFER/COASTAL PERMIT JURISDICTION

On February 2, 2001, the State Lands Commission approved a property settlement and exchange between the City of San Diego and the State Lands Commission to formally establish the boundaries of public trust lands on NTC. According to the State Lands Commission, in 1911, the state granted to the City of San Diego the tide and submerged lands with San Diego Bay, "situate on the city of San Diego side of said bay," lying between the mean high tide line and the pierhead line, in trust for purposes of commerce, navigation, and fisheries and subject to the terms and conditions specified in that act. Beginning in 1916, the city made several transfers of portions of the granted land to the United States for purposes of constructing and operating what came to be known as the Naval Training Center, San Diego. The Navy also acquired and developed substantial acreage for NTC that was historically uplands, never property of the State of California, and not subject to the public trust.

Since that time, the Navy filled in portions of the bay to create more land area, and developed the site as a military training facility. As the base closure process began and NTC land was granted to the City of San Diego and the San Diego Unified Port District, the State Lands Commission began reviewing the site and determined that the configuration of trust and non-trust lands was such that the purposes of the public trust could not be fully realized. The State Lands Commission found that it was more difficult to achieve the purposes of the public trust because certain filled and reclaimed tidelands within the NTC site have been cut off from access to navigable waters, and are no longer needed or required for the promotion of the public trust, or any of the purposes set forth in the city granting act. Still other lands with NTC which *are* directly adjacent to the waterfront or are otherwise of high value to the public trust were not public trust lands. Furthermore, the City of San Diego and the State Lands Commission were not in agreement as to the boundaries of the land that was subject to the public trust.

Thus, the City and the State Lands Commission agreed on a trust exchange, whereby portions of land which were not or may not have been subject to the public trust now will be, while other land area will be removed from the public trust. The exchange also settles the dispute between the City and the State Lands Commission regarding the boundary of the trust lands. The Naval Training Center San Diego Public Trust Exchange Act, SB 698, expressly authorizes this exchange. Exhibit #18 is the staff report and agreement approved by the State Lands Commission. The boundaries of the new trust lands are attached to the State Lands staff report, and also shown on a new Figure 1.8 in the Precise Plan, attached to this report as Exhibit #5.

Neither exhibit shows the existing public trust boundary on the site, because the City and State did not agree on the location of this boundary. However, the State Lands Commission did determine that the areas where the public trust is being eliminated were not necessary or useful for commerce navigation or fisheries, and that these interests would be better served by acquiring interest in the new public trust parcels. The State Lands Commission also found that the economic value of the new public trust parcels are

equal to or greater than the sovereign land title within the trust termination lands that are being relinquished.

As per the agreement, approximately one-third of NTC will be subject to Tidelands Trust restrictions. The Tidelands Trust prohibits private sale or encumbering of state tidelands and limits development on tidelands to commerce, recreation, navigation, fishery-related uses, and other general State interest uses. Visitor-serving facilities such as hotels, restaurants, marinas, parks, airports, and preservation of lands in their natural condition are other allowable uses.

The agreement has been approved by the State Lands Commission, but the final legal description of the lands to be exchanged is still being drafted. The exchange agreement does not take effect until it receives the governor's signature. This is expected to occur sometime later in 2001.

Until the exchange of public trust lands occurs, lands currently subject to the public trust will remain within the Commission's original jurisdiction. Once the exchange is completed, certain lands specified in the exchange agreement will be relieved of the public trust and will no longer be subject to the Commission's original jurisdiction. Other lands specified in the exchange agreement that are not currently public trust lands will become public trust lands and will be subject to the Commission's original jurisdiction.

The Commission suggests the following modification to the LUP to clarify that certification of the NTC LCP will not affect the Commission's original jurisdiction over public trust lands: "Lands subject to the public trust are within the original jurisdiction of the California Coastal Commission" (Suggested Modification #27).

Currently, the Rosecrans Street is the first public road paralleling the sea in the vicinity of NTC. Although there are streets within NTC that are located between Rosecrans and the sea, they do not currently meet the definition of "first public road paralleling the sea" established by Sections 13011 and 13577 of the Commission's regulations. It is anticipated that the City will make improvements so that one or more of these streets will satisfy the conditions for becoming the first public road. Until then, Rosecrans will remain the first public road and all coastal development permit applications approved by the City for development located between Rosecrans and San Diego Bay will be within the Commission's appeal jurisdiction. Once any streets seaward of Rosecrans satisfy the regulatory definition of the first public road, the inland boundary of the new first public road will automatically become the Commission's appeal jurisdiction (unless the new first public road is within 300 feet of San Diego Bay).

C. PROPOSITION D APPLICABILITY

On December 7, 1972 the citizens of San Diego approved Proposition D, which imposed a 30-foot height restriction on the majority of the coastal areas within the City of San Diego. Some areas, such as downtown, were exempted from the height limits. In

addition, Proposition D does not apply to land owned by the Federal Government, the state, or the Port District. Proposition D, however, did not expressly address whether it would become applicable to land owned in 1972 by the Federal Government but later transferred to some other entity.

The City of San Diego interprets Proposition D as applying only to land that was subject to its provisions upon passage, and not to land over which the Federal Government later relinquished jurisdiction. Accordingly, the draft NTC LCP submitted by the City does not apply Proposition D's 30-foot height restriction to NTC.

The Commission reviews the City's LCP submittal pursuant to the requirements of the Coastal Act. The provisions of Proposition D do not govern the Commission's review any more than any other uncertified local ordinance or resolution. Given that the City of San Diego has not proposed imposing Proposition D's 30-foot height restriction on development within NTC and that the Commission has not previously certified a 30-foot height restriction for NTC, the Commission must base any suggested modifications to the LUP regarding height limitations on the policies of Chapter 3. In areas where a particular height limitation is necessary to protect coastal resources, the Commission may suggest modifications to impose that limitation. The policies of Chapter 3 are applied to the affected coastal resources and govern the Commission's determination of which particular height limitations to apply, not the provisions of Proposition D.

D. CONFORMANCE WITH SECTION 30001.5 OF THE COASTAL ACT

The Commission finds, pursuant to Section 30512.2(b) of the Coastal Act, that portions of the Land Use Plan as set forth in the preceding resolutions, are not in conformance with the policies and requirements of Chapter 3 of the Coastal Act to the extent necessary to achieve the basic state goals specified in Section 30001.5 of the Coastal Act which states:

The legislature further finds and declares that the basic goals of the state for the Coastal Zone are to:

- a) Protect, maintain and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and manmade resources.
- b) Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.
- c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resource conservation principles and constitutionally protected rights of private property owners.

(d) Assure priority for coastal-dependent and coastal-related development over other development on the coast.

(e) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

The Commission therefore finds, for the specific reasons detailed below, that the land use plan does not conform with Chapter 3 of the Coastal Act or the goals of the state for the coastal zone, unless modified as addressed in detail below.

E. CHAPTER 3 CONSISTENCY

1. Public Access. The Chapter 3 policies most applicable to this planning area are as follows, and state, in part:

Section 30210.

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30211.

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30212.

(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:

(1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources,

(2) adequate access exists nearby, or,

[...]

Findings for Denial

The 361-acre former NTC site is located adjacent to the San Diego Boat Channel, next to San Diego Bay in a prime urban environment. It is unlikely that a development area of similar size and potential will become available again in the future. As such, it is important that public access and recreational needs are provided for in the plan. It is particularly important that lower cost, public and visitor-serving facilities are provided for on this site, given that the site has historically been in public ownership.

The plan provides for public access through and around the site. A 46-acre park and a public plaza will be located adjacent to the boat channel. Both active and passive recreational facilities are planned for the park area. Sidewalks and internal paths will connect the residential, office, and mixed use areas of NTC to the waterfront park. A public esplanade is planned which will parallel the edge of the boat channel and connect with a public promenade planned through the mixed use and residential areas. The street system in the development must be public and open (existing historic, ornamental gates will remain at several entry points).

The esplanade will maintain a minimum dimension of 100 feet on the west side of the channel in the park/open space area and maintain a minimum dimension of 150 feet adjacent to the proposed visitor hotel. The plan is less specific regarding the required width of the esplanade on the east side of the channel, stating only that the esplanade "should" maintain a minimum depth of 150 feet 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.

Thus, in general, the LUP is supportive of and provides public access. However, as noted, some of the plan policies referring to the esplanade are vague regarding both the width and the public status of the esplanade. In addition, although construction of the esplanade is clearly a proposed project, construction may not actually occur until after substantial redevelopment of the site has begun. Construction activities and new development could potentially block access to the waterfront, or simply make it difficult for people to know that public access along the boat channel is currently available. Without specific policies in the plan requiring that public access to the waterfront be maintained and promoted even before the esplanade is actually constructed, development activities on the rest of the site could actually reduce public access to the boat channel.

One of the goals of the plan states that public access and recreational opportunities shall provided consistent with "private security requirements." This requirement is unclear and could suggest that public access to public park areas, for example, could be restricted if neighborhood security concerns were raised by residents.

Therefore, as submitted, the proposed LUP is not consistent with the public access policies of the Coastal Act, and cannot be certified.

Findings for Approval if Modified

Because the plan does provide for the provision of access to the waterfront and around the site, many of the suggested modifications to the LUP simply clarify that the planned development such as the esplanade, the MWWD and RSPSTI are *public* facilities. Other suggested modifications change the policies regarding the width of the esplanade to ensure that this public accessway "shall" maintain a minimum average depth of 150 feet from the water's edge to the business hotel. In other words, the width of the esplanade can vary for design reasons, but on average must be at least 150 feet wide. The policy regarding access and private security requirements has been revised consistent with Section 30212, which requires that public access be provided in new development except where inconsistent with public safety and habitat protection.

Language has been added to the plan requiring that public access to the waterfront remain available even before the esplanade is constructed, and requiring that signage directing the public to the waterfront be provided prior to occupancy of any new commercial or residential development at NTC. Thus, the Commission can be assured that public access to the waterfront will be available and promoted regardless of the timing of the public esplanade.

Therefore, as modified, the Commission finds that adequate public access will be provided to and around NTC, consistent with the Chapter 3 policies of the Coastal Act.

2. Public Recreation. The Chapter 3 policies most applicable to this planning area are as follows, and state, in part:

Section 30213.

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

Section 30212.5.

Wherever appropriate and feasible, 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.

Section 30213.

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

Section 30220.

Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

Section 30221.

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Section 30222.

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, but not over agriculture or coastal-dependent industry.

Section 30223.

Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

Section 30224.

Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.

Findings for Denial

As noted under the public access finding above, the provision of public recreational facilities is critical on the NTC site, given its central San Diego location and proximity to the waterfront, and its historic public ownership.

The proposed plan provides for public recreation in a number of ways. The Park and Open Space area is intended to provide active and passive recreational opportunities for residents of greater San Diego area and the surrounding Peninsula Community. Both active and passive recreational use would occur within the 40-acre waterfront park, and the 6-acre public esplanade would also be available for pedestrians and bicyclists.

A public plaza extending from Navy Building 200 through Ingram Plaza to the boat channel has been planned as a major public space designed to bring visitors to the water. The plaza would link the Historic District and the waterfront, and is conceived as a site for public gatherings, strolling, and snack carts.

There are a number of policies identifying the boat channel as a recreational resource. The plan notes future study is required to identify what types of recreation (passive or active) may be appropriate on the boat channel. Potential conflicts between the recreational use of the boat channel and habitat concerns are addressed in detail under Sensitive Biological Resources, below.

Historically, there were several recreational facilities on the site, including swimming pools and a bowling alley, although they were not open to general public use. The plan proposes a community swimming pool or aquatic center and a lighted multi-use sports field and/or areas for court sports or general play, although the plan does not require that these facilities be open to the general public. However, the plan provides for little else in the way of public community recreational facilities.

Under the public recreation policies of the Coastal Act, lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Currently, the Peninsula Planning Board meets in one of the buildings in the historical district. Clearly there is currently a demand for community meeting facilities on the site. This need will only grow as NTC is developed. A community center is an important public recreational amenity that benefits both residents and visitors to a community, and could be provided either in existing or new buildings at NTC. However, there are no policies in the plan requiring or encouraging such facilities. This is a serious deficiency in the plan. The failure to provide public recreational facilities is inconsistent with the Coastal Act.

Navy Building 623, a former chapel next to the visitor hotel could function as a community meeting center. The plan currently states that this building could 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, given its location next to the hotel, there is a high potential that the building could be converted into essentially an conference annex of the hotel, restricting access to only hotel guests or conference attendees. This building is an important public and historic resource and excluding the public entirely from the structure would not be consistent with the recreational policies of the Act.

Visitor-serving recreational amenities proposed in the LUP include two hotels, identified as a "visitor" hotel, and a "business" hotel. The visitor hotel may include a dock in the boat channel for small boat rentals. Both hotels would be located on the boat channel adjacent to the public esplanade, the visitor hotel on the east and the business hotel on the west. Thus, it is particularly important that the hotels be oriented towards and inviting to the public, to avoid the appearance of the esplanade being a private amenity of the hotels.

However, the proposed plan only suggests that the visitor hotel be oriented towards the public, and does not include any specific guidelines on how a public orientation might be achieved. In addition, it is not clear from the plan whether the boat dock associated with the hotel would be publicly accessible. Under Section 30233 of the Act, the placement of structural pilings for public recreational piers that provide public access and recreational opportunities, would be a permitted use in open coastal waters; other types of docks might not be. As submitted, the plan does not identify whether public access and recreational opportunities would be associated with a dock at the hotel.

The plan does provide for the potential construction of some lower-cost visitor-accommodation in the form of student housing or a long-term transient occupancy hotel which services both the educational and mixed use areas. These kind of facilities are often made available to the general public for temporary accommodations when not being used by students. However, this type of short-term public use is not provided for in the plan as submitted.

Overall, with the notable exception of the park/open space, the plan does not include a significant amount of land area specifically designed and dedicated for visitor-serving uses. As proposed, the area would be zoned "Commercial Regional" which allows for a broad mix of business/professional office, commercial services, retail and limited manufacturing uses. Given the size and coastal location of the planning area, the lack of designated visitor-serving land area is a significant concern.

The plan does include a public promenade running through much of NTC, from Lytton Street through the mixed use, office/R&D, educational, and residential area. This would be an ideal location to concentrate visitor-serving, pedestrian-oriented uses. The plan does allow for these types of uses along the promenade, but does not require it, and thus, there is no assurance that visitor-serving uses will actually be provided.

The plan also provides for very little community-oriented recreational or commercial development. The proposed Civic, Arts, and Culture Precinct is 25 acres and encourages community and visitor-serving uses such as "non-profit offices, restaurants, museums, and retail activities...conferences, classes, performances, meetings, and special events on a short-term basis." But the allowable uses in the area are virtually any office, commercial educational, recreational, or light-industrial use that can tolerate high aircraft noise levels and function in a historical structure. Thus, as proposed, there is no assurance that community uses will be developed in this area.

Thus, as proposed, the plan does not adequately reserve upland area for recreational uses, or provide for the protection and promotion of visitor-serving uses, and the LUP cannot be certified as certified.

The golf course on the site is proposed to remain. This facility is an important recreational resource which should be protected for the general public. But the City has indicated that the site will be a private facility not operated as a municipal golf course, and the plan does not have any provisions for protecting public access, such as an

assurance that the course will be always be open to the general public, and not operated as a members-only facility. Although the course was previously operated by the Navy and was not open to any member of the general public, it is a publicly owned facility, and allowing it to be closed to the public would not be consistent with the public recreation policies of the Coastal Act.

Findings for Approval if Modified

The Coastal Act requires that lands suitable for visitor-serving commercial recreational have priority over private residential, general industrial, or general commercial development. The land at NTC has historically been public property, although not widely available to the general public. While the economic realities of development costs must be acknowledged, redevelopment of NTC must take into account the fact that publicly owned land should be developed in a manner that benefits the general public.

A majority of the land at NTC (257 acres out of 361 acres, or 71%) will remain in public ownership. However, 133 acres (37%) will be leased to private development for the development of a variety of commercial uses. This includes the area where the hotels are proposed, and most of the Mixed Use area. The remaining 104 acres (29%) of the site will be sold into private ownership. Except for the hotel areas, the plan does not require that any of the publicly owned/privately leased land be exclusively reserved for visitor-serving development. Additionally, as noted above, the plan also provides for very little community-oriented recreational or commercial development. The City has proposed a suggested modification imposing a "Visitor Emphasis Overlay" on a portion of the mixed use area around much of the public promenade. There would be use restrictions on development in the VEO that would emphasis visitor-serving uses.

The Commission feels that the concept of a visitor emphasis overlay is a good one; however, the proposal from the City does not go far enough. The NTC site is truly unique in San Diego, as a publicly-owned waterfront development area. It is critical that both the history of the site as public land, and the appropriateness of the site for visitor-serving uses be respected. Thus, Suggested Modifications have been added that designate a Visitor and Community Emphasis Overlay (VCEO) that is significantly larger than the area suggested by the City (see Suggested Modifications #10 and #11). In addition, the use restrictions have been tailored to ensure that all of the development allowed in the VCEO is either visitor-serving or community oriented (See Findings for the Implementation Plan, below).

Exhibit #11 shows Figure 2.5(4) which is the VEO originally suggested by the City, as modified to expand the VCEO to cover a larger area. As can be seen by comparing Exhibit #11 to Exhibit #16, the VCEO covers almost the entire area of publicly-owned land located on the northern portion of NTC. An area proposed for commercial development between the golf course and the Civic, Arts, and Culture precinct has been excluded from the VCEO, which would allow a wider range of development to take place as proposed by the City. But as modified, the land area at the main gate entrance, around

the length of the public promenade and on either side of the public plaza must be developed with public recreation, civic/community, and/or visitor-serving uses.

The VCEO would represent approximately 65 acres of land at NTC out of a total 237 acres of land proposed to be developed with private development (on both privately and public-owned land). The golf course represents 22 of those acres. There will still be more than sufficient area on site that can be developed with a wide range of general commercial, industrial, educational, office, and research and development uses. But one segment of the community will be devoted to public and visitor-serving uses consistent with the site's waterfront location and historical use for public purposes, and the Chapter 3 policies of the Coastal Act.

Suggested Modification #10 requires that buildings around the public promenade be architecturally consistent in a manner which encourages pedestrian orientation around this important public access corridor.

Suggested Modification #23, Section F.3.g and h, require that for both hotels, the channel edge must be a public pedestrian area providing a welcoming entrance for both the public and hotel guests. The hotel entrances facing the esplanade must be visually and architecturally connected to the esplanade through the use of paving, landscaping or other materials. The hotel entrance of the visitor hotel shall be pedestrian-oriented with easy access to such public uses as restaurants and gift shops. Thus, public pedestrian access will be maintained around the commercial recreation facilities of the hotels.

As modified (see Suggested Modification #12) the golf course would not have to be owned and operated by the City; however, the course must be available for the general public (for a fee), and not available to only members of a particular group or club. Thus, this resource will be preserved for public use.

Suggested Modification #23, Section C.2 requires that a community recreation center suitable for community meetings and assemblies, be provided on the site. As noted, this use could be accommodated at the existing Navy chapel building. Suggested Modification #15 requires that the chapel building not be used exclusively for hotel activities or other private uses on a permanent basis, and that community, civic, and/or public uses be given first priority for use of the Naval structure.

In order to provide for the potential public use of any long-term transient occupancy facility, residential hotel or European style pensions which may be constructed at NTC, Suggested Modification #6 and #7 add language stating that the development of this type of facility should be a high priority, and that where feasible, such living spaces should be made available for short-term use by the general public.

In conclusion, the plan as submitted provides for development that is generally consistent with public access and recreation, but lacks specific policies that ensure public and community recreational uses will be provided and protected. More significantly, the plan lacks policies that ensure that public recreational, visitor-serving commercial, and

community oriented facilities will be provided. Suggested Modifications have been added that add a Visitor and Community Emphasis Overlay which restricts development on an approximately 65 acre area of the site to only those high priority Coastal Act uses that are visitor-serving, community and public recreational uses. Only as modified, can the plan can be found consistent with the public access and recreation policies of the Coastal Act.

3. Sensitive Biological Resources. The Chapter 3 policies most applicable to this planning area are as follows, and state, in part:

Section 30230.

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Section 30231.

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Section 30232.

Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.

Section 30233.

(a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, 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:

(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; and in a degraded wetland, identified by the Department of Fish and Game pursuant to subdivision (b) of Section 30411, for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland. The size of the wetland area used for boating facilities, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, shall not exceed 25 percent of the degraded wetland.

(4) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, 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.

(b) 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.

(c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary.

[...]

Section 30240.

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

Findings for Denial

For the most part, the NTC site is completely built out and contains few natural resources. Thus, there are few policies in the proposed LUP regarding the protection of environmentally sensitive habitat. However, the San Diego Boat Channel does cross the site. The boat channel is a waterway clearly used by rafting birds and may also be used by foraging and nesting bird species. As noted above, there is also a limited amount of habitat and sensitive biological resources within the waterway. In addition, the entire NTC site drains directly into the boat channel, thus, changes in the nature of the runoff in terms of volume and chemical constituents could adversely impact the channel.

The plan policies call for additional study 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. Other policies note that the boat channel is seen as a recreational resource and is expected to 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.

However, Chapter 3 of the Coastal Act is very clear on what uses are permitted in wetlands and open coastal waters, and there are no policies in the plan setting parameters for allowable uses in the boat channel, regardless of the ultimate result of future environmental studies. Additionally, it is not clear in the plan that recreational uses would only be permitted if the development would not adversely impact sensitive habitat. Thus, the plan language does not adequately provide for the protection of environmentally sensitive habitat areas.

The plan contains only limited policies regarding the treatment of polluted runoff. The new plan chapter suggested by the City states that the biological productivity and the quality of coastal waters shall be maintained in part by controlling runoff, but does not have policies outlining how this will be achieved. Without a plan for actually implementing water quality Best Management Practices, the plan cannot be found consistent with the resource protection policies of the Coastal Act, and cannot be certified as submitted.

Findings for Approval if Modified

Suggested modifications have been added that will increase and ensure the protection of biological resources in several ways. New policy language in Suggested Modification #23, Section E specifies that only the uses listed in Section 30233 of the Coastal Act are permitted in wetland and open coastal waters. Language has been added in Suggested Modification #23 Section E.3.b. clarifying that while the boat channel is a public recreational resource, preservation of any existing habitat must take priority over public access to the channel. Since future environmental studies will determine the appropriate use and planning policies for the boat channel, as modified, the plan has been modified (Suggested Modification #23 Section B) to indicate that incorporation of the boat channel into the LUP will require an amendment to the plan in the future.

Suggested Modification #14 also revises plan policies which, as written, state there will be a boat dock associated with the MWWDD development, to indicate that there "may" be a dock at this site, since the environmental impact of such a dock has not yet been determined.

Suggested Modification #22 adds a requirement that development must include specific methods for dealing with sediment, petrochemicals, and trash, including the requirement that all new development meet or exceed the stormwater standards of the Regional Water Quality Control Board with regard to stormwater runoff. Plans for new development and redevelopment projects must incorporate Best Management Practices (BMPs) that will reduce the amount of pollutants entering the boat channel.

As modified, the land use plan ensures that new development will not have direct or indirect adverse impacts on sensitive resources or water quality. Therefore, the Commission finds that, as modified, the proposed land use plan is consistent with all applicable resource protection of the Coastal Act.

3. **Visual Resources**. The Chapter 3 policy most applicable to this planning area is as follows, and states, in part:

Section 30251.

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

Findings for Denial

The NTC site slopes gently south from Rosecrans towards the boat channel. There are no ocean views from the property, but there are views of the downtown skyline. The plan has some general policies regarding view protection, but does not specifically identify view corridors which must be protected or promote the creation of new public view corridors. Nor are there plan policies which discuss specific ways in which views must be protected (e.g., setbacks, design standards, limitations on signage, etc.).

The plan does have an exhibit showing view corridors within the plan area, but does not identify any plan policies associated with these views. Thus, as proposed, the plan does not provide adequate protection of scenic public views.

In addition to concerns about the protection of specific view corridors, the proposed building heights allowed in the plan also have the potential to adversely impact the character of the surrounding community. As discussed above, NTC is not subject to the Proposition D imposed 30-foot height limit which applies to much of the Coastal Zone in the City of San Diego. There are 81 existing buildings on the site that are over 30 feet in height; 21 of these structures are over 40 feet in height, with the tallest building on site 48 feet (see Exhibit #19). Thus, there is a historic pattern of development greater than 30 feet in height on the site.

The NTC development area can be characterized as a transitional area between a lower-scale, single-family neighborhood (Peninsula, Roseville) and the high-rise commercial structures on Shelter Island and Harbor Island, which are within the San Diego Port District's jurisdiction, and are not subject to the 30-foot height limit. The NTC site is also adjacent to Lindbergh Field Airport, which is next to the downtown Centre City community, which is also not subject to the 30-foot height limit and is characterized by extensive high-rise residential and commercial development.

Nevertheless, as proposed, the plan would allow for some heights significantly greater than those on the existing site. The plan would allow development up to 40 feet in height in the Residential area, 45 feet in the Mixed Use area, 60 feet in the Office/R&D area, 60 feet for the Visitor Hotel, 80 feet for the business hotel, 50 feet for the Metropolitan Waste Water Development (MWWD), 45 feet for the Regional Public Safety Training Institute (RPSTI), and 30 feet in the Park/Open Space area.

Building heights can adversely impact the scenic quality of the environment in two main ways. The first would be if buildings were to block areas providing public views of the ocean or of particularly scenic visual quality; that is, areas that are or should be designated as public view corridors. As noted above, as submitted, the plan does not adequately identify or protect view corridors across the site. Once these particular corridors are protected, the second way in which heights matter would be if new buildings were constructed higher than existing development such that the scale of the buildings are out of character with the surrounding community, and such character is negatively affected.

Of most concern in the NTC plan is the proposed 40-foot height limit for residential development, and the 60 foot height limit for office/research and development. The residential zone is adjacent to Rosecrans Street and the existing single-family development across Rosecrans, and thus raises the greatest potential for conflicting with the character of the surrounding community. Not all coastal communities in the San Diego region have a 30-foot high limit. For example, the certified LCPs for the City of Oceanside and the County of San Diego allow single-family residential development to reach 35 feet in height, and Coronado allows residential development up to 40 feet.

Height restrictions that the Commission has certified for other neighborhoods do not restrict the Commission's analysis of what height restrictions are appropriate for NTC. Nevertheless, 40-foot high development would be a significant departure from the norm in most of the San Diego County, and certainly within the City of San Diego. Under the proposed plan, a maximum of 350 residential units would be allowed at NTC, of which at least 150 must be single-family and at least 100 multi-family. The construction of 350 structures at 40 feet in height would be a substantial, adverse change in the character and appearance of the neighborhood, inconsistent with the visual protection policies of the Coastal Act.

The proposed office/R & D development is proposed in the middle of the NTC community, adjacent to the park. Allowing development in this location up to twice as high as surrounding development could adversely alter the nature of the community. The City has submitted an exhibit showing that only one area of the office/R & D area would actually be developed with 60-foot high development, while the rest of the site would be developed with 40 or 45-foot development (see Exhibit #7). Given that NTC slopes downward towards the boat channel, buildings of 40-45 feet high, in the middle of the NTC development, probably would not be particularly visible or prominent. But even one 60-foot building would be out of scale of with the community.

The plan does contain some policy language regarding the screening of a proposed parking structure off of Rosecrans; however, the plan does not contain language requiring screening of all parking lots/structures, and the preservation of trees, where feasible, to minimize the impact of new development. There are numerous plan policies requiring that development respect the historical character of NTC, but it is not clear in the proposed plan that all development must comply with the *Naval Training Center San Diego Guidelines for the Treatment of Historic Properties*. Therefore, as proposed, the LUP cannot be found consistent with the visual resource policies of the Coastal Act.

Findings for Approval if Modified

Suggested modifications have been added that identify four major view corridors through NTC from Rosecrans down to the boat channel (see Exhibit #12). The view corridors are located along existing streets and include the sidewalks on either side of the street. Specific policies have been added requiring that these public corridors be protected as necessary with setbacks, design standards, building orientation, etc. No pole signs,

rooftop-mounted signs or monument signs exceeding 8' in height will be allowed, and no monopole telecommunication facilities will be allowed. Regardless of height limitations on particular areas of NTC, no view blockage of these corridors would be permitted.

Suggested modifications add policies for the three panoramic viewsheds over NTC, observable from publicly accessible off-site areas. To avoid negatively affecting these panoramic views, no new on-site development at NTC may exceed 45 feet within 600 feet of Rosecrans.

In addition, policies have been added which protect existing "framed views" which are identified on Figure 4.1 of the plan. These corridors do not provide complete through-views, but rather "occasional framed views" through arcades and in the spaces between buildings, and no new development will be allowed which would block these views.

With regard to allowable building heights and community character, the City has suggested that only a limited number of single-family residences be allowed to reach a height maximum of 36 feet, not 40 feet, while the majority of structures would have to conform to a 30-foot height limit. This would substantially reduce the visual impact of the residences. Suggested Modification #5 requires that no more than 25% of the single-family residences be permitted to reach a height limit 36 feet. In addition, the modification requires that none of the residences adjacent to Rosecrans exceed the 30-foot height limit. Allowing approximately one in every four residences an additional 6 feet in height will permit some variety in the appearance of the neighborhood with little or no impact on the surrounding community.

The modification requires that multi-family structures be no higher than 36-feet in height. The plan designates the multi-family area further east in NTC than the single-family residences, farther away from Rosecrans Street and the Loma Portal neighborhood, on a lower elevation (see Exhibit #14). This gradual increase in height limits further away from existing neighborhood residential areas is not expected to substantially alter community character and no public view blockage will result. Thus, 36-foot high multi-family residences can be found consistent with the visual protection policies of Chapter 3.

As proposed, the hotels will be some of the highest buildings on NTC. The visitor hotel would be as high as 60 feet, and the business hotel, 80 feet. However, the hotels are proposed to be sited along the Harbor Drive side of the development. This area is immediately across the street from existing Navy development which is approximately 4-5 stories high, and near by to the high rise hotels on Port property. In this location, buildings 60-80 feet in height would not be conspicuous or unusually prominent. In addition, the nearest existing development to the business hotel would be the airport, and a tall structure would not be visually incompatible with this industrialized use. The hotels would be located on the lowest elevation portion of the site, on the eastern side of NTC. At this location, the hotels would not block any skyline views from Rosecrans or from the park/open space area. Similarly, the MWW and RPSTI buildings would be located on the far (east) side of the boat channel, adjacent to the airport, well within the interior of NTC and sufficiently removed from the surrounding community that two

buildings 45 to 50 feet are not expected to adversely impact the character of the community.

The majority of the mixed-use area is within a designated historic district, and consists mainly of existing buildings. New structures must be consistent with the character and appearance of the historic district. Thus, allowing a 45-foot high limit in the mixed use area is not expected to significantly change the visual character of the area. The plan does call for development of a parking structure in the mixed use area adjacent to Rosecrans, which could have an adverse visual impact. However, the plan includes language stating:

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.

Thus, a 45-foot high limit in the Mixed Use is not expected to have an adverse visual impact on the surrounding community.

Suggested modifications have been added which require screening of all parking areas. Where feasible, existing trees must be retained to minimize the visual impact of new development. Suggested Modification #2 makes it clear that all new development must conform to 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*.

In summary, the plan can be found consistent with the visual protection and community character policies only as modified to add specific public view corridors and view corridor protection policies. As long as public view corridors are protected, allowing some heights greater than 30 feet at NTC will not adversely impact the character of the community. Given the site topography and planned development layout, if the plan is modified to allow very limited single-family residences at 36 feet in height, 36-foot high multi-family residences, and 40-45-foot high office/R & D structures, community character will be protected. As so modified, the LCP can be found consistent with the visual resource protection policies of the Coastal Act.

4. **Intensity of Development.** The Chapter 3 policies most applicable to this planning area are as follows, and state, in part:

Section 30250.

(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources....

(b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.

(c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.

Section 30252.

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 non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings.

Findings for Denial

Given the project's near-coast location, the impact the potential development will have on traffic and circulation in the area is a significant concern. The EIR for the NTC Redevelopment analyzed the impacts to traffic in two different ways, both by comparing the expected traffic generation from the redevelopment to the traffic that was generated when NTC was a fully operating Naval training center (the incremental impact), and by simply assessing the overall traffic impacts expected from the redevelopment (total project impact).

The EIR found that the incremental impact of redevelopment would result in significant unavoidable project-specific and cumulative impacts to transportation and circulation that cannot be mitigated to below a level of significance. These impacts include approximately 18 offsite roadway segments impacted, three offsite intersections with congestion impacts, three onsite roadway segments that would operate at level of service (LOS) E or F under buildout, two onsite internal unsignalized intersections would have

congestion impacts, and seven freeway segments would be impacted. Exhibit #20 lists the roadway segments that would be impacted under buildout condition. Of greatest concern from a coastal access perspective would be the impacts to Rosecrans Street, North Harbor Drive, and Pacific Highway, all of which are major coastal access routes.

Some of the street improvements proposed to reduce but not eliminate the impacts include:

- Adding an additional southbound left-turn lane at the intersection of Rosecrans Street and Worden Road
- Adding a southbound left-turn and right-turn lanes and a northbound left-turn lane at the intersection of Rosecrans Street and Nimitz Boulevard
- Adding an eastbound shared left/through lane, a westbound left-turn lane, a northbound through lane and a southbound through lane at the intersection of Rosecrans Street and Lytton Street
- Adding a westbound right-turn lane, a westbound shared left-turn/through lane, and a northbound right-turn lane at the intersection of Rosecrans Street and Laning Road
- Adding an additional northbound lane on Rosecrans Street along the project's frontage from Laning Road to Lytton Street
- Construction of Laning Road from Rosecrans Street to Cushing Road as a modified two-lane collector and south of Cushing Road to North Harbor Drive as a four-lane modified collector.

New traffic signals are also proposed.

Redevelopment efforts always present challenges with regard to traffic and circulation patterns. Section 30250 of the Coastal Act supports the construction of new development in existing developed areas to decrease sprawl and impacts to open space. Yet many older neighborhoods were planned with street patterns and parking and traffic capacities that are inadequate for denser development.

As noted in the NTC Redevelopment EIR, the roadway system around NTC was developed many years ago and traffic volumes have increased gradually over the years as development in the area has intensified. There have been few improvements made to the roadway segments in the vicinity over the past several years, and as a result, the area has experienced growth in traffic without increases in roadway capacity. Traffic is expected to worsen even without new construction at NTC. Mitigating these circulation impacts is problematic since widening the streets to provide increased capacity would entail substantial right-of-way acquisition and roadway construction and would alter the character of the community. In many cases, existing development patterns preclude roadway widening.

Thus, the Commission is faced with the challenge of balancing the advantages of redeveloping an existing neighborhood with the economic reality that development

projects must be constructed with densities adequate to provide an economic return, thus very likely burdening the existing circulation system.

The impacts to coastal access resulting from the development at NTC would be indirect, but important. There are no beaches that would be impacted, and most of the traffic impacts would be associated with through traffic at peak commuter hours on weekdays. Thus, the heaviest impacts would likely be to local residents and airport users. Coastal recreational facilities most likely to be impacted would be Cabrillo National Monument and the parks on Port property on Shelter Island, Harbor Island and at Spanish Landing Park adjacent to San Diego Bay. Access to visitor-serving commercial facilities in these areas could also be impacted.

One way to help alleviate traffic congestion over the long-term would be to increase public transit opportunities. Despite the traffic and circulation concerns associated with the redevelopment of NTC, the City has indicated that the Metropolitan Transit Development Board (MTDB) does not think the proposed densities warrant extending bus service to NTC beyond what is already provided to the area. However, the plan should still contain policies that encourage transit and ensure that when transit becomes a viable option at NTC, that the development infrastructure has been established that will support a variety of public transit options. However, as proposed, there are no transit policies or transitive incentives included in the plan.

The lack of requirements for adequate parking in the plan are also a concern. Although the plan provides for parking areas and a certain number of parking spaces, it does not explicitly require that City parking standards be met. In fact, the plan contains language suggesting that exceptions can be made to City standards (although the City has clarified that the intent of this language is to allow tandem parking in the residential area).

Regardless of the amount of maximum floor area for various uses contemplated in the plan, and the amount of parking spaces currently proposed, there must be plan policies that ensure that whatever development is ultimately approved for construction, is served by sufficient parking. This includes public uses such as the park and public promenade. In addition, the parking cannot be concentrated in one portion of the site to the detriment of the rest of the plan area. In addition, whenever feasible, spaces allocated to private development should be made available to the general public. However, these policies have not been included in the plan as submitted.

The proposed hotels will be adjacent to the public esplanade. The plan suggests, but does not require that parking for the esplanade be included with the hotel site.

Thus, as submitted, the plan does not ensure that circulation and traffic impacts will be addressed, or that adequate parking facilities will be provided and distributed throughout site. Therefore, the LUP cannot be certified as submitted.

Findings for Approval if Modified

Suggested modifications have been added that encourage or promote a number of alternative forms of transit. Suggested Modification #23 Section F.3 requires that pedestrian walkways, bicycle paths and public transit receive the same attention as facilities designed for the automobile. The City must install bicycle storage facilities in public areas such as parks and in other public facilities in order to encourage bicycle use. Installation of bicycle storage facilities shall be a required as a condition of approval on new development applications for proposed commercial, hotel or major residential projects.

Suggested Modification #23 Section F.3 requires that MTDB 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.

Suggested Modification #21 requires that a transit office be established 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, and hotels must participate in shuttle systems to Lindbergh Field.

The Commission is under no illusion that these policies will eliminate all impacts to traffic and circulation resulting from the NTC development. The City of San Diego has already required that all feasible street improvements that would mitigate the traffic impacts be implemented. As noted above, the purpose of adding policies supporting alternative transportation is to ensure that the provision of transit remains a high priority and goal, and that the infrastructure to support transit is in place when additional transit becomes a feasible option.

With regard to parking, development at the site can only be allowed to occur if adequate parking is provided. Density and intensity at the site is limited by the amount of parking that can be provided for the development. Suggested Modifications #23 Section C.3.h requires that all new development provide adequate parking, and that the only exceptions be to allow tandem parking in the residential area. Suggested Modification #23 Section C.3.h also requires that 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. When feasible, such as on evenings and weekends, shared parking arrangements allowing the public to use private parking facilities must be accommodated.

In addition, Suggested Modification #23 Section C.3.h requires that a parking management plan 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. (Other

plan policies and suggested modifications specifically require that adequate parking be provided for the hotel and public park, which are not expected to participate in shared parking arrangements like other development areas may). The plan must include phasing for the construction of a parking structure (if one is deemed necessary to accommodate the required parking) prior to or concurrent with the construction of new development, and annual parking studies to evaluate any impacts that non-park users may be having on the parking spaces provided within the public park areas. The studies must also examine if NTC generated uses are impacting adjacent residential streets west of Rosecrans Street.

If, based on results of these parking studies, it is determined that impacts of non-parking users to parking spaces within the public park areas are occurring, or impacts 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 measures identified in the parking study shall be implemented. Thus, as modified, adequate parking for all uses within NTC must be provided, and parking studies will ensure that if any parking shortfalls do occur that impact the public, the impacts must be mitigated.

In summary, there will be traffic and circulation impacts associated with development of site, although these impacts have been mitigated to the greatest extent feasible. Suggested Modifications have been added that involve the promotion of alternative forms of transit, and require that adequate parking facilities and parking monitoring be provided for the development. Therefore, as modified, the Commission find that the LUP is consistent with the Chapter 3 policies of the Coastal Act regarding the appropriate intensity of development.

PART VI. FINDINGS FOR REJECTION OF THE CITY OF SAN DIEGO LCP IMPLEMENTATION PLAN AMENDMENT, AS SUBMITTED AND APPROVAL, IF MODIFIED

A. AMENDMENT DESCRIPTION

As noted above, the implementation plan for the Precise Plan consists mainly of the City's existing Land Development Code (LDC). The detailed requirements and ordinances of the LDC will apply to development at NTC, except that in the case of conflicts, the policies of the Precise Plan govern. However, there are several sections of the Precise Plan which either deal specifically with zoning ordinances or contain policies that are clearly intended to implement the broader goals of the Precise Plan, and these sections also constitute the implementation plan (although this is not clearly explained in the plan, and thus must be clarified through a suggested modification). Thus, in total, the proposed implementation plan for the Local Coastal Program consists of the following:

- City of San Diego Land Development Code (zoning regulations);
- The Implementation Chapter of the NTC Precise Plan;

- Tables 2.3, 2.5, 2.6, 2.8 2.10, 2.12, 2.13, 2.14, and 2.16 of the Precise Plan which specify zoning requirements
- Appendix A, *Use Restrictions for Runway Protection Zone*, of this Precise Plan; and
- Appendix B, *Use Restrictions for Visitor Emphasis Overlay*, of this Precise Plan.

The implementation chapter describes the permitting process and the proposed zoning and discretionary permits anticipated for each of the proposed land use types. Appendix A identifies maximum densities, intensities, heights (40 feet) and allowable land uses permitted in the area underlying the airport runway path, or Runway Protection Zone (RPZ).

Appendix B is a section of the plan submitted by the City of San Diego as a suggested modification to address the amount of land area devoted to visitor-serving uses. The appendix lists the allowable uses proposed by the City in a Visitor Emphasis Overlay (VEO), to ensure that adequate visitor-serving uses are provided at NTC.

B. SPECIFIC FINDINGS FOR REJECTION AS SUBMITTED AND APPROVAL, IF MODIFIED

Findings for Denial

The standard of review for LCP implementation submittals or amendments is their consistency with and ability to carry out the provisions of the certified LUP.

As noted, the Precise Plan does not clearly identify what the implementation plan for the LCP is, and/or what portions of the Precise Plan are implementing ordinances. This is important, because the standard of review for LUPs is Chapter 3 of the Coastal Act, but the standard of review for implementing ordinances is the certified LUP. Thus, without a clarifying suggested modification to clearly identify the implementation plan and land use plan, the plan cannot be accurately or adequately reviewed or implemented.

The submitted plan has a zoning map, but the map does not distinguish between the zoning areas for single-family residence and multi-family residence. Therefore, the plan is not adequate as submitted.

As discussed above, under the findings for the Land Use Plan, inadequate land area has been reserved for visitor-serving and community oriented land uses. Suggested modifications have been added to the LUP to increase the amount of land area devoted to uses in an area designated as the Visitor and Community Emphasis Overlay (VCEO). The Precise Plan has been designed so that very broadly defined zones have been designated on the land, but specific restrictions on land use and development which supercede the zone categories are contained in the Precise Plan. Thus, in order to ensure that only visitor-serving and community uses are allowed in the VCEO, specific restrictions on allowable development types must be designated in the implementation

plan. Without specifying allowed and prohibited uses, the Commission cannot ensure that visitor-serving and community uses will be developed consistent with the policies of the land use plan.

Water quality policies have also been added to the LUP, which require specific implementation measures to ensure consistency with the resource protection policies of the Coastal Act. As proposed, the implementation policies of the plan are inadequate to meet these standards, and cannot be certified.

Findings for Approval if Modified

Because it was not clear in the submitted plan, Suggested Modification #27 has been added to specifically identify what the Implementation Plan for NTC consists of (as listed above). It clarifies how to reconcile conflicts between the City's certified Land Development Code and the NTC Precise Plan. In addition, a suggested modification requires that the plan include a zoning map that distinguishes between the two residentially zoned areas.

Suggested Modification #28 adds an Appendix B to the LCP Implementation Plan. As modified, Appendix B prohibits some uses that would typically be allowed in a visitor-serving zone, including multi-family residences. These additional restrictions have been placed on uses in the Visitor and Community Emphasis Overlay because given the relatively small amount of area designated for these uses, it is important that only strictly visitor-serving or community uses be allowed. These include the golf course (22 out of the approximately 65-acre VCEO) restaurants, museums, visitor accommodations, nightclubs and bars, sidewalk cafes, real estate offices, exhibit halls, clothing stores, grocery stores, etc. Without these restrictions, the Commission would have no assurance that adequate amounts of high-priority development would actually occur in this area.

However, additional uses that are not normally permitted in visitor-serving area have also been added to the list of permitted uses, to include community oriented and public recreational uses including non-profit and civic offices, social service institutions, vocational training, small-scale church facilities, and lodges and fraternal organizations, and passive and active recreational facilities. These additional uses have been included to reflect the unique nature of NTC as an area historically devoted to public and community service, that is, military training. In this particular case, the Commission finds it is appropriate and necessary to expand the priority uses beyond traditional visitor-serving uses to community and civic uses. However, these uses are generally not pedestrian-oriented, or open to the public on a "drop-in" basis like traditional visitor-serving facilities, such uses are still encourage but have been restricted to the upper floors of buildings, to ensure that pedestrian and visitor-oriented uses are located on the ground floor. Only as modified to allow only visitor-serving and community-oriented land uses can the plan be found consistent with the Land Use Plan, as modified herein.

Suggested modification #26 adds specific, detailed policies regarding polluted runoff, including the requirement that all new development meet or exceed the stormwater

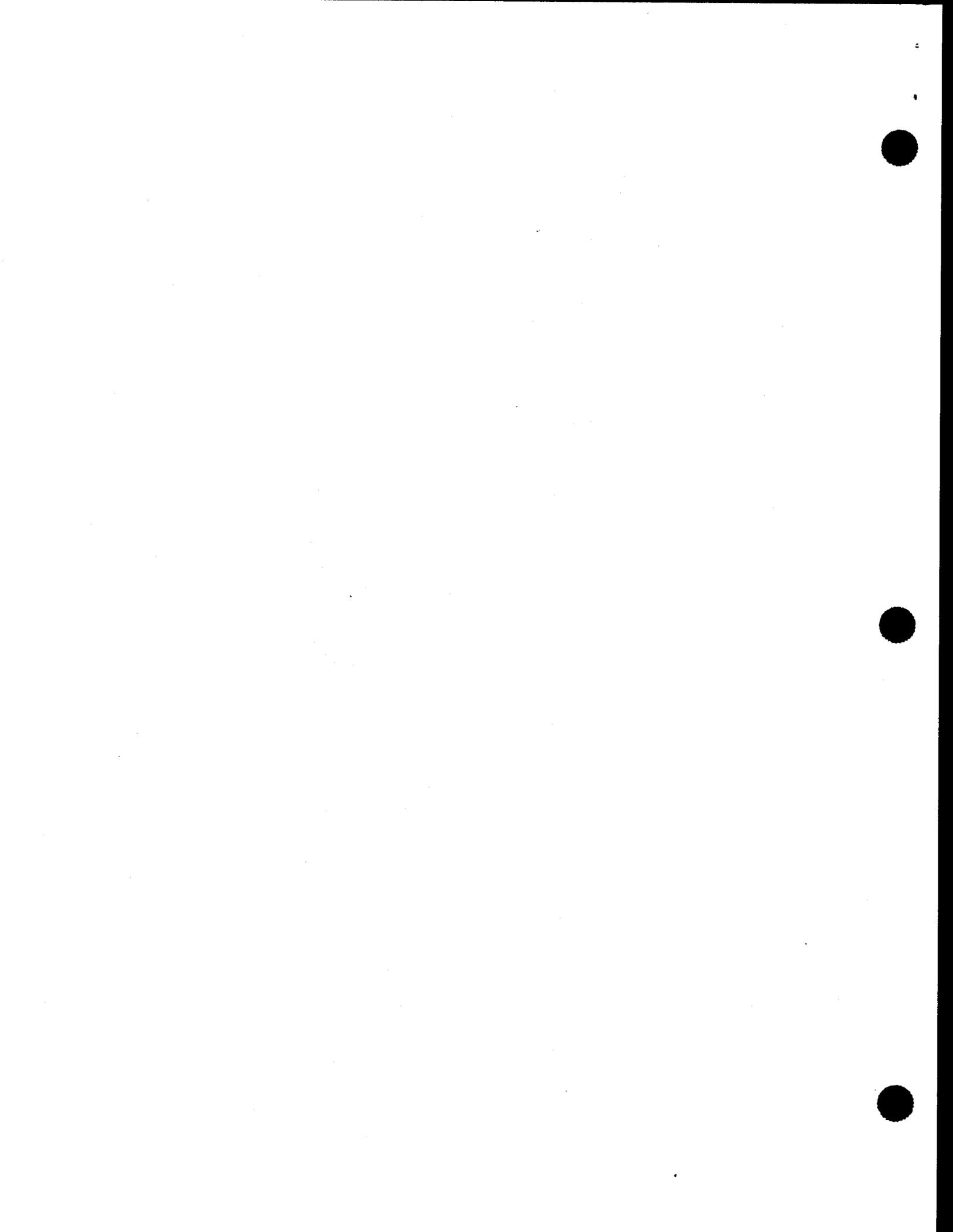
standards of the Regional Water Quality Control Board with regard to stormwater runoff. Plans for new development and redevelopment projects must incorporate Best Management Practices (BMPs) that will reduce the amount of pollutants entering the boat channel.

The added policy language also includes provisions for increasing public education and raising public awareness of stormwater issues, and requiring the City's participation in watershed planning issues. Plans to control runoff from the golf course at NTC must also be prepared.

PART VII. CONSISTENCY WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Section 21080.5 of the California Environmental Quality Act (CEQA) exempts local government from the requirement of preparing an environmental impact report (EIR) in connection with its local coastal program. Instead, the CEQA responsibilities are assigned to the Coastal Commission and the Commission's LCP review and approval program has been found by the Resources Agency to be functionally equivalent to the EIR process. Thus, under CEQA Section 21080.5, the Commission is relieved of the responsibility to prepare an EIR for each LCP.

Nevertheless, the Commission is required in an LCP submittal or, as in this case, an LCP amendment submittal, to find that the LCP, or LCP, as amended, does conform to CEQA provisions. As discussed above, as modified, the amendment can be found fully consistent with the resource protection, public access and recreation, and visual protection policies of the Coastal Act. As modified, the implementation plan will be adequate to carry out and implement the certified land use plan. No impacts to coastal resources are anticipated. There are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which certification of the LCP, as modified, may have on the environment.



RECEIVED

DEC 21 2000

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

(R-2001-491 REV.)

RESOLUTION NUMBER R-293938

ADOPTED ON OCTOBER 3, 2000

WHEREAS, on September 28, 2000, the Planning Commission of the City of San Diego held a public hearing for the purpose of considering an amendment to the Progress Guide and General Plan, the Peninsula Community Plan, Naval Training Center Precise Plan, and Local Coastal Program; and

WHEREAS, McMillin Companies, requested an amendment to the general and community plans for the purpose of changing the land-use designation from military related industry to residential and commercial use on 316 acres of the former Naval Training Center, located northerly of North Harbor Drive, southerly of Lytton Avenue, easterly of Rosecrans Avenue, and westerly of San Diego International Airport; and

WHEREAS, City Council Policy 600-7 provides that public hearings to consider revisions to the Progress Guide and General Plan for the City of San Diego may be scheduled concurrently with public hearings on proposed community plans in order to retain consistency between said plans and the Planning Commission has held such concurrent public hearings; and

WHEREAS, the Planning Commission of the City of San Diego has considered all maps, exhibits and written documents contained in the file for this project on record in the City of San Diego, and has considered the oral presentations given at the public hearing; NOW THEREFORE,

BE IT RESOLVED, by the Council of The City of San Diego, as follows:

1. That it adopts the amendments to the Peninsula Community Plan, a copy of which is on file in the office of the City Clerk as Document No. RR-_____.

2. That it adopts the Naval Training Center Precise Plan and Local Coastal Program, pursuant to the following amendments:

a. Conditional Use Permit No. 99-1076 for the driving range is denied;

however, the driving range component shall be kept as a possibility for the future.

b. Seek maximum flexibility for land uses within the Shoreline Plaza sub-area. Specific efforts should be made to either reduce or eliminate parking along the water's edge and that options should remain open regarding any demolition of buildings until the land use plan for the Shoreline Plaza is completed. The parking management plan and the annual updates required by the Mitigation Monitoring and Reporting Program should include the identification of potential alternative parking opportunities.

c. A Process 3 development permit for any parking structures along Rosecrans Boulevard shall be continued.

d. The Beaux Arts landscape tradition in the Grinders area supporting McMillin's original landscaping plan shall be continued.

e. The live/work lofts shall be kept as an option; however, they shall be restricted to Lawrence Court buildings 27, 28, and 29.

f. The City Manager is directed to include an option for a 50-meter pool and a diving facility in the park planning process so when it comes back to Council, the Council can make some decisions.

g. The City Manager is directed to consider establishing a wetlands area along the channel at the appropriate areas, however not necessarily at the very end.

A copy of the Naval Training Center Precise Plan and Local Coastal Program is on file in the Office of the City Clerk as Document No. RR-_____.

3. That it adopts an amendment to the Progress Guide and General Plan for the City of San Diego to incorporate the above amended plan and the Naval Training Center Precise Plan and Local Coastal Program.

4. That it finds that the plan amendments are consistent with the City-adopted Regional Growth Management Strategy, and directs the City Clerk to transmit a copy of this resolution to SANDAG in its capacity as the Regional Planning and Growth Management Review Board.

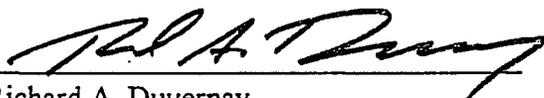
5. That this resolution shall not become effective within the areas of the City within the jurisdiction of the California Coastal Commission [Commission] until such time as the Commission effectively certifies these amendments as Local Coastal Program Amendments, at which point the Local Coastal Program Amendments shall take effect automatically upon Commission approval pursuant to Public Resources Code sections 30512, 30513, and 30519. The City Manager is authorized and directed to file for the Local Coastal Program Amendments pursuant to Public Resources Code section 30510(a). However, if this resolution is not certified or is certified with suggested modifications by the California Coastal Commission, the provisions of this resolution shall be null and void.

6. That the City will assume and accept Local Coastal Program permit issuing authority within the area of the project which will be incorporated into the City's Certified Local Coastal Program immediately upon the California Coastal Commission effective certification of the Local Coastal Program Amendments.

7. That for those parcels of land within the Naval Training Center Precise Plan which are presently owned by United States of America but scheduled for disposition to the City of San Diego in accordance with a certain approved Memorandum of Agreement by and between the City of San Diego and the United States, on file in the Office of the City Clerk as Document No. RR-293212, this resolution shall become immediately effective as to those parcels of land on the date the California Coastal Commission effectively certifies this resolution as a Local Coastal Program Amendment or when the deeds for the respective parcels are signed and recorded in favor of the City establishing that the property is owned by the City of San Diego, whichever occurs later. The parcels to be conveyed in the future are depicted on Exhibit A to this resolution as Parcels: III-B, IV, VI, VII, VIII, IX and X.

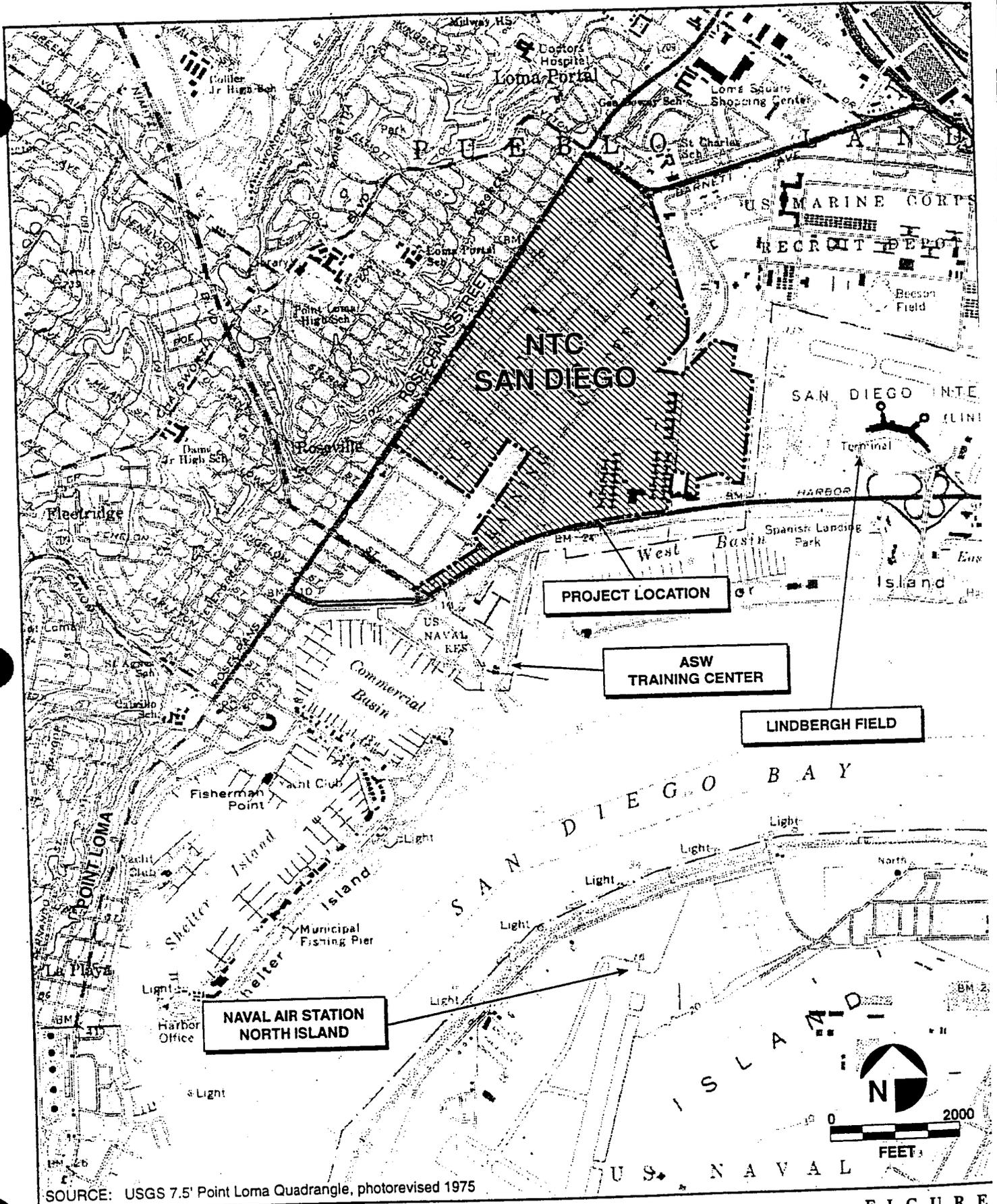
APPROVED: CASEY GWINN, City Attorney

By



Richard A. Duvernay
Deputy City Attorney

RAD:lc
09/21/00
09/29/00 COR.COPY
10/30/00 REV.
Or.Dept:P&DR
R-2001-491
Form=r-t.fm



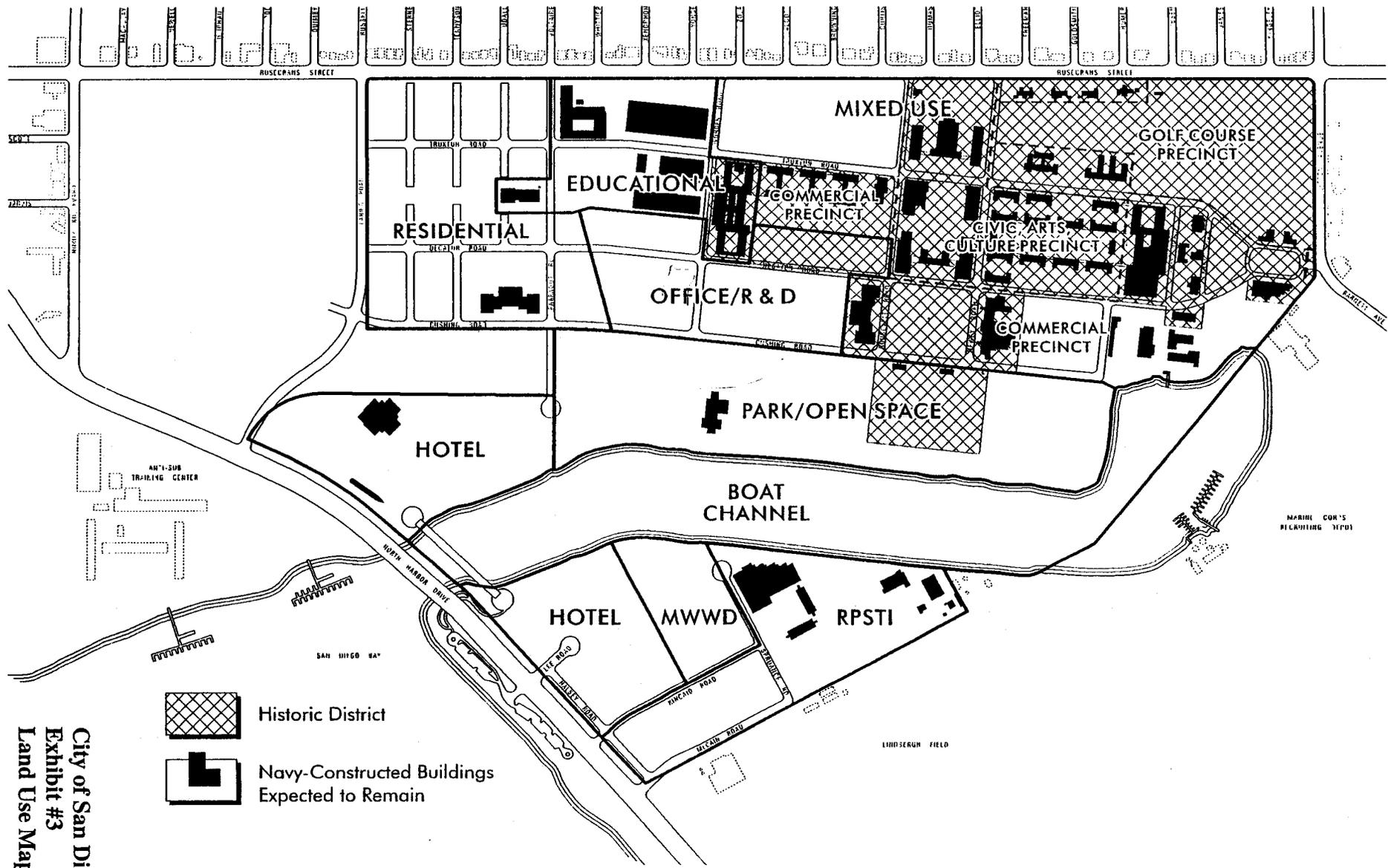
SOURCE: USGS 7.5' Point Loma Quadrangle, photorevised 1975

FIGURE

City of San Diego LCPA 6-2000(A)
 Exhibit #2
 Vicinity Map



Project Vicinity



-  Historic District
-  Navy-Constructed Buildings Expected to Remain

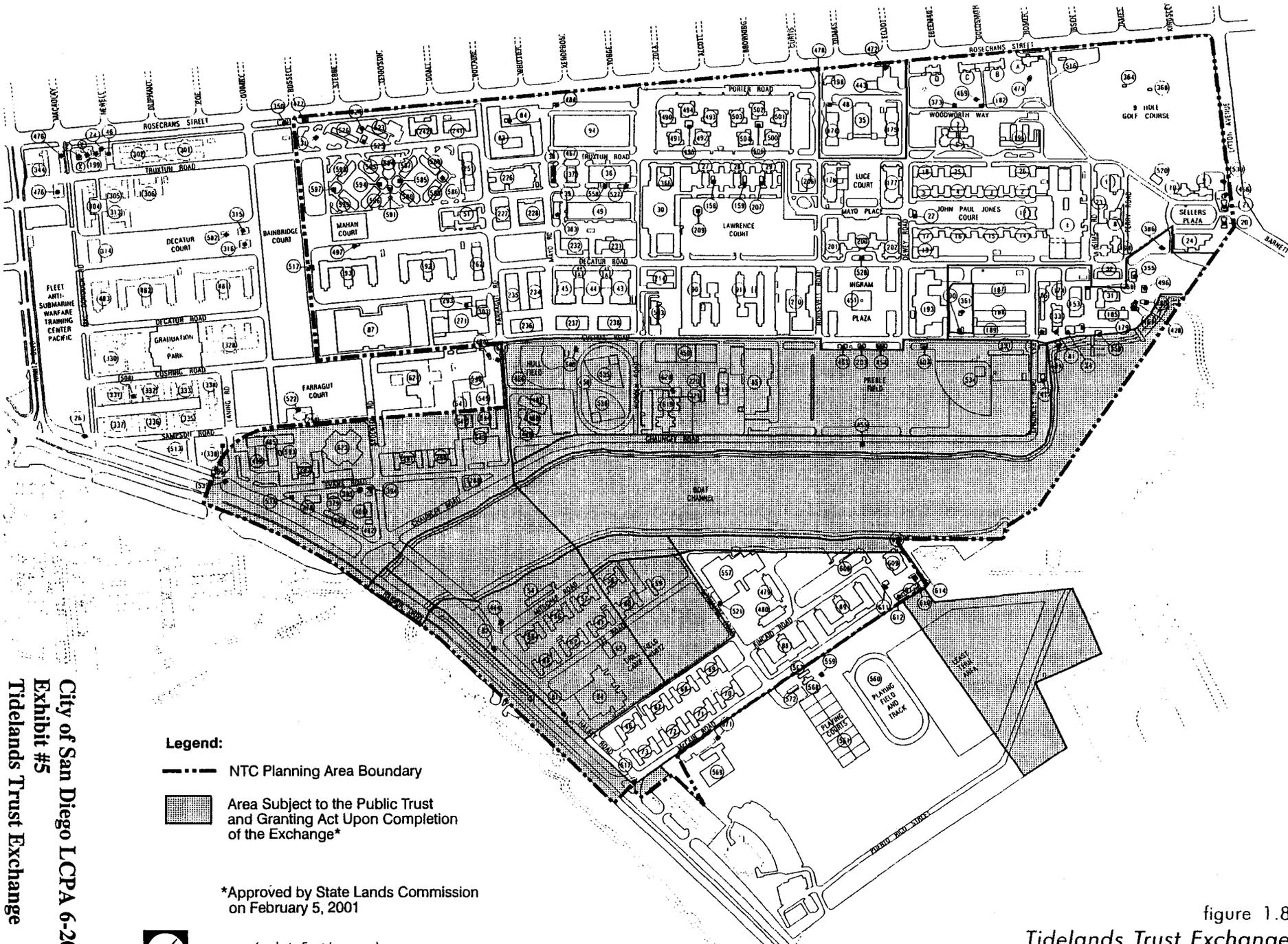


Scale in Feet (approx.)
 200 100 0 200 400 600 800 1000
 Rick Planning Group 9-10-00

City of San Diego LCPA 6-2000
 Exhibit #3
 Land Use Map



Land Use Plan
 NTC Precise Plan



Legend:

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

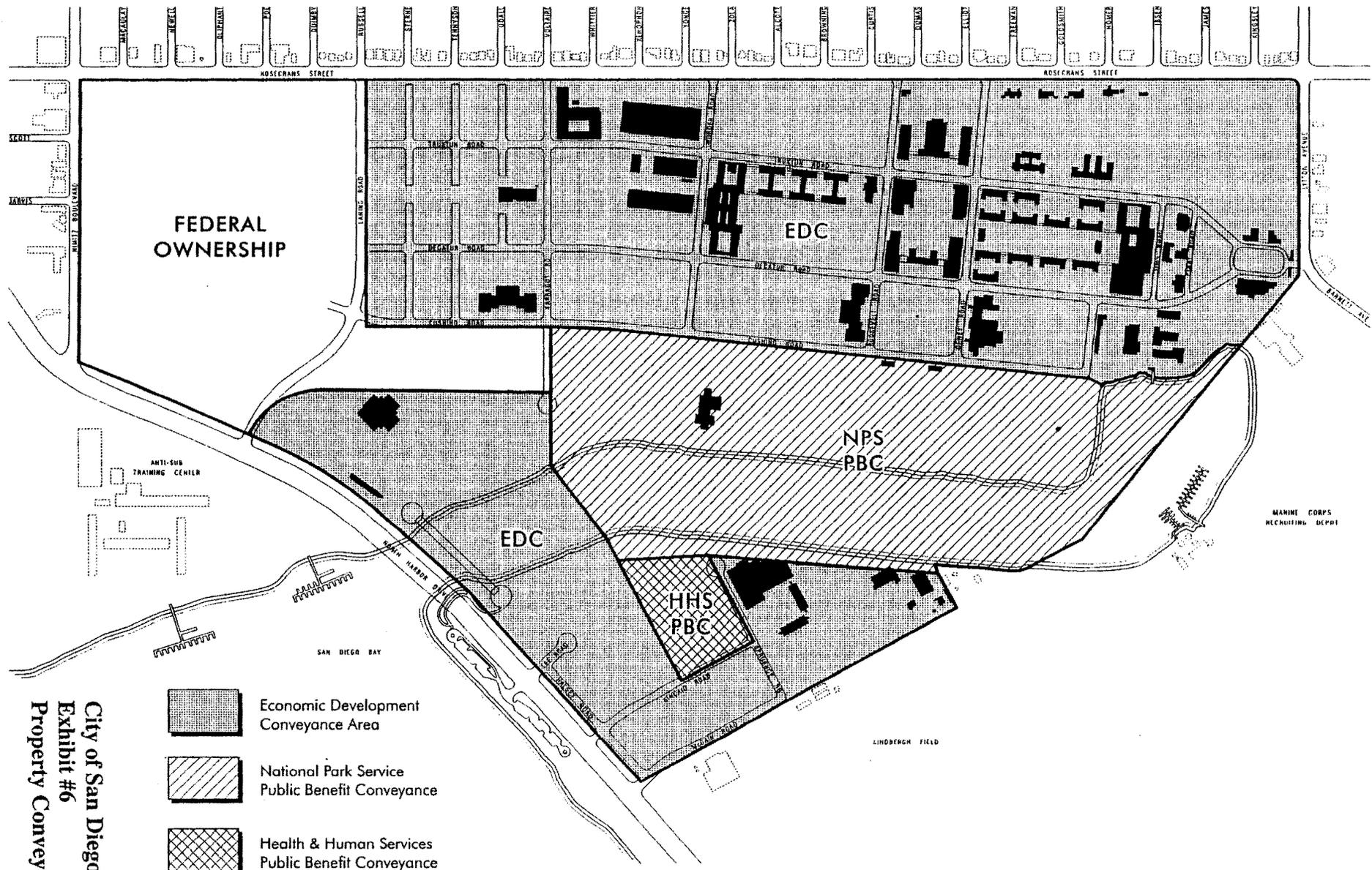
*Approved by State Lands Commission on February 5, 2001



Scale in Feet (approx.)
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 Rick Planning Group 04-27-01

City of San Diego LCPA 6-2000
 Exhibit #5
 Tidelands Trust Exchange

figure 1.8
 Tidelands Trust Exchange
 NTC Precise Plan



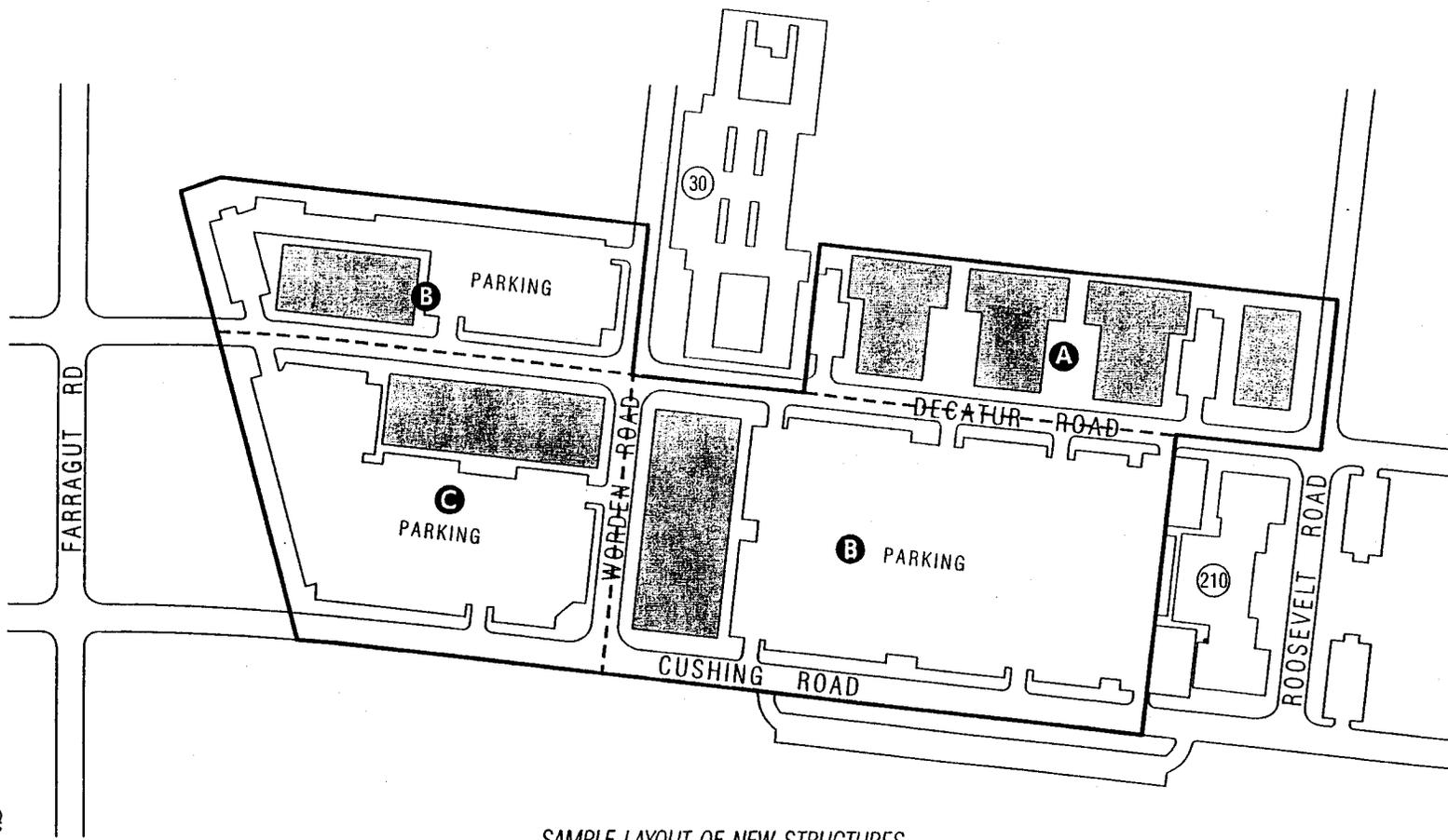
City of San Diego LCPA 6-2000(A)
 Exhibit #6
 Property Conveyance

-  Economic Development Conveyance Area
-  National Park Service Public Benefit Conveyance
-  Health & Human Services Public Benefit Conveyance



Scale in Feet (approx.)
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 Rick Planning Group 04-24-01

figure 1.9
 Federal Property Conveyance Areas
 NTC Precise Plan



SAMPLE LAYOUT OF NEW STRUCTURES

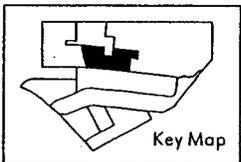
HEIGHT ZONES

- A** 40' Maximum
- B** 45' Maximum
- C** 60' Maximum
45'

AS MODIFIED BY
SUGGESTED MODIFICATION Office/Research & Development Area
#9

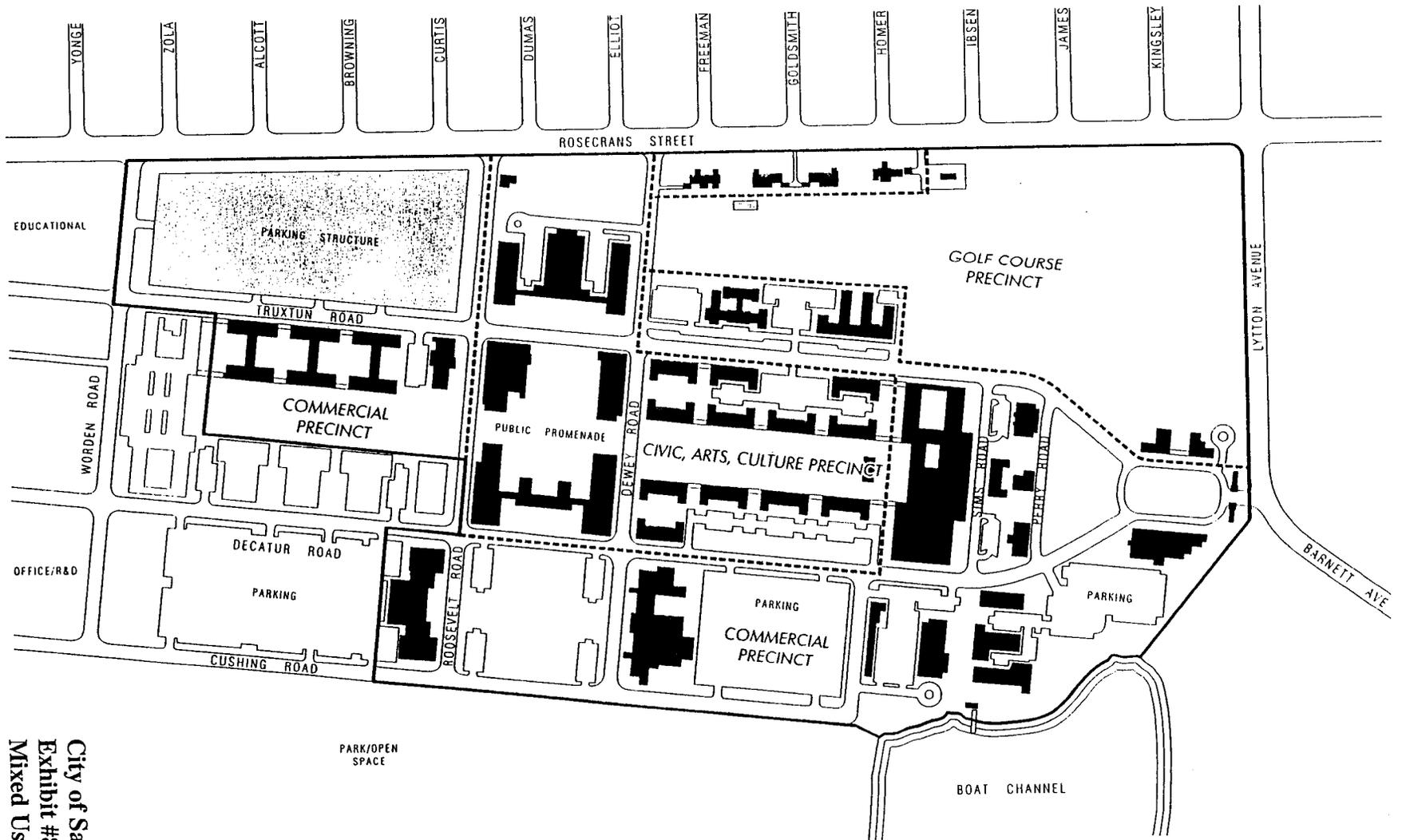
figure 2.4

NTC Precise Plan

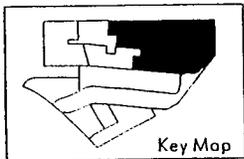


Not To Scale
Rick Planning Group 4-26-00

City of San Diego LCPA 6-2000(A)
Exhibit #7
R&D Heights



PARK/OPEN SPACE



Not To Scale
Rick Planning Group 4-27-01

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

City of San Diego LCPA 6-2000(A)
Exhibit #8
Mixed Use Area w/Precincts

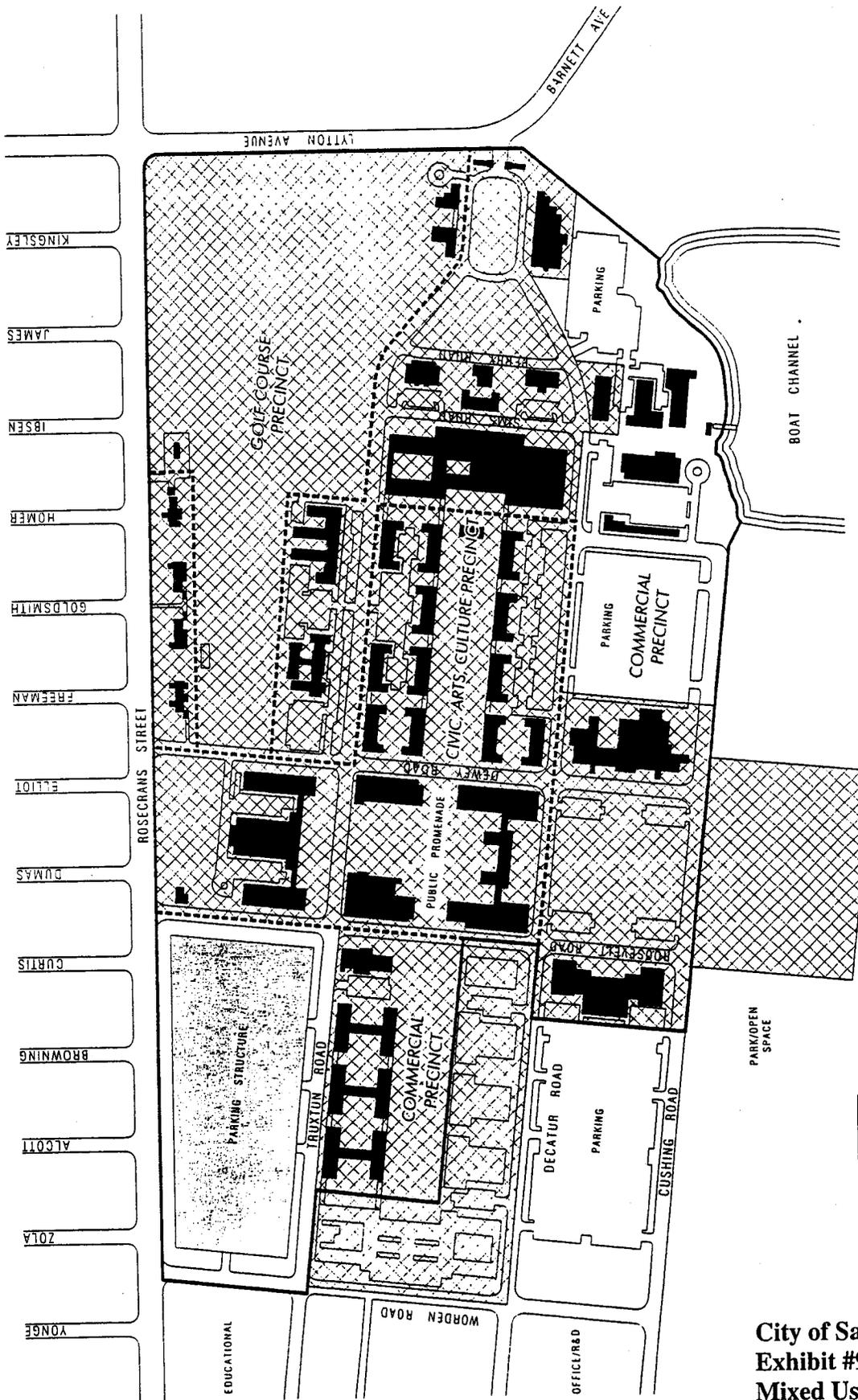


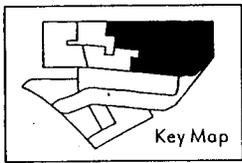
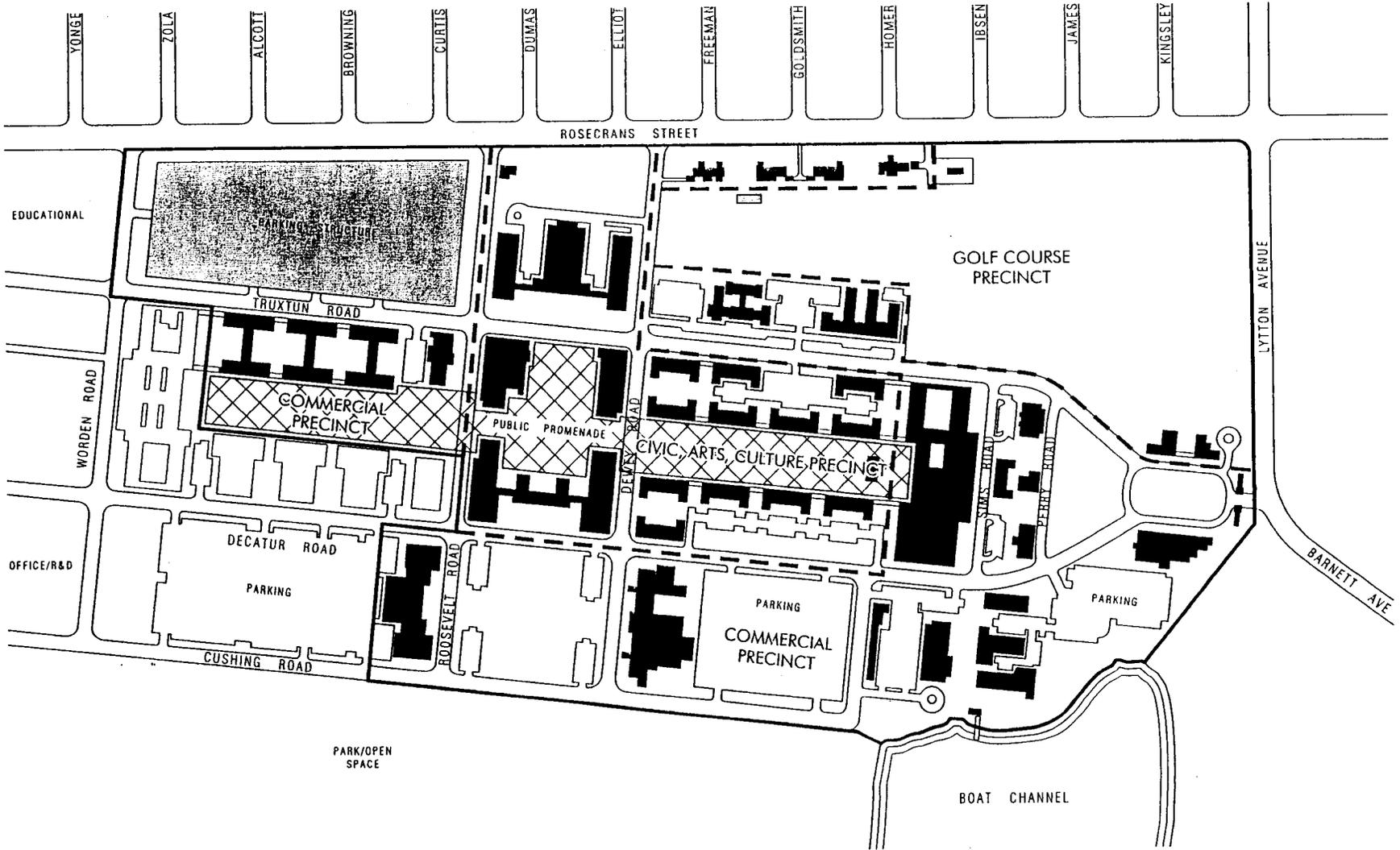
figure 2.5(2)
 Mixed Use Area with Historic District
 NTC Precise Plan

Historic District

Key Map

Not To Scale
 Rick Planning Group 4-27-01





Public Promenade Overlay



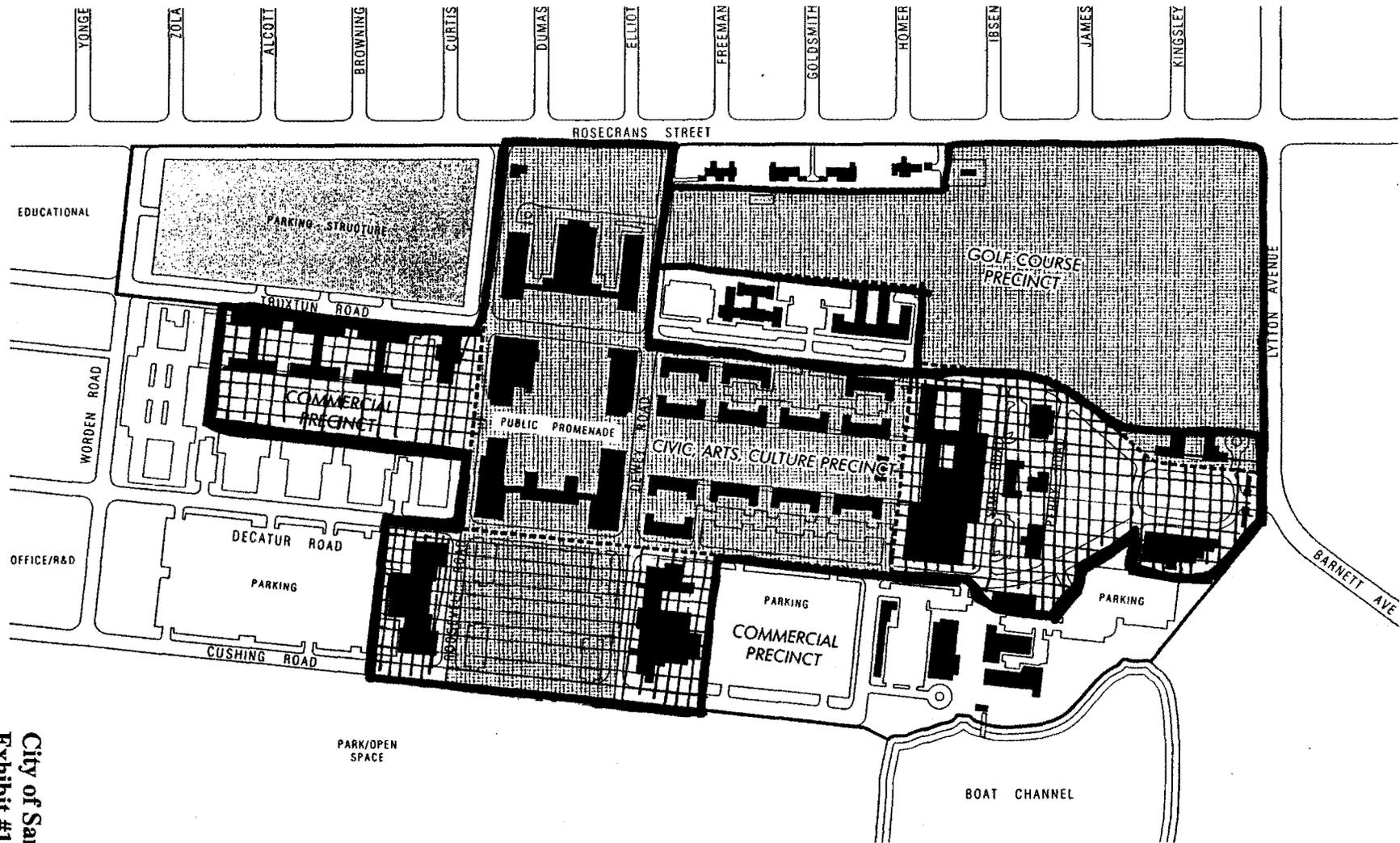
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Rick Planning Group

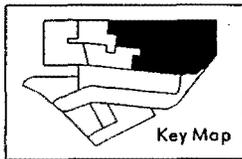
4-26-01

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

City of San Diego LCPA 6-2000(A)
Exhibit #10
Mixed Use Area w/Public Promenade



PARK/OPEN SPACE



Key Map



Not To Scale
Rick Planning Group 4-27-01



Visitor Emphasis Overlay VISITOR AND COMMUNITY EMPHASIS OVERLAY



AREA EXPANDED BY
SUGGESTED MODIFICATIONS
#10 AND #11

figure 2.5(4)
Mixed Use Area with Visitor Emphasis Overlay
NTC Precise Plan

City of San Diego LCIPA 6-2000
Exhibit #11
Mixed Use Area w/VECO

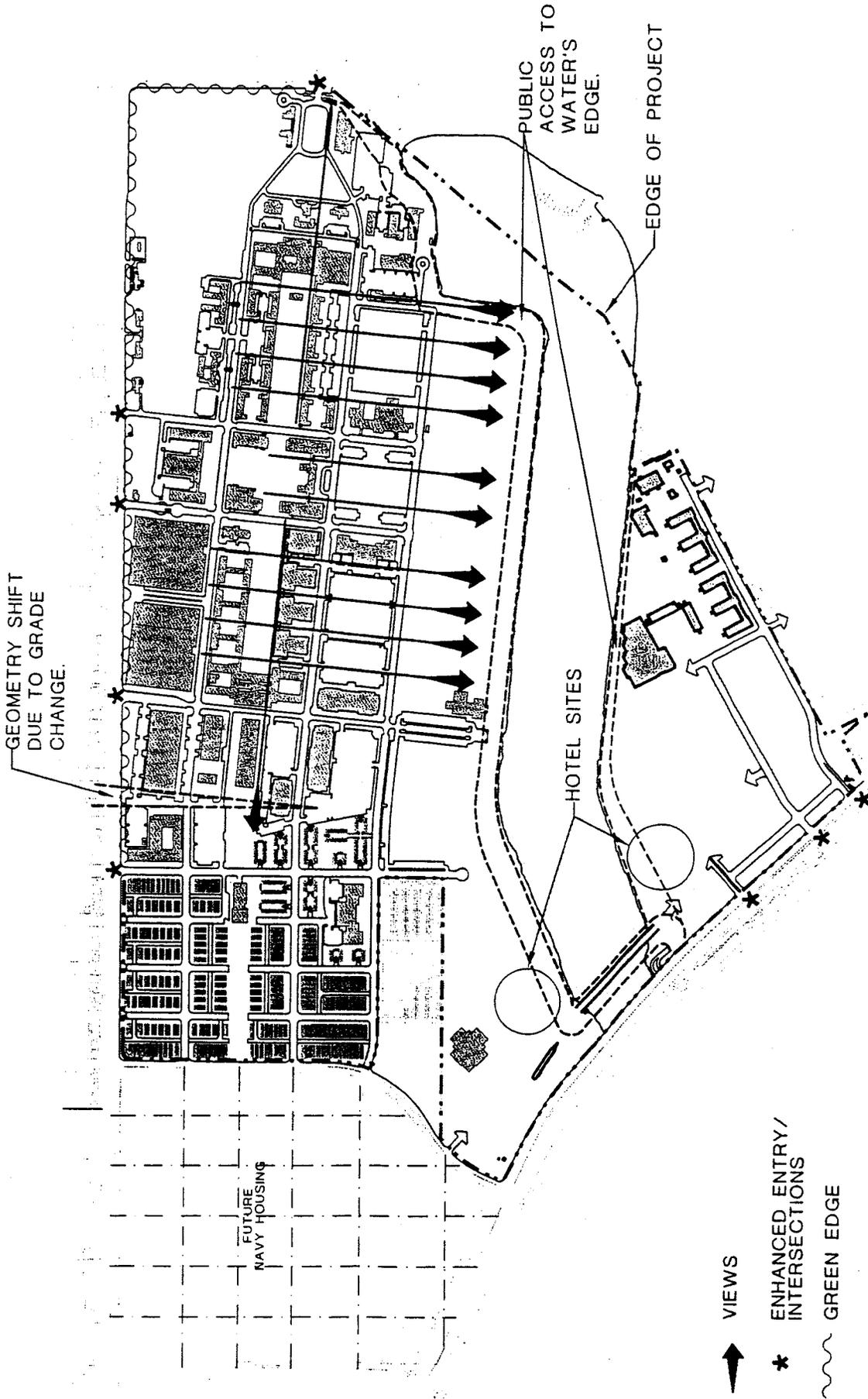
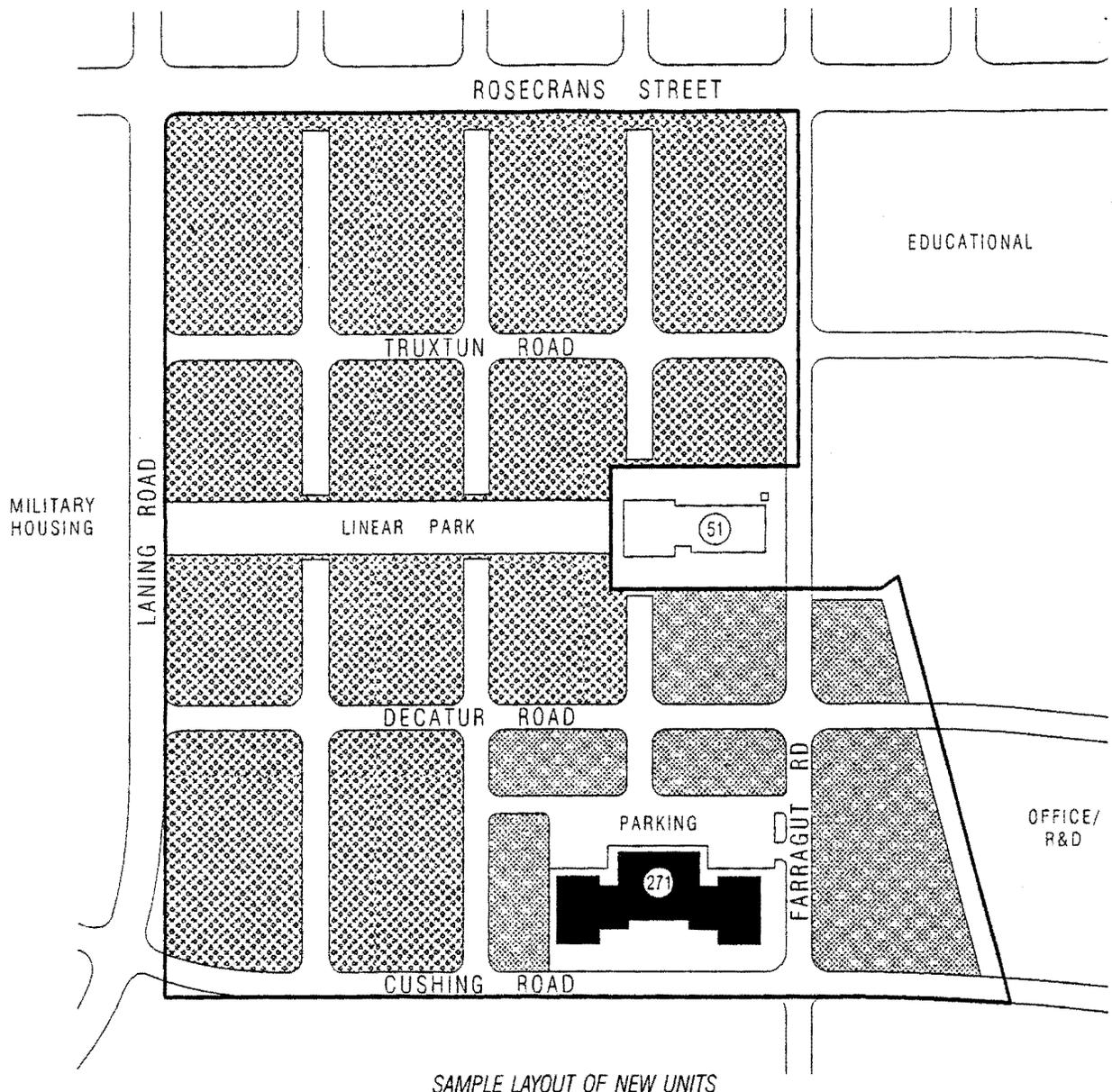


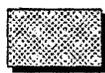
figure 4.1
 Urban Design Concept Plan
 NTC Precise Plan

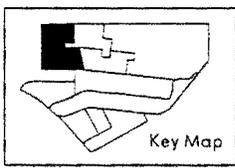
- ↑ VIEWS
- * ENHANCED ENTRY/ INTERSECTIONS
- ~ GREEN EDGE



Not To Scale
 M.W. Steele Group 11-1-00/2-13-01



-  Single Unit Detached Dwellings
-  Multi-Unit Dwellings



 Not To Scale
 Rick Planning Group 9-10-00

**City of San Diego LCPA 6-2000(A)
 Exhibit #14
 Residential Configuration**

figure 2.2
 Residential Area
 NTC Precise Plan
 II-9

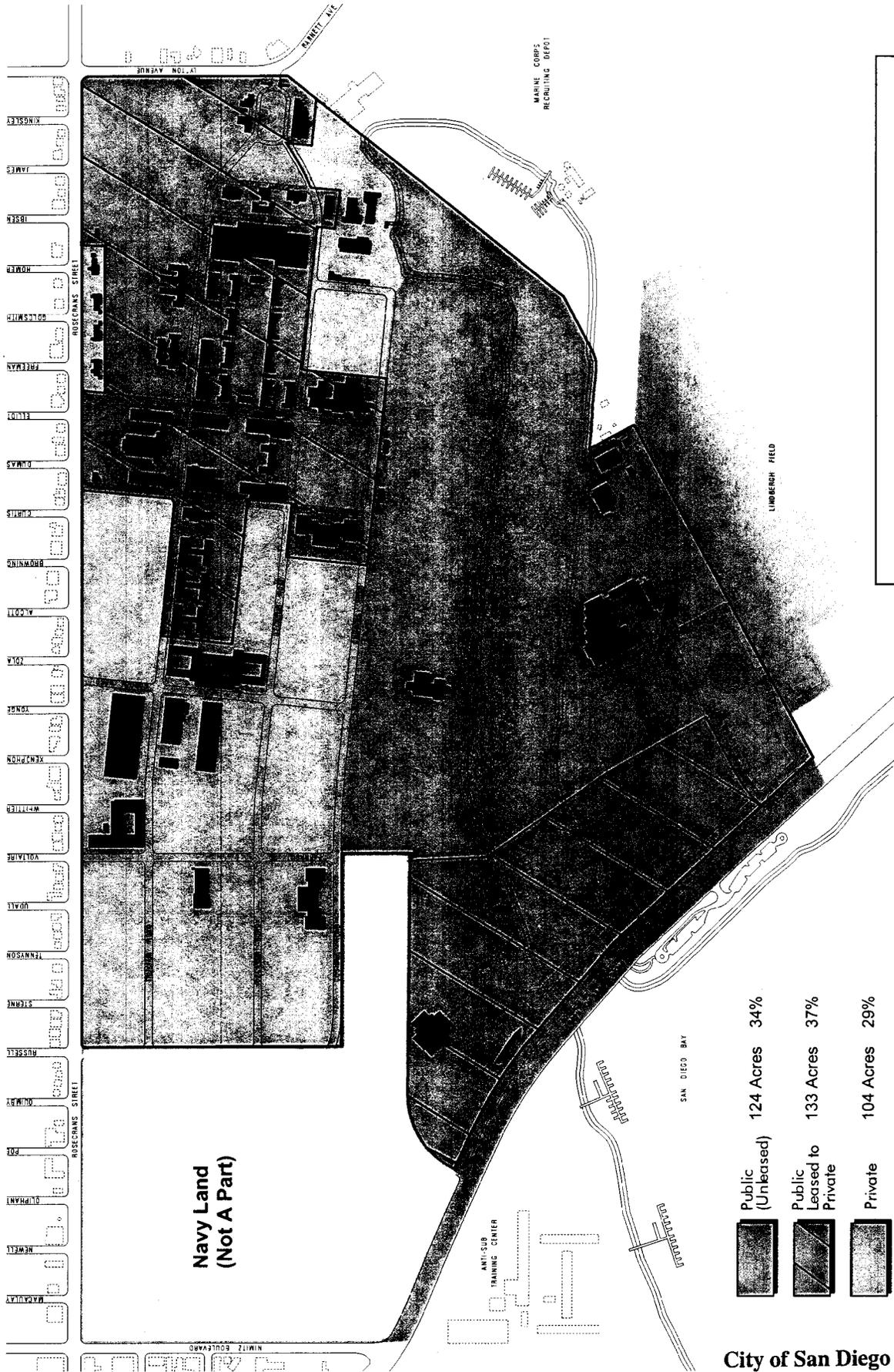


TABLE 2.1: ANTICIPATED DEVELOPMENT PROGRAM

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> <i>Golf Course Precinct</i>	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.

City of San Diego LCPA 6-2000(A)
 Exhibit #15
 Land Use Breakdown

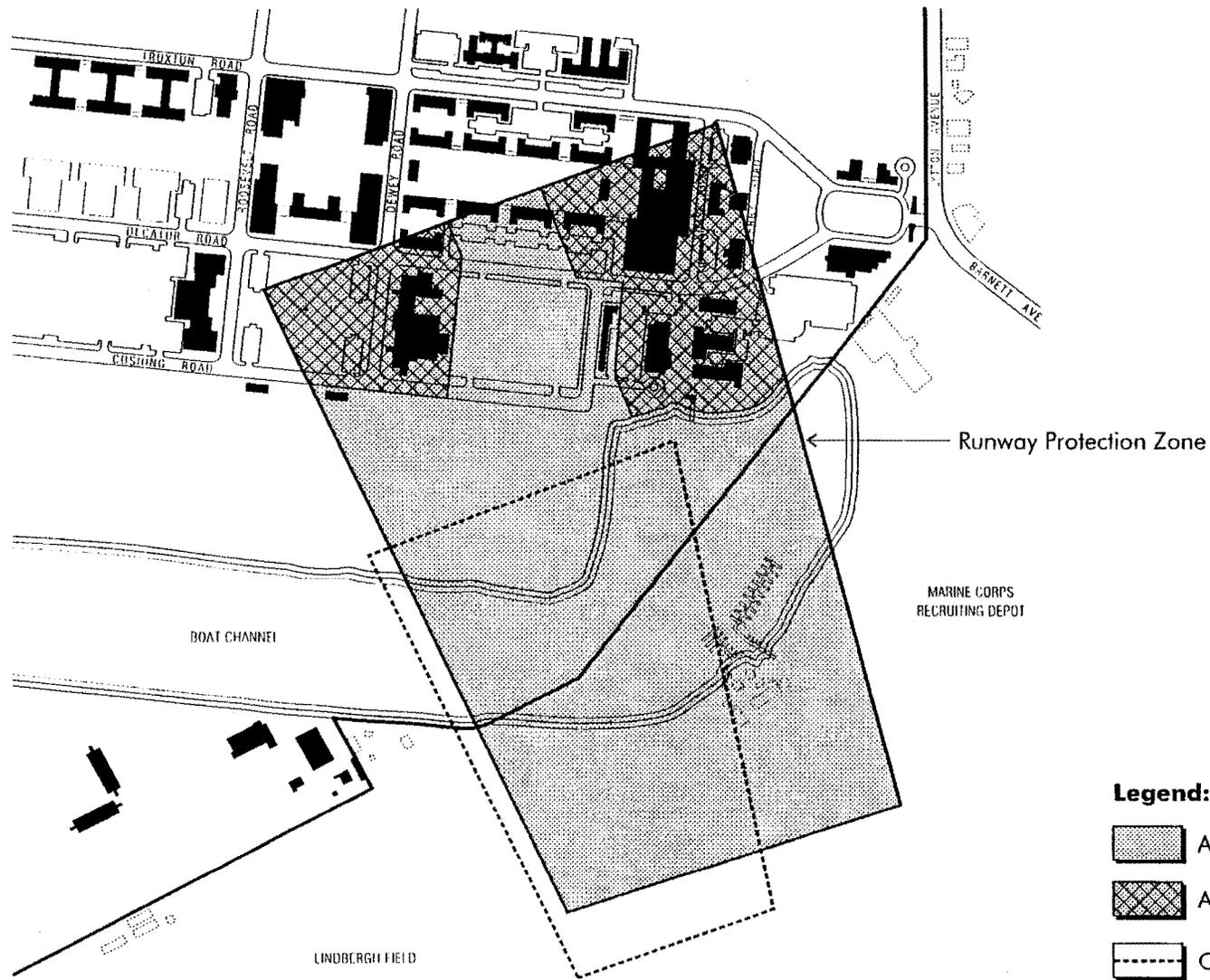


OWNERSHIP

	Public (Unleased)	124 Acres	34%
	Public Leased to Private	133 Acres	37%
	Private	104 Acres	29%

**City of San Diego LCPA 6-2000(A)
Exhibit #16
Public/Private Ownership**





Legend:

-  Area 1
-  Area 2
-  Original RPZ

City of San Diego LCPA 6-2000(A)
 Exhibit #17
 Runway Protection Zone



Not To Scale
 Rick Planning Group 11-2-00

Figure A
 NTC Runway Protection Zone

MINUTE ITEM

This Calendar Item No. C47 was approved as Minute Item No. 47 by the California State Lands Commission by a vote of 2 to 0 at its 02/05/01 meeting.

**CALENDAR ITEM
C47**

A 78
S 39

AD 383

02/05/01
W 25113
D. Plummer
K. Olin
B. Stevenson
J. Rusconi

**CONSIDER REQUEST FOR APPROVAL OF NAVAL TRAINING CENTER
PROPERTY SETTLEMENT AND EXCHANGE AGREEMENT BETWEEN THE CITY
OF SAN DIEGO AND THE STATE LANDS COMMISSION, AND FOR
AUTHORIZATION TO ENTER AGREEMENT WITH THE SAN DIEGO UNIFIED PORT
DISTRICT REGARDING THE PORT EXPANSION AREA**

BACKGROUND

The purpose of this calendar item is to seek authorization by the State Lands Commission of an agreement to settle sovereign land title issues at the Naval Training Center ("NTC"), San Diego, San Diego County. Through the recordation of the deeds and patents called for in the agreement, the City of San Diego will own certain lands within the now closed NTC ("Trust Termination Parcels") free of State title and the public trust for commerce, navigation, and fisheries (the "public trust"). The City of San Diego will also own certain lands within the NTC and located adjacent to open water by grant from the State of California and subject to the public trust ("Public Trust Parcels"). In addition, a portion of the NTC will be held by the San Diego Unified Port District as granted lands subject to the public trust. Authorization is also sought to enable confirmation of these Port lands as sovereign lands. The Legislature enacted Chapter 714 of the Statutes of 2000 to facilitate the exchange.

The parties to the Agreement are the City of San Diego and the State of California, acting by and through the State Lands Commission. Exhibit A (attached to this calendar item and incorporated by reference) shows a general overview of the site within the City of San Diego. The area which is the subject of this agreement shall be called the "NTC Settlement Area," and is shown on Exhibit B attached to this calendar item. Another property, the "Port Expansion Area," is also shown on Exhibit B. Title to the Port Expansion Area will be confirmed in the San Diego Unified Port District, subject to the public trust. Exhibit B is made a part of this calendar item by reference.

In 1911, the state granted to the City of San Diego the tide and submerged lands within San Diego Bay, "situate on the city of San Diego side of said bay," lying between the

CALENDAR ITEM NO. C47 (CONT'D)

mean high tide line and the pierhead line, in trust for purposes of commerce, navigation, and fisheries and subject to the terms and conditions specified in that act. Section 3 of this 1911 grant prohibited the alienation of the granted lands. In 1913, by Chapter 250 of the Statutes of 1913, the Legislature authorized cities to convey tide and submerged lands to the United States "for public purposes." It is the position of the State Lands Commission that conveyance to the United States did not terminate the public trust.

Chapter 642, Statutes of 1929 was an amendment to the 1911 grant to the City of San Diego. By its terms, Chapter 642 declared that all areas shoreward of the bulkhead line, as then established, had ceased to be tidelands and were freed of all trusts and restrictions on those lands, except for the restriction against alienation. The meaning and legal impact of Chapter 642, Statutes of 1929 remain subjects of uncertainty and disagreement, in part due to the legal opinion in the case of Atwood v. Hammond (1935) 4 Cal. 2d 31. In addition, subsequent legislative enactments have treated land subject to Chapter 642, Statutes of 1929 as tide and submerged lands subject to the public trust. Also in 1929, the Legislature passed another act authorizing the grant of tide or submerged lands to the United States for public or governmental purposes, and confirmed all grants of tide and submerged lands that had previously been made.

Beginning in 1916, the city made several transfers of portions of the granted lands to the United States for purposes of constructing and operating what came to be known as the Naval Training Center, San Diego. The city in 1916 conveyed 56 acres of land to the United States lying waterward of the historic mean high tide line and extending to the bulkhead line. An additional 76 acres of tidelands lying waterward of the historic mean high tide line and extending to the bulkhead line were conveyed in 1919 to the United States. Then, in 1933, the city conveyed to the United States 95 acres lying waterward of the bulkhead line and extending to the pierhead line. Most of the transferred tide and submerged lands were subsequently filled and reclaimed by the Navy in furtherance of its plan for development of the NTC. The Navy filled an additional 135 acres of submerged lands lying waterward of the pierhead line in developing NTC San Diego. None of these activities terminated the public trust.

The Navy also acquired and developed substantial acreage for NTC San Diego that were historically uplands, never property of the State of California in its sovereign capacity, and thus not subject to the public trust.

In 1993, the Defense Base Closure and Realignment Commission recommended closure of the NTC San Diego under the Defense Base Closure and Realignment Act of 1990, and the Center was closed operationally in April 1997. As authorized by federal law, the Navy is in the process of transferring certain portions of the NTC Settlement Area under a no-cost economic development conveyance and two public benefit conveyances to the City, the local reuse authority for NTC San Diego. The Port

CALENDAR ITEM NO. C47 (CONT'D)

Expansion Area has been or will be conveyed to the San Diego Unified Port District by a public benefit conveyance. All former and existing tide and submerged lands within the NTC Settlement Area for which the public trust has not been extinguished through the completion of the exchange will be subject to the public trust upon their release from federal ownership.

The existing configuration of trust and non-trust lands in the NTC Settlement Area is such that the purposes of the public trust cannot be fully realized, and is the subject of dispute between the City and the State. It is more difficult to achieve the purposes of the public trust because certain filled and reclaimed tidelands within the NTC Settlement Area have been cut off from access to navigable waters, and are no longer needed or required for the promotion of the public trust, or any of the purposes set forth in the city granting act. Other lands within the NTC Settlement Area directly adjacent to the waterfront or otherwise of high value to the public trust are currently either not public trust lands, or are in dispute as to their public trust status. Absent a trust exchange, substantial portions of the waterfront within the NTC Settlement Area would be subject to uncertainty regarding their public trust status and could be cut off from public access, while certain non-waterfront lands not useful for trust purposes would be restricted to trust-consistent uses.

The purpose of this calendar item is to seek authority to put the title questions to rest as authorized by Chapter 714, Statutes of 2000, through an agreement which has been developed between the staffs of the City of San Diego and the State Lands Commission. The draft agreement is on file at the Sacramento Office of the State Lands Commission, and will be referred to as the "Agreement." The Agreement has been developed in the context of particular problems stemming from closing military bases. Among these problems are complex federal land disposal procedures, the necessity of hazardous waste remediation on some minor areas of NTC, and delays in transfer out of the United States caused by the need to remediate. As provided in Chapter 714, no property will be confirmed as public trust lands until any necessary hazardous waste remediation has taken place. The result of the full implementation of the Agreement and its deeds and patents will be that the final configuration of public trust lands will be as shown in Exhibit C, attached to this calendar item and made a part of it by this reference. The final public trust configuration will allow the City to develop the uplands for various necessary non-trust purposes, while reserving areas adjacent to present open water for public trust uses, from potential waterfront heavy industrial use, to visitor-serving areas appropriate for shoreline parks, restaurants, shops, hotels, museums, public walkways, and sites for animal and bird habitat.

In addition, within the area to be confirmed as public trust lands is a recently-constructed child care center. Under Chapter 714, this center, a non-trust use, will be allowed to continue its operation during its useful life so as to enable the people of the state to benefit from the substantial investment made in the building without hindering the overall goal of preserving the public trust.

CALENDAR ITEM NO. C47 (CONT'D)

The most important terms of the Agreement will:

- Recognize that the United States has or will dispose of the NTC Settlement Area to the City of San Diego and the San Diego Unified Port District.
- The City will convey by grant deed to the State so much of the lands conveyed to it by the United States as lie within the Public Trust Parcels, making up the final trust configuration shown on Exhibit C.
- The State will patent to the City, free of the public trust, so much of such United States-to-City conveyance as lies within the Trust Termination Parcels.
- The State will patent to the City, subject to the public trust and Chapter 700, Statutes 1911, as amended, and the City will accept as such, so much of the United States-to-City conveyed lands as lie within the Public Trust Parcels.
- Recognize that portions of the Public Trust Parcels have hazardous waste in or on them, which will require assessment and remedial action prior to transfer to the State by the City. Any lands with hazardous waste will be transferred to the State by the City only after remediation has been completed.
- Authorize an escrow for the completion of the exchange of land identified in the Agreement.

The State Lands staff, with advice and assistance from the Office of the Attorney General, has evaluated the State's position as to land title within NTC. Also, the State Lands staff has reviewed and approved an appraisal of NTC, prepared according to instructions acceptable to staff. The conclusion is that the value of the economic interests being received by the State in the Public Trust Parcels is equal to or greater than the value which the State is relinquishing in the Trust Termination Parcels. Separate from economic value considerations, the Agreement will secure public trust title in land useful for a variety of public trust purposes, and the legislative trust grants to the City of San Diego and to the San Diego Unified Port District will assure that the State's property is put to public trust uses beneficial both locally and to all people of the State.

STATUTORY AND OTHER REFERENCES:

- A. PRC: Div. 6, Parts 1 and 2; Div. 13
- B. Cal. Adm. Code: Title 2, Div. 3; Title 14, Div. 6

AB 884: N/A

CALENDAR ITEM NO. C47 (CONT'D)

OTHER PERTINENT INFORMATION:

1. Pursuant to the Commission's delegation of authority and the State CEQA Guidelines (Title 14, California Code of Regulations, Section 15061), the staff has determined that this activity is exempt from the requirements of the CEQA as a statutorily exempt project. The project is exempt because it involves settlements of title and boundary problems.

Authority: Public Resources Code 21080.11

EXHIBITS:

- A. Location Map of the Naval Training Center, San Diego
- B. Site Map of the Naval Training Center, Including the Port Expansion Area
- C. Site Map of Final Public Trust Configuration

RECOMMENDED ACTION:

IT IS RECOMMENDED THAT THE COMMISSION:

1. FIND THAT THE ACTIVITY IS EXEMPT FROM THE REQUIREMENTS OF THE CEQA PURSUANT TO TITLE 14 CALIFORNIA CODE OF REGULATIONS SECTION 15061, AS A STATUTORILY EXEMPT PROJECT PURSUANT TO PUBLIC RESOURCES CODE 21080.11, SETTLEMENT OF TITLE AND BOUNDARY PROBLEMS.
2. AUTHORIZE THE EXECUTIVE OFFICER OR HIS DESIGNEE TO EXECUTE AND TO DELIVER INTO ESCROW FOR RECORDATION IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, THE SUBJECT TITLE SETTLEMENT AGREEMENT AND A PATENT OR PATENTS TO THE TRUST TERMINATION PARCELS IN A FORM SUBSTANTIALLY SIMILAR TO THAT NOW ON FILE WITH THE OFFICE OF THE STATE LANDS COMMISSION; AND TO RECEIVE AND ACCEPT DEEDS TO THE PUBLIC TRUST PARCELS, ALL AS PROVIDED IN THE SETTLEMENT AGREEMENT AND ESCROW INSTRUCTIONS TO BE PREPARED PURSUANT TO IT.
3. FIND, UPON RECORDATION OF THE PATENTS FOR THE TRUST TERMINATION PARCELS, THAT:
 - A. THE TRUST TERMINATION PARCELS HAVE BEEN IMPROVED, RECLAIMED, AND FILLED, HAVE BEEN EXCLUDED FROM THE PUBLIC CHANNELS, AND ARE NO LONGER IN FACT TIDELANDS OR SUBMERGED LANDS;
 - B. THE SOVEREIGN INTERESTS WITHIN THE TRUST TERMINATION PARCELS ARE NOT NECESSARY OR USEFUL

CALENDAR ITEM NO. C47 (CONT'D)

FOR COMMERCE, NAVIGATION, OR FISHERIES, AND THAT THESE INTERESTS ARE BETTER SERVED BY THE ACQUISITION OF TITLE TO THE PUBLIC TRUST PARCELS.

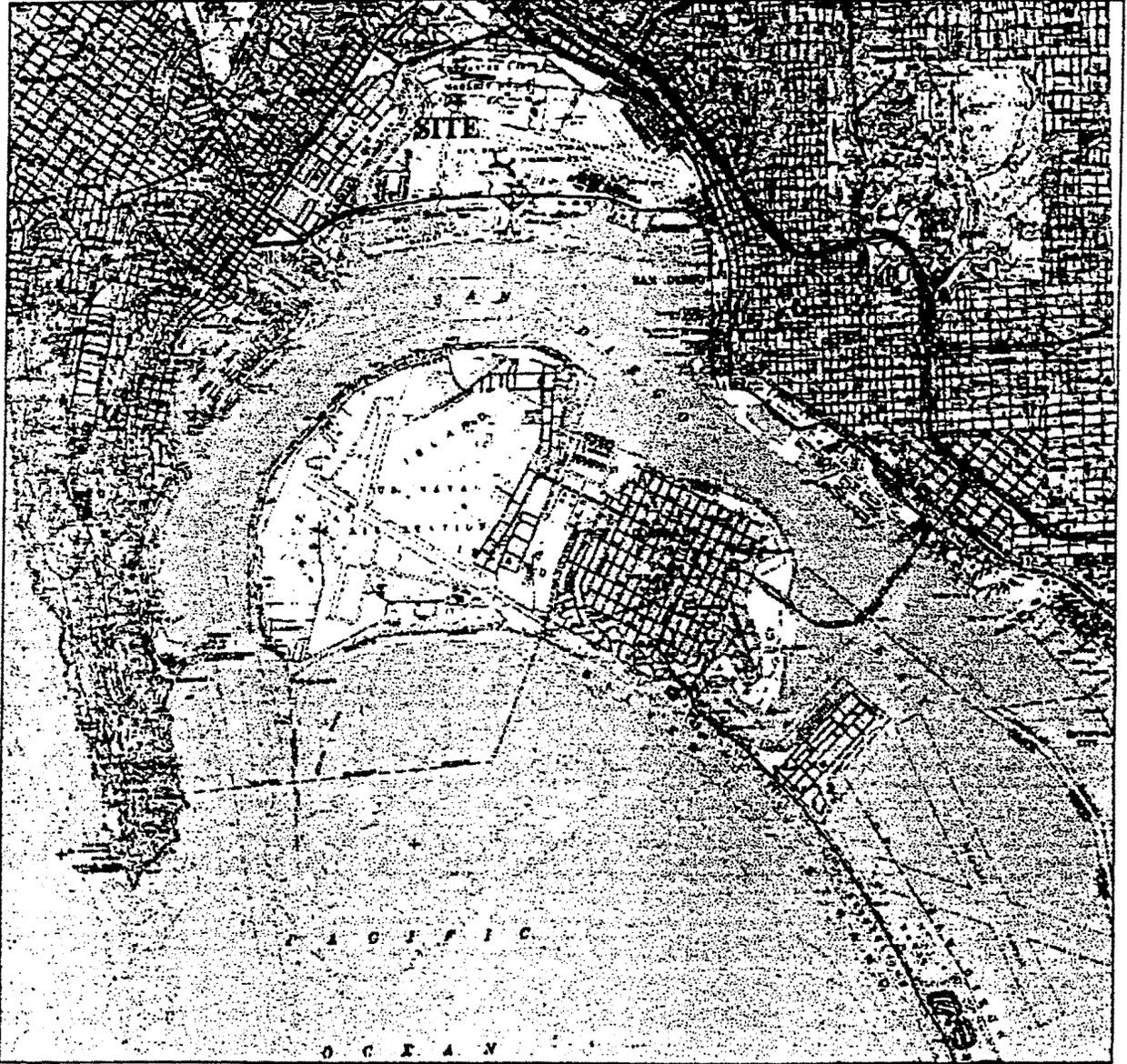
- C. THE SOVEREIGN INTERESTS WITHIN THE TRUST TERMINATION PARCELS COMPRISE ONLY A SMALL PART OF THE LAND LYING WITHIN THE HISTORIC SAN DIEGO BAY;
- D. THE SETTLEMENT AGREEMENT IS IN THE BEST INTEREST OF THE STATE FOR THE IMPROVEMENT OF NAVIGATION; THE ENHANCEMENT OF THE CONFIGURATION OF THE SHORELINE FOR THE IMPROVEMENT OF THE WATER AND THE UPLAND; AND THE PROTECTION, PRESERVATION, AND ENHANCEMENT OF THE TIDELANDS AND SUBMERGED LANDS AND PUBLIC ACCESS THERETO, PURSUANT TO THE PUBLIC TRUST;
- E. THE ECONOMIC VALUE OF THE PUBLIC TRUST PARCELS ARE EQUAL TO OR GREATER THAN THE SOVEREIGN LAND TITLE WITHIN THE TRUST TERMINATION LANDS BEING RELINQUISHED;
- F. THE CONFIGURATION OF THE LANDS ON THE NTC UPON COMPLETION OF THE EXCHANGE WILL NOT DIFFER SIGNIFICANTLY FROM THE CONFIGURATION SHOWN ON THE DIAGRAM IN SECTION 9 OF CHAPTER 714, STATUTES OF 2000, AND WILL INCLUDE ALL LANDS PRESENTLY SUBJECT TO TIDAL ACTION WITHIN THE NTC SETTLEMENT AREA.
- G. THE PARTIES HAVE A GOOD FAITH AND BONA FIDE DISPUTE AS TO THEIR RESPECTIVE INTERESTS WITHIN THE NTC SETTLEMENT AREA. THE AGREEMENT IS A COMPROMISE OF THE CONTESTED ISSUES OF LAW AND EVIDENCE UPON WHICH THE DISPUTE IS BASED, AND IS IN LIEU OF THE COSTS, DELAY, AND UNCERTAINTIES OF TITLE LITIGATION, AND IS CONSISTENT WITH AND AUTHORIZED BY THE REQUIREMENTS OF LAW.
- H. THE FINDINGS SET FORTH IN CHAPTER 714, STATUTES OF 2000, SECTION 5 (C)(1) THROUGH (C)(4) ARE TRUE AND ACCURATE.

CALENDAR ITEM NO. C47 (CONT'D)

4. THE AGREEMENT AUTHORIZED BY THE COMMISSION RECOGNIZES THAT THE STREETS AND OTHER TRANSPORTATION FACILITIES SHOWN ON VESTING TENTATIVE MAP NO. 99-1076 (OR A MAP WITH SUBSTANTIALLY SIMILAR STREETS AND TRANSPORTATION FACILITIES) AND LOCATED ON TRUST LANDS ACCORDING TO THE FINAL TRUST CONFIGURATION ARE DESIGNED TO BE COMPATIBLE WITH THE PUBLIC TRUST.
5. A SEPARATE CONFIRMATION OF PUBLIC TRUST TITLE IN THE PORT EXPANSION AREA THROUGH AGREEMENT BETWEEN THE SAN DIEGO UNIFIED PORT DISTRICT AND THE STATE LANDS COMMISSION IS HEREBY AUTHORIZED.
6. THE AGREEMENT AUTHORIZED BY THE COMMISSION PROVIDES THAT NO LANDS SHALL BE EXCHANGED INTO OR CONFIRMED AS PUBLIC TRUST LANDS UNTIL ANY NECESSARY HAZARDOUS MATERIALS REMEDIATION FOR THOSE LANDS HAS BEEN COMPLETED.
7. AUTHORIZE AND DIRECT THE STAFF OF THE STATE LANDS COMMISSION AND/OR THE OFFICE OF THE CALIFORNIA ATTORNEY GENERAL TO TAKE ALL NECESSARY OR APPROPRIATE ACTION ON BEHALF OF THE STATE LANDS COMMISSION, INCLUDING THE EXECUTION, ACKNOWLEDGMENT, ACCEPTANCE, AND RECORDATION OF ALL DOCUMENTS AS MAY BE NECESSARY OR CONVENIENT TO CARRY OUT THE TITLE SETTLEMENT AGREEMENT AND FUTURE AGREEMENT WITH THE PORT; AND TO DETERMINE THE USEFUL LIFE OF THE CHILD CARE CENTER AS PROVIDED IN SECTION 6 (A)(1) OF CHAPTER 714, STATUTES OF 2000; AND TO APPEAR ON BEHALF OF THE COMMISSION IN ANY LEGAL OR ADMINISTRATIVE PROCEEDINGS RELATING TO THE SUBJECT MATTER OF THE AGREEMENT.

NO SCALE

LOCATION MAP



This Exhibit is solely for purposes of generally defining the project area and is not intended to be, nor shall be construed as, a waiver or limitation of any state interest in the subject or any other property.

NO SCALE



EXHIBIT A

W25113

Naval Training Center San Diego

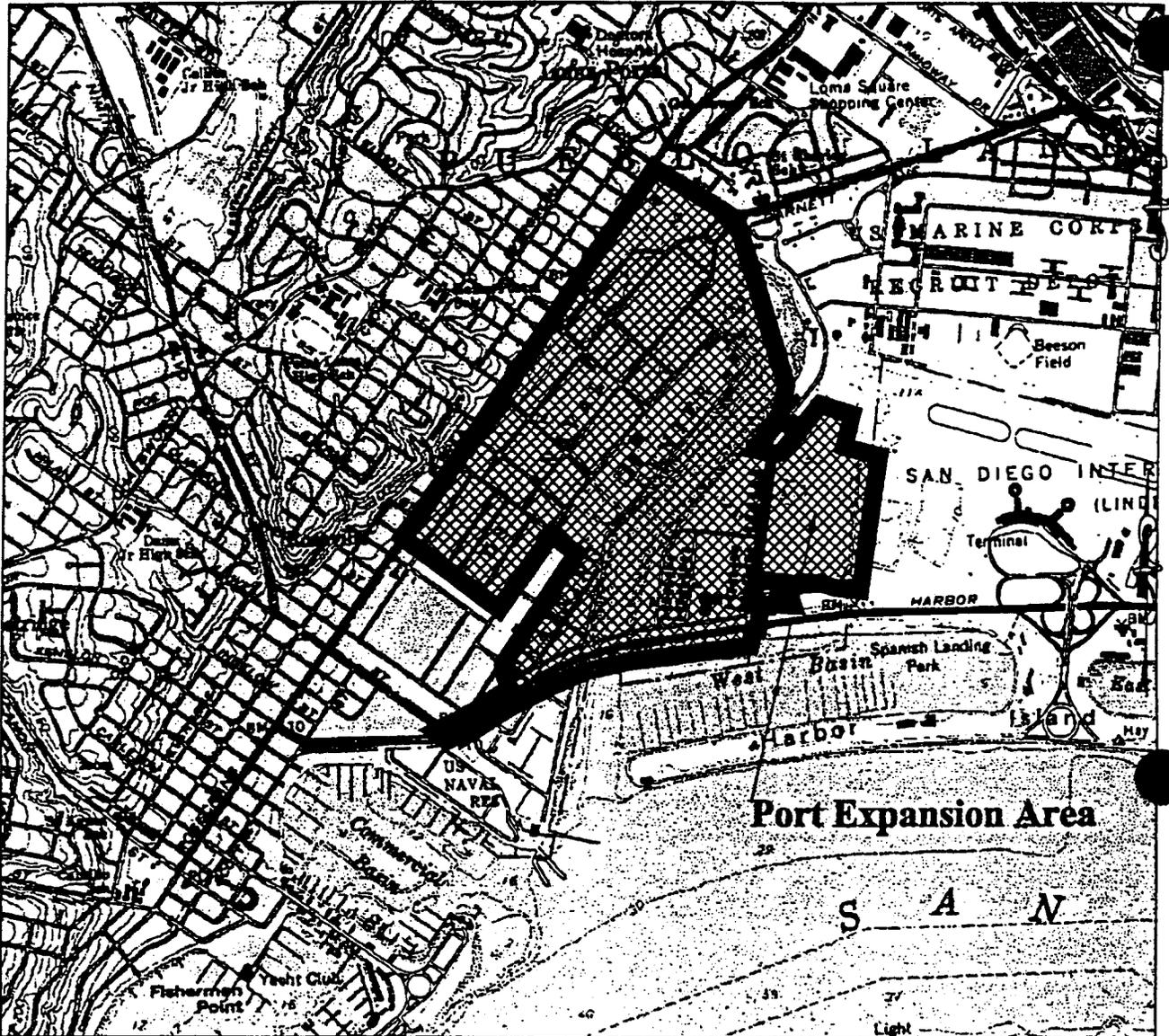
City of San Diego

San Diego Unified Port District

San Diego County, California

NO SCALE

SITE MAP



This Exhibit is solely for purposes of generally defining the project area and is not intended to be, nor shall be construed as, a waiver or limitation of any state interest in the subject or any other property.

Naval Training Center, San Diego and Port Expansion Area



NO SCALE

EXHIBIT B

W25113

Naval Training Center San Diego

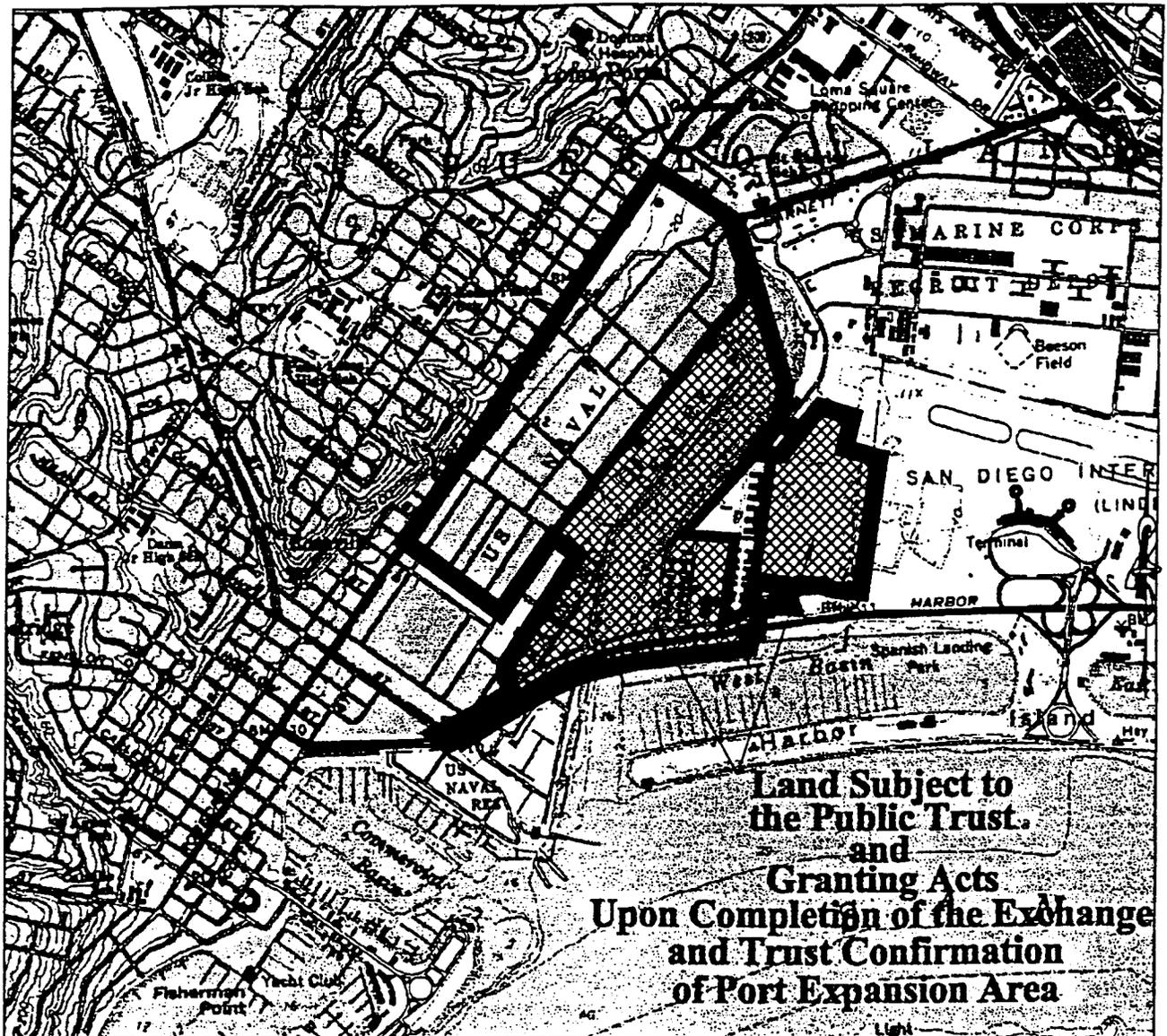
City of San Diego

San Diego Unified Port District

San Diego County, California

NO SCALE

SETTLEMENT PLAT



**Land Subject to
the Public Trust,
and
Granting Acts
Upon Completion of the Exchange
and Trust Confirmation
of Port Expansion Area**

NO SCALE



This Exhibit is solely for purposes of generally defining the project area and is not intended to be, nor shall be construed as, a waiver or limitation of any state interest in the subject or any other property.

EXHIBIT C

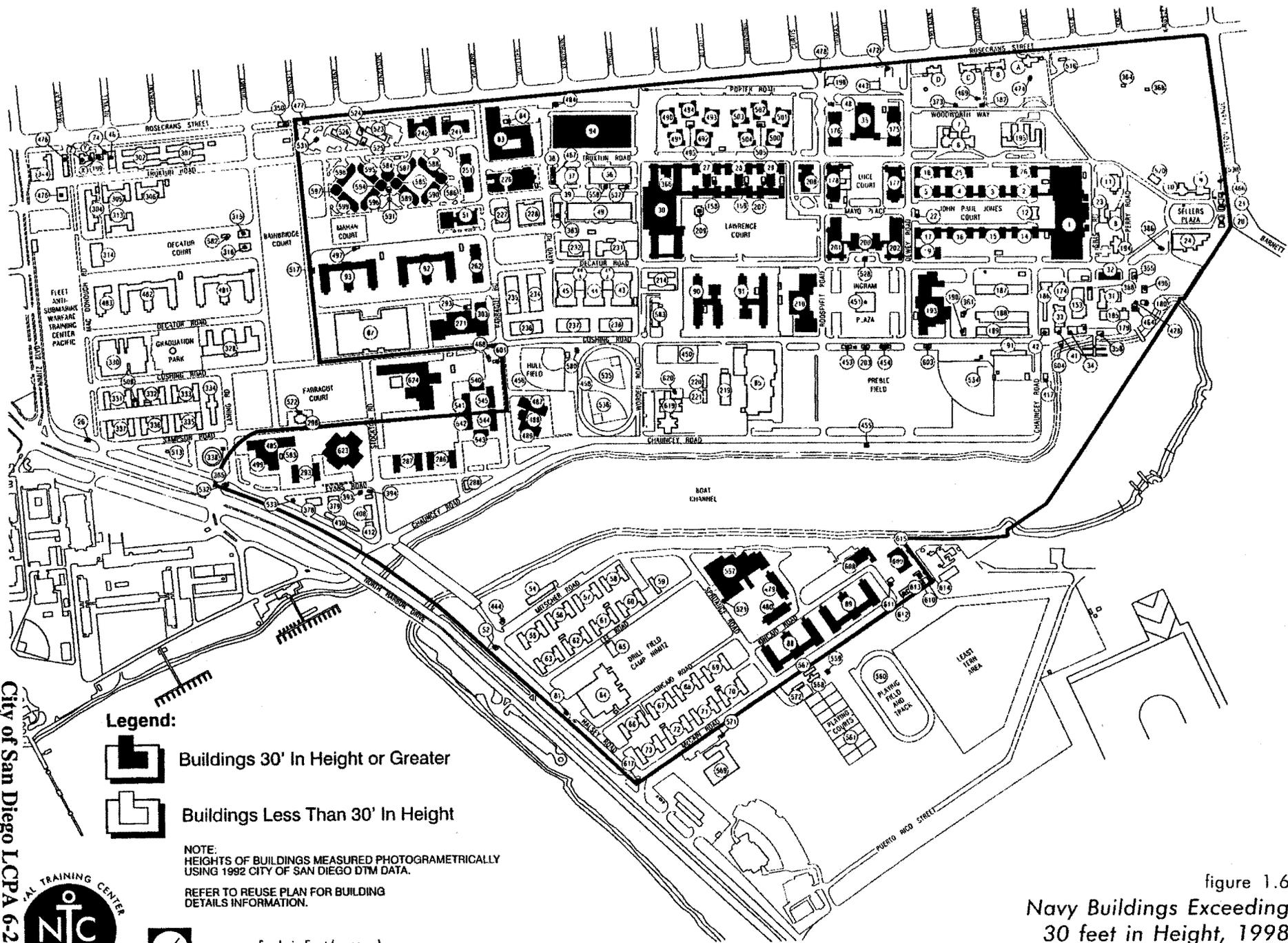
W25113

Naval Training Center San Diego

City of San Diego

San Diego Unified Port District

San Diego County, California



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.

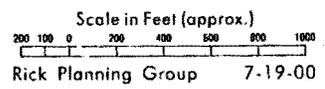


figure 1.6
 Navy Buildings Exceeding
 30 feet in Height, 1998
 NTC Precise Plan

City of San Diego LCPA 6-2000(A)
 Exhibit #19
 Twisting Rooftops Over 30 Foot High

Table 4.2-3. NTC Redevelopment Project Significance of Roadway Segment Impacts under Buildout Traffic Conditions (Continued)

Street	Segment	Incremental Impact Analysis ²			Total Project Impact Analysis ³		
		V/C	Change	Significant?	V/C	Change	Significant?
Narragansett Ave.	Sunset Cliffs - Santa Barbara	1.19	0.023	Yes ¹	1.19	0.076	Yes ¹
Narragansett Ave.	Santa Barbara - Catalina	1.18	0.029	Yes ¹	1.18	0.096	Yes ¹
	Catalina - Warrington	0.92	0.031	Yes ¹	0.92	0.103	Yes ¹
Nimitz Blvd.	Warrington - Chatsworth (A)	0.83	0.026	Yes ¹	0.83	0.084	Yes ¹
	Sunset Cliffs - W. Point Loma	0.57	0.001	No	0.57	0.004	No
	W. Point Loma - Famosa	0.84	0.007	No	0.84	0.022	No
	Voltaire - Chatsworth	0.66	0.009	No	0.66	0.029	No
	Chatsworth - Rosecrans	0.56	0.010	No	0.56	0.033	No
N. Harbor Dr.	Rosecrans - Scott	0.47	0.010	No	0.47	0.033	No
	Scott - N. Harbor	0.47	0.019	No	0.47	0.066	Yes
	Rosecrans - Scott	0.30	0.005	No	0.30	0.013	No
	Scott - Nimitz	0.65	0.011	No	0.65	0.038	No
	Nimitz - Harbor Island	0.60	0.030	No	0.60	0.102	Yes
	Harbor Island - Laurel	1.55	0.026	Yes ¹	1.55	0.092	Yes ¹
	Laurel - Grape	1.09	0.021	Yes ¹	1.09	0.072	Yes ¹
Pacific Hwy.	Grape - Ash	0.98	0.007	No	0.98	0.024	Yes ¹
	Barnett - Taylor	0.99	0.004	No	0.99	0.012	No
	Taylor - Sea World	1.35	0.018	No	1.35	0.059	Yes ¹
Point Loma Ave.	Sunset Cliffs - Froude (A)	0.31	0.002	No	0.31	0.005	No
	Froude - Santa Barbara	0.49	0.003	No	0.49	0.011	No
	Santa Barbara - Catalina (A)	0.39	0.004	No	0.39	0.013	No
	Catalina - Canon	0.49	0.007	No	0.49	0.022	No
Rosecrans St.	Pacific Hwy. - Kurtz	1.15	0.007	No	1.15	0.022	Yes ¹
	Kurtz - Sports Arena	1.25	0.007	No	1.25	0.024	Yes ¹
	Sports Arena - Midway	1.30	0.085	Yes ¹	1.30	0.276	Yes ¹
	Midway - Lytton	1.29	0.112	Yes ¹	1.29	0.362	Yes ¹
	Lytton - Nimitz	1.39	0.143	Yes ¹	1.39	0.464	Yes ¹
	Nimitz - N. Harbor	1.23	0.018	No	1.23	0.059	Yes ¹
	N. Harbor - Byron	1.00	0.010	No	1.00	0.032	Yes ¹
	Canon - Talbot	1.98	0.007	No	1.98	0.021	Yes ¹
	Talbot - Lawrence	1.67	0.006	No	1.67	0.021	Yes ¹
	Lawrence - Warhead	0.52	0.001	No	0.52	0.004	No
Santa Barbara St.	Catalina - Point Loma Ave.	0.87	0.001	No	0.87	0.003	No
Scott St.	N. Harbor Dr. - Shelter Island	1.86	0.028	Yes ¹	1.86	0.093	Yes ¹
Shelter Island	West of Scott St.	2.63	0.018	No	2.63	0.059	Yes ¹

Final EIR

4.2-17

City of San Diego LCPA 6-2000(A)
Exhibit #20
Impacted Roadway Segments

EIR FOR THE NTC REDEVELOPMENT PROJECT

Table 4.2-3. NTC Redevelopment Project Significance of Roadway Segment Impacts under Buildout Traffic Conditions

Street	Segment	Incremental Impact Analysis ²			Total Project Impact Analysis ³		
		V/C	Change	Significant?	V/C	Change	Significant?
Bacon St.	W. Point Loma - Voltaire	0.40	0.007	No	0.40	0.022	No
	Voltaire - Newport	0.37	0.001	No	0.37	0.004	No
	Newport - Narragansett	0.13	0.000	No	0.13	0.000	No
Barnett Ave.	Gate 1 - Midway	0.90	0.077	Yes¹	0.90	0.250	Yes¹
	Midway - Pacific Hwy.	1.04	0.064	Yes¹	1.04	0.206	Yes¹
Camino Del Rio	Interstate 5 - Kurtz	1.38	0.062	Yes¹	1.38	0.202	Yes¹
	Kurtz - Sports Arena	1.17	0.062	Yes¹	1.17	0.202	Yes¹
Catalina Blvd.	Voltaire - Narragansett	2.75	0.001	No	2.75	0.005	No
	Narragansett - Orchard	2.24	0.002	No	2.24	0.006	No
	Orchard - Chatsworth	1.07	0.001	No	1.07	0.002	No
	Chatsworth - Santa Barbara	1.07	0.001	No	1.07	0.002	No
	Santa Barbara - Talbot (A)	1.10	0.003	No	1.10	0.010	No
	Talbot - Wilcox	0.56	0.007	No	0.56	0.024	No
	Wilcox - Rosecroft	1.78	0.002	No	1.78	0.007	No
	Rosecroft - Electron	1.07	0.005	No	1.07	0.015	No
	Rosecrans - Evergreen	1.07	0.002	No	1.07	0.008	No
Canon St.	Valemont - Catalina	1.24	0.014	No	1.24	0.045	Yes¹
	Catalina - Garrison	0.53	0.001	No	0.53	0.002	No
Chatsworth Blvd.	Garrison - Narragansett	0.86	0.002	No	0.86	0.006	No
	Narragansett - Nimitz	0.85	0.007	No	0.85	0.024	Yes
	Nimitz - Voltaire	0.59	0.009	No	0.59	0.028	No
	Voltaire - Lytton	1.45	0.023	Yes¹	1.45	0.075	Yes¹
	Voltaire - Valeta	0.73	0.001	No	0.73	0.005	No
Famosa Blvd.	Catalina - Sunset Cliffs	0.25	0.003	No	0.25	0.010	No
Hill St.	Poinsettia - Midway (A)	0.94	0.003	No	0.94	0.011	No
	Midway - Sports Arena (A)	0.39	0.004	No	0.39	0.012	No
Laurel St.	N. Harbor - Pacific Hwy.	1.39	0.021	Yes¹	1.39	0.074	Yes¹
	Pacific Hwy. - Kettner	0.80	0.007	No	0.80	0.023	Yes
	Kettner - Interstate 5	0.80	0.000	No	0.80	0.000	No
Lytton St.	Chatsworth - Rosecrans	1.50	0.012	No	1.50	0.038	Yes¹
	Rosecrans - Gate 1	0.72	0.062	Yes	0.72	0.199	Yes
Midway Dr.	Barnett - Rosecrans	0.67	0.000	No	0.67	0.002	No
	Rosecrans - Wing	1.15	0.026	Yes¹	1.15	0.085	Yes¹
	Wing - Kemper	0.97	0.018	No	0.97	0.058	Yes¹
	Kemper - Sports Arena	1.03	0.017	No	1.03	0.054	Yes¹

RECEIVED

MAY 24 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Susan Drake

1420 Diamond Street, # A

San Diego, CA 92109

858.270-5505

May 23, 2001

California Coastal Commissioners, San Diego Office
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108 - 4402

Dear Chairperson Wan and the California Coastal Commissioners,

I would like to request your support of the Naval Training Center Redevelopment Project. I am quite pleased with the program the community and City of San Diego created, and think that the mission of the Coastal Commission has been met.

The amount of public participation has been exhaustive. This plan was put together by the people, for the people, and I think it looks great.

Thank you for your support.

Susan Drake
Susan Drake

May 23, 2001

Sara Wan, Chair
California Coastal Commission, San Diego Coast Area
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108 - 4402
(via fax 619/ 767-2384)

RE: NAVAL TRAINING CENTER LOCAL COASTAL PROGRAM

Dear Chairperson Wan and the California Coastal Commissioners,

We would like to express our support of the Naval Training Center Local Coastal Program, scheduled to come before the Commission in June 2001. As an integral part of the redevelopment program, we are anxious to see the plan move forward so that we may begin our development of San Diego's own Civic, Arts and Cultural Center at NTC ~ the true heart and spirit of this redevelopment project.

The proposed Cultural Center at the former Naval Training Center will be created and interpreted to reflect the history, culture, interests and talents of the San Diego community. Incorporating approximately 300,000 square feet of space in the magnificent Historic Core, a unique, public "cultural campus" is envisioned. The planning for an interesting and creative mix of tenants and classes is underway, including theaters, museums, classes and workshops, as well as art expositions, antique shows, book festivals, photography and drama classes. Many non-profits groups and community organizations will soon find a home in our cultural center.

Public participation and recreational amenities will abound as we make long term plans for both indoor and outdoor public activities and recreational/ cultural amenities. Additionally, we plan to take full advantage of the "cultural campus" atmosphere, hoping to draw residents and visitors alike to this beautiful waterfront location.

When completed, the NTC Civic, Arts and Cultural Center will be:

- **An affordable public destination**
- **A home for non-profit groups and community organizations**
- **A good example of adaptive reuse in an important historical site**
- **A positive destination for residents and visitors alike**
- **A place to celebrate history, art, culture and waterfront recreation**

RECEIVED

MAY 24 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

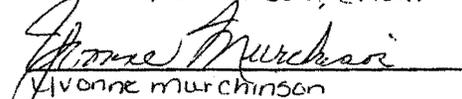
Thank you for your consideration, and for your support of the redevelopment program at the Naval Training Center.

Sincerely,

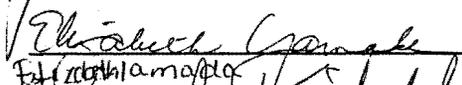
The NTC Foundation Board of Directors:



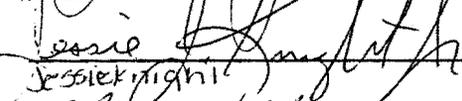
Murray Galinson, Chair



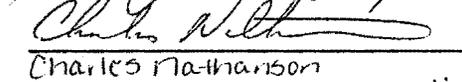
Yvonne Murchinson



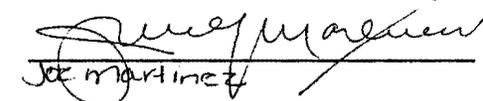
Elizabeth Gonzalez



Jessie Knight



Charles Nathanson



Joe Martinez





EMERALD PLAZA
401 West Broadway, Suite 1000
San Diego, California 92101-3585
Tel 619.544.1300
Fax 619.234.0571
www.sdchamber.org

January 4, 2001

Diana Lilly
California Coastal Commission
San Diego Coastal Area
7575 Metropolitan Drive, Ste. 103
San Diego, CA 92108

Dear Ms. Lilly:

On Tuesday January 9th 2001, the members of the California Coastal Commission will be asked to approve the demolition permit submitted by the City of San Diego so the construction on the NTC project can proceed. The San Diego Regional Chamber of Commerce Board of Directors has endorsed this project and is excited about its tremendous possibilities. The intent of this letter is to urge the Coastal Commission to approve the demolition permit.

This project, once completed, will be a wonderful addition to the San Diego community. It will, aside from creating several new economic development opportunities, provide the residents and tourists in the region with a place to enjoy various exhibits of arts and culture, a 40 acre park and places to dine and enjoy an evening or afternoon out. This mixed use community of office space, residential units and commercial entities will be a wonderful example to the rest of the state and other interested parties of how redevelopment, if done properly, benefits an entire region.

We encourage you to approve the permit so that the City and McMillin's vision can move closer to becoming a reality.

Sincerely,

Eugene Mitchell
Vice President, Public Policy

MILFORD WAYNE DONALDSON
ARCHITECT



430 SIXTH AVENUE
SAN DIEGO, CA 92101-7010
HISTORIC GASLAMP QUARTER

January 5, 2001

California Coastal Commission
San Diego District
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108-4402

NAVAL TRAINING CENTER, Application 6-00-167

Mr. Chairperson Wan and Members of the Coastal Commission:

I wish to address the issue of the demolition of buildings at the former Naval Training Center. I was retained by the City of San Diego as their preservation consultant in the development of the adaptive reuse plan and by the McMillin Companies.

There were two historical assessments made of all the buildings at NTC: The first was commissioned by the U.S. Navy in 1993, and the second was commissioned by the City of San Diego in 1998. These two assessments formed the basis for the nomination of a portion of NTC as a National Historic District. In addition, the City of San Diego has certified the same nomination as a local historic district. Within the District, buildings, structures and site elements have been classified as contributing or non-contributing to the District. There are no buildings of historic significance outside the District boundaries except for the USS Recruit which has been nominated as a contributing structure. In addition, a MOA among the Navy Advisory Council on Historic Preservation, State Historic Preservation Officer, Save Our Heritage Organisation of San Diego, The San Diego Historical Resources Board; and the City of San Diego concurred with the determination of significance, and specified the treatment of these elements.

This application does not request the demolition of any contributing buildings or structures to the historic district including the USS Recruit.

Design Guidelines for the Treatment of the Historic Properties at NTC have been accepted by the San Diego Historical Resources Board for the proper rehabilitation of the historic buildings in compliance with the *Secretary of the Interior's Standards*.

Buildings outside the District were evaluated for possible rehabilitation. Many of the buildings were determined to be structurally or functionally obsolete.

I have been asked to approve the demolition of buildings at NTC prior to reviewing the full LCP for the development of NTC. I do not believe that allowing the demolition to proceed will in any way jeopardize your review and, if necessary, require revisions in the redevelopment plan. I believe that the buildings identified in this application for demolition should be demolished. The result would greatly improve the structural integrity of the remaining buildings in the historic district.

Sincerely,

Milford Wayne Donaldson, FAIA
President
93

sal

brian@mwd-projects/9845/coastal commission_01 05 01

PHONE: (619) 234-7888

ELECTRONIC MAIL: MWD@ARCHMWD.COM

FACSIMILE: (619) 234-6286

SAN DIEGO REGIONAL ECONOMIC DEVELOPMENT CORPORATION



401 B Street
Suite 1100
San Diego
CA 92101
619.234.8484

619.234.1935 fax

January 4, 2001

Ms. Diana Lilly, Coastal Program Analyst
California Coastal Commission
San Diego Coast Area
7575 Metropolitan Drive, Ste. 103
San Diego, CA 92108-4402
Via facsimile (619) 767-2384

Re: COASTAL COMMISSION Permit # 6-00-167

Dear Ms. Lilly:

On behalf of the San Diego Regional Economic Development Corporation, I urge your support of the Coastal Commission staff recommendation to approve the proposed demolition of 2,083,000 square feet of existing buildings and the removal of underground utilities within the 361-acre portion of the Naval Training Center.

The Naval Training Center project is one of the most significant planning efforts the City of San Diego undertaken in recent years. To date, the City has successfully negotiated a no-cost Economic Development Conveyance from the Department of Defense and is negotiating for two public benefit conveyances. To enable the redevelopment of the property, a Disposition and Development Agreement (DDA) was successfully negotiated with Corky McMillin Companies as the master developer. The DDA sets out the business terms under which the property will be redeveloped, and under the terms of the agreement, no fiscal impact to the City is anticipated.

The benefits anticipated through the economic development of the property include:

- 7,783 total permanent jobs created, to replace the 3,090 jobs that were lost, and 1,374 total construction jobs created;
- More than \$100 million in redevelopment and rehabilitation of historic structures, utilities, streets, parks;
- Approximately \$500 million in new office buildings, educational spaces, hotels and residential units.

Closed as a military base in 1993, the Naval Training Center finally takes on new life this year as it is transformed into a vital waterfront mixed-use project shaped to mingle into the existing Point Loma community. We urge your support for this important project at your hearing on Tuesday, January 9, as to avoid costly delays, which only serve to dissuade future private/public partnerships. Thank you for your consideration.

Sincerely,

Julie Meier Wright
President & CEO

www.sandiegobusiness.org



BYRON WEAR
Councilmember
SECOND DISTRICT

January 8, 2001

California Coastal Commission
San Diego Coast Area
7575 Metropolitan Drive, Ste. 103
San Diego, CA 92108-4402

RE: Recommendation to approve Coastal Permit Application (Permit # 6-00-167)

Dear Chairperson Wan and the California Coastal Commissioners,

I strongly urge you to approve Coastal Permit Application (Permit # 6-00-167), filed by The City of San Diego, to demolish approximately 2,083,000 sq feet of existing buildings not located within the Historic District, and removal of underground utilities within the 361 acre portion of the Naval Training Center.

As one of the largest redevelopment projects in the City of San Diego, NTC has embraced public involvement, public scrutiny, and public consensus for the past seven years. Throughout the multi-year planning process, which included 4+ years of public meetings and work sessions, several all-day design workshops, and hundreds of sub-committee meetings, the City of San Diego discussed, compromised and ultimately approved a redevelopment plan for NTC.

A key component of the project includes demolition of a number of buildings that were determined to be structurally and historically obsolete. Demolition of these buildings, located outside of the historic core, will allow us to move forward with the redevelopment project and ultimately open the entire base to public use.

The City's commitment and vision for the Naval Training Center will do the following:

- * Anchor NTC to the City of San Diego and surrounding region
- * Create a place where people can come together in an active, productive and stimulating environment
- * Provide open space, recreational opportunities, and waterfront access for the community and region
- * Assure a strong pedestrian connection with walking and bike paths, promenades and a new community-designed 40 acre park
- * Celebrate the historical significance of NTC by linking the spirit of the past with the interests of the present.

California Coastal Commission
January 8, 2001
Page 2

Your approval of the Coastal Permit Application will allow us to move forward with the redevelopment of NTC. Positive benefits anticipated through the development of the property include:

- * Economic development
- * New jobs
- * New tax increment and hotel occupancy tax (TOT) income
- * Quality coastal access for the public's use and recreation

On behalf of the City of San Diego, I encourage your approval of Coastal Permit Application (Permit # 6-00-167). Thank you for your interest.

Sincerely,

BYRON WEAR
Councilmember, City of San Diego
Council District 2

BW/ra

RECEIVED

March 26, 2001

MAR 28 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Ms. Sara Wan
Chairperson, California Coastal Commission
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108 - 4402

RE: Plan Approval - Liberty Station (Formerly NTC-SAN DIEGO)

Dear Honorable Chair,

It is important to understand just how much public input has occurred on this reuse plan for my old U.S. Navy Training Cite (1953) The plan, as proposed, deserves your immediate approval so that progress may continue in orderly and timely fashion.

Ultimately, this redevelopment will provide The City of Diego with a wonderful mix of uses including an Arts and Cultural Area comparable to Balboa Park. The plan has many other aspects designed to serve different needs in the community, and it will also bring more shoreline available to public access. The plan is worthy of your support and approval.

Sincerely,

E. Elliott - RETIRED



2251 SAN DIEGO AVE.
SUITE 8257
SAN DIEGO
CA 92110-2925
PHONE (619) 298-4003
FAX (619) 298-4925

RECEIVED

MAR 26 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

March 18, 2001

Sara Wan, Chair
California Coastal Commission
San Diego Coast Area
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108 - 4402

RE: California Coastal Commission Hearing regarding the Naval Training Center Local Coastal Program

Dear Ms Wan:

I would like to encourage your approval of the plan before you, for the San Diego property, know to many of us, as the Naval Training Center. Since arriving in San Diego over twenty-two years ago I have been a resident of Point Loma, during most of these years the property was owned by the Navy and used to train and school recruits.

When I first found out that the Naval Training Center was on the list of base closures in 1993 my response was one of mixed emotions. As the military retreated our community, of course, suffered from the loss of a great deal of the local economy that had been created over the years.

In spite of the experience of economic down turn, many community members became involved in the planning of the future for both our City and our neighborhood. Certainly among the motivations was an overwhelming desire to preserve whatever was worth preserving of historical value together with considerations of zoning, urban design, and the master development permit.

In 1999 my position as Vice President of the Peninsula Chamber of Commerce brought with it an opportunity for me to personally become more involved with the planning and development of the plan of the Naval Training Center. I personally attended one to three meetings per month for almost two years where I heard and watched as the community of San Diego was presented with decisions and suggestions of what this project should look like at it's completion. The NTC Precise Plan was developed to guide the development, design and implementation for the approximately 360 acres.

Just before the DDA was to be presented for a vote to the City Council, a group of Peninsula community leaders grew concerned that several items required more attention. These items were presented to the McMillin Companies and the City and resolved to the satisfaction of these leaders. After seven years of public involvement, the City and the community approved the land use policy document in October 2000. This project is one of the most significant planning efforts The City of San Diego has undertaken. I am sure many of us will not have such an opportunity in our lifetimes ever again to be a part of such a magnificent endeavor. The redevelopment of NTC represents a milestone for our entire country in the military base closure process--providing an opportunity for the City of San Diego, the neighboring regions and the community at large to become a model in it's accomplishment. To turn "swords into plowshares" through cooperative and community-based process is to fulfill the legacy San Diego has both received and wishes to leave for the future.

The Peninsula Chamber of Commerce of which I have now served as President has had opportunity to be a tenant, utilizing an office there during this interim period. I also have been a member of the Athletic Club

presently located on the property. My time spent on the property and my familiarity with the waterfront make me extremely excited about the park that has been planned for the enjoyment of all in the near future. To look across the water to downtown San Diego from what promises to be one of the most phenomenal public parks in Southern California is going to be a reward to each of us. I found it to be a delightful experience to have the privilege to watch and listen as volunteers from the parks and environmental organizations of this community struggled with issues of design and implementation for this park. Although we sometimes laughed at the length of time spent on such items as off-leash dog concerns, the committee took extremely seriously a need for proper compromise and provided solutions that would promote the safest and best use of these public lands.

Parking is always a consideration and this issue grew in proportion as it was suggested the structure would be visible not only from Rosecrans Street but also as a rather unsightly object from view properties in Point Loma. The compromise for this structure that had the potential of blocking views as well as it's unsightliness was addressed and responded to with a requirement of creating something of garden on the top. You will find these requirements in the Development Agreement.

I could go on and on about the community input on this project and how needs were constantly being weighed with requirements, but you have the information in front of you. I would however like to say that I am convinced the project that has been designed by committees, approved by the citizens, and the City Council is the best use of the land for the good of all. The Cultural Center alone with its ability to educate and promote the arts should be enough for your commission to understand the value of the immediate approval of this plan for us.

Thank you for your attention and efforts on our behalf and your prompt decision.

Sincerely,

Diana Alexander,
Immediate Past President Peninsula Chamber of Commerce
Member of North Bay Redevelopment Project Area Committee
NTC Citizen's Implementation Advisory Committee
San Diego Business Owner
Resident of Point Loma

CATHOLIC CHARITIES

Administration

March 22, 2001

Sara Wan, Chair
California Coastal Commission
San Diego Coast Area
7575 Metropolitan Drive, Suite 103
San Diego, California 92108

via fax: 619/ 767-2384

RE: Naval Training Center Local Coastal Program

Dear Ms. Wan,

I am writing in support of the California Coastal Permit Application, filed by the City of San Diego, requesting approval of the Local Coastal Program at NTC.

In 1993, I was asked to chair the NTC Reuse Committee Homeless Subcommittee, charged with the task of bringing together a consolidated group of local homeless providers in the community who were interested in benefiting from the closure of the property. After several years of community debate and compromise, the Homeless Subcommittee entered into an agreement with the City of San Diego. The agreement included a financing and implementation plan of approximately \$7.5 million to provide off-site homeless assistance and programs to serve the population in need of transitional housing. Our goal was – and remains – to provide housing and opportunities for San Diego's homeless population.

In keeping with the spirit of agreement between the City of San Diego and the NTC Homeless Subcommittee, the Corky McMillin Companies has partnered with the Homeless Subcommittee members and Catholic Charities to provide outreach opportunities at NTC. Over the past several months, two "Family Days" have been hosted, where surplus furniture was made available to several dozen low-income families and formerly homeless families. Additionally, we've developed an outreach program in conjunction with several nonprofit agencies to employ formerly homeless workers on the job site.

MAR 22 2001
CATHOLIC CHARITIES
SAN DIEGO COAST AREA
7575 METROPOLITAN DRIVE, SUITE 103
SAN DIEGO, CALIFORNIA 92108

Over the last eight years, the Homeless Subcommittee has worked diligently to ensure community involvement and planning for NTC. Together with the City of San Diego and McMillin, we have agreed on a redevelopment plan. The redevelopment plan provides a balanced mix of uses and activities, as well as accommodates and greatly enhances public access.

I urge your support of the Naval Training Center Local Coastal Program's request for a California Coastal Permit Application.

Sincerely,

Sister RayMonda DuVall
Chair, NTC Homeless Subcommittee





POINT LOMA
NAZARENE
UNIVERSITY

Office of the
President

Special
Assistant to
the President

University
Relations and
Planning

Sara Wan, Chair
California Coastal Commission
San Diego Coast Area
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108-4402

**RE: California Coastal Commission Hearing regarding the Naval Training
Center Local Coastal Program**

I am writing to express my support for the Local Coastal Program at NTC. Having worked with the City and the McMillin Companies as part of the NTC Implementation Advisory Committee, I am convinced that they have actively tried to incorporate public participation with a project that will benefit the whole region (those who have opposed this project throughout the process tend not to be concerned about the region as much as their narrower set of interests).

As a University we are very excited about several components of the project:

- The 300,000 sq. ft. Civic Arts and Cultural Center- As a institution dedicated to a liberal arts education we believe that learning is a life-long process. This Arts and Cultural Center will not only benefit our students but also children, students, and adults from all over San Diego County.
- The 46 acres of park and open space- It will be beneficial to have an area set aside on the peninsula that allows for athletics, special outdoor events, or just enjoying a nice stroll.
- The 350 new single-family and multi-family homes- As the University brings in new professors or staff from around the United States it has become increasingly difficult to find nearby housing for them because Point Loma has become so impacted by high housing prices. Increasing the supply of housing in Point Loma can only help the situation.

For these and many other reasons I urge your support of this project when it comes before you in April.

Sincerely,

Job Nelson
Special Assistant to the President
Point Loma Nazarene University

RECEIVED

MAR 23 2001

RECEIVED
CALIFORNIA COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

March 23, 2001

Sara Wan, Chair
California Coastal Commission
San Diego Coast Area
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108 - 4402
(via fax) (619) 767-2384

Subject: California Coastal Commission Hearing On The Naval Training Center

Dear Ms. Wan:

In hearings this coming April you will be considering for approval the proposed plan by the City of San Diego and McMillin Land Development for the redevelopment of the Naval Training Center in San Diego. I encourage you to approve the plan as proposed.

Redevelopment is a vital element for all established cities and I believe the City of San Diego's proposed plan for the redevelopment of the Naval Training Center is a perfect example of how this process can be done in a manner that benefits everyone. The plan benefits the environment by controlling runoff and preventing water pollution. The plan benefits people by preserving cultural treasures and providing park and recreation facilities.

I believe this is a perfect example of how redevelopment should occur and I hope the Coastal Commission will support the proposed plan along with the majority of citizens in the San Diego community including myself.

Sincerely,

Sean R. Dyer
13713 Shoal Summit Drive
San Diego, CA 92128

RECEIVED

MAR 23 2001

RECEIVED
CALIFORNIA COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

CATHOLIC CHARITIES

Administration

March 22, 2001

Sara Wan, Chair
California Coastal Commission
San Diego Coast Area
7575 Metropolitan Drive, Suite 103
San Diego, California 92108

via fax: 619/ 767-2384

RE: Naval Training Center Local Coastal Program

Dear Ms. Wan,

I am writing in support of the California Coastal Permit Application, filed by the City of San Diego, requesting approval of the Local Coastal Program at NTC.

In 1993, I was asked to chair the NTC Reuse Committee Homeless Subcommittee, charged with the task of bringing together a consolidated group of local homeless providers in the community who were interested in benefiting from the closure of the property. After several years of community debate and compromise, the Homeless Subcommittee entered into an agreement with the City of San Diego. The agreement included a financing and implementation plan of approximately \$7.5 million to provide off-site homeless assistance and programs to serve the population in need of transitional housing. Our goal was – and remains – to provide housing and opportunities for San Diego's homeless population.

In keeping with the spirit of agreement between the City of San Diego and the NTC Homeless Subcommittee, the Corky McMillin Companies has partnered with the Homeless Subcommittee members and Catholic Charities to provide outreach opportunities at NTC. Over the past several months, two "Family Days" have been hosted, where surplus furniture was made available to several dozen low-income families and formerly homeless families. Additionally, we've developed an outreach program in conjunction with several nonprofit agencies to employ formerly homeless workers on the job site.

RECEIVED

MAR 23 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Over the last eight years, the Homeless Subcommittee has worked diligently to ensure community involvement and planning for NTC. Together with the City of San Diego and McMillin, we have agreed on a redevelopment plan. The redevelopment plan provides a balanced mix of uses and activities, as well as accommodates and greatly enhances public access.

I urge your support of the Naval Training Center Local Coastal Program's request for a California Coastal Permit Application.

Sincerely,



Sister RayMonda DuVall
Chair, NTC Homeless Subcommittee

Catholic
Charities

CITY SERVICE MINISTRY
of San Diego

349 Cedar Street, San Diego, California 92101-3197 • Tel. (619) 231-2828 • Fax (619) 234-2272

Member Agency of United Way • Member Agency of Catholic Charities USA

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3/20/01 -

MAR 22 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

RECEIVED

MAR 22 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

March 21, 2001

Ms. Sara Wan, Chair
CALIFORNIA COASTAL COMMISSION
7575 Metropolitan Drive, Suite 103
San Diego, California 92108-4402

RE: NAVAL TRAINING CENTER APPROVAL REQUEST

Dear Sara:

I am writing this letter to request approval of the redevelopment of the Naval Training Center. I believe that this is a great opportunity for the City of San Diego, as it will create a landmark site. It will provide local residents with job opportunities, education, research and development, and a beautiful waterfront park to enjoy.

I am looking forward to this project moving forward, and I thank you for your attention to this matter.

Sincerely,

Mike Moser

Michael W. Moser

Dear Ms. Sara Wan,
I am writing you this letter to let you know that I am supporting the redevelopment of the Naval Training Center.

I have been a resident in the area for several years and the site has just been sitting there. It is a beautiful property sitting in front of the water, it will be a great place for families to relax, enjoy have a picnic, I would like to see it develop into a place where my children can go to learn art and dance. I would also like to see it become a place to go to dinner with my husband. There is so much that site can offer to the community as well as to the tourists. I am excited for this to happen, and so are lot of people in the neighborhood.

Thankyou for taking the time to read my letter.

Sincerely,

E. Neal Arthur
11616 Lakeside Ave. Lakeside, Ca. 92040 (619) 561-6123

RECEIVED

MAR 29 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

March 23, 2001

Sara Wan, Chair
California Coastal Commission
San Diego Coast Area
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108

Dear Ms. Wan,

This letter is to express my support for the redevelopment of the NTC by the McMillin Company. I served as a member of the Base Closure Committee as well as serving as the Chair of the Citizens Advisory Committee. To put it mildly I have investment of considerable time as well as a detailed understanding of this project.

I have had the opportunity to review and understand the depth of the McMillin plan. I feel that this Company is not just capable but committed to developing a project that will bring San Diego national attention for the quality of the new community that will replace the NTC.

The McMillin Company plan has shown attention and sensitivity to the interest of the surrounding Point Loma community. McMillin has gone to great lengths to provide continued access to the waterways while being sure that the increased traffic is reasonably observed by the newly designed auto circulation patterns.

I am also impressed by the way in which the McMillin plan brings compatibility to the new residential community and the proposed water recreational facilities.

I could continue to point out positives in the McMillin plan, however, I hope I have made the point that I have reviewed, in detail, all of the proposals submitted and feel certain that we moving forward with the best of all plans. I encourage your support.

I am sincerely,
E. Neal Arthur
E. Neal Arthur

QUENTIN C. YATES
4944 MOUNT ELBRUS DRIVE
SAN DIEGO, CA 92117

April 21, 2001

RECEIVED
MAY 01 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Sara Wan, Chair
California Coastal Commission
San Diego Area
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108-4402

RE: NTC Redevelopment

Dear Ms. Wan:

I am writing you this letter to voice my solid support for the NTC redevelopment. I think it is a wonderful plan, and believe that it will benefit the area and the residents.

I was first introduced to NTC in October of 1965. I had just joined the US Navy and the Viet Nam conflict was in full swing. I was a very young man and the step from civilian life to Navy life was quite a step indeed. NTC Boot Camp was difficult, challenging and yet rewarding. I served in many conflicts including the Dominican Republic, Panama, Cuba, the Pueblo incident off North Korea and three tours in Viet Nam.

After I got out of the Navy, I always looked back on NTC as the place I truly began my journey to becoming a man. Because of the discipline I learned there, I was able to continue my education and receive a business degree from San Diego State University.

NTC has always held a special meaning to me, and I believe that the redevelopment plans for it will help me, and countless others like me, keep some very fond memories alive. The preservation of the historic buildings is particularly important to me.

We, as Californians and San Diegans, need desperately to preserve our precious few historic sites. The quaint charm of the old buildings and the exciting blend of the new will allow NTC to be a valuable asset to our area. It will also be a place that I can take my son, who is now about the same as I was when I joined the Navy and came to NTC. He will hear some of my stories about when I was there and build some of his own memories.

The redevelopment will also allow access to the restored buildings, waterways and recreation areas. It will provide housing, hotel space, office space, a Civic Arts and Cultural Center all while protecting the public view corridor. It will also provide thousand of permanent jobs.

I am very excited and enthusiastic about this redevelopment of NTC and strongly urge you to support it as well. Should you wish to contact me, I would welcome the opportunity to discuss this matter with you at your convenience. Thank you for your positive consideration in this very important matter.

Sincerely,

Quentin C. Yates
Quentin C. Yates

RECEIVED

MAR 26 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

March 23, 2001

Sara Wan, Chair
Diana Lilly, Staff
California Coastal Commission
San Diego Coast Area
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108-4402

RE: Naval Training Center Redevelopment Plan

Dear Ms. Wan:

I am writing in support of an important project for San Diego and the California Coastal Commission. I want to encourage the Coastal Commission to support the proposed redevelopment program at the Naval Training Center (NTC).

I am happy to see the project moving forward, as proposed by the City of San Diego. The NTC redevelopment program provides critical access to the (until recently unavailable) shoreline. The plans for a new 40-acre park along the water's edge will be a tremendous asset to San Diego.

Smart, adaptive reuse of the historic buildings will provide new recreational resources with the cultural and arts center, as well as new public gathering places for my children and their children to enjoy. Public access to the waterfront, and a completed bike link through the project to downtown sound like a positive redevelopment plan to me.

Please approve the NTC redevelopment program. Thank you for your consideration.

Sincerely,


Ken Screeton



POINT LOMA
NAZARENE
UNIVERSITY

Office of the
President

Special
Assistant to
the President

University
Relations and
Planning

RECEIVED

MAR 26 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Sara Wan, Chair
California Coastal Commission
San Diego Coast Area
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108-4402

RE: California Coastal Commission Hearing regarding the Naval Training Center Local Coastal Program

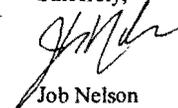
I am writing to express my support for the Local Coastal Program at NTC. Having worked with the City and the McMillin Companies as part of the NTC Implementation Advisory Committee, I am convinced that they have actively tried to incorporate public participation with a project that will benefit the whole region (those who have opposed this project throughout the process tend not to be concerned about the region as much as their narrower set of interests).

As a University we are very excited about several components of the project:

- The 300,000 sq. ft. Civic Arts and Cultural Center- As a institution dedicated to a liberal arts education we believe that learning is a life-long process. This Arts and Cultural Center will not only benefit our students but also children, students, and adults from all over San Diego County.
- The 46 acres of park and open space- It will be beneficial to have an area set aside on the peninsula that allows for athletics, special outdoor events, or just enjoying a nice stroll.
- The 350 new single-family and multi-family homes- As the University brings in new professors or staff from around the United States it has become increasingly difficult to find nearby housing for them because Point Loma has become so impacted by high housing prices. Increasing the supply of housing in Point Loma can only help the situation.

For these and many other reasons I urge your support of this project when it comes before you in April.

Sincerely,



Job Nelson
Special Assistant to the President
Point Loma Nazarene University

Marty Bohl
747 Rosecrans Street
San Diego CA 92106

By fax to (619) 767-2384

Sara Wan, Chair
Diana Lilly, Staff
California Coastal Commission
San Diego Coast Area
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108 - 4402

Re: NTC Precise Plan/Local Coastal Program

Dear Ms. Wan:

I am writing in support of the NTC Precise Plan/Local Coastal Program.

After years of study and public input, the City of San Diego has come up with a fair, balanced plan for the re-use of this important property. I support it because it provides for:

- Preservation of naval history through the preservation of the NTC Historic Core and the re-use of those buildings with new recreational, cultural and arts components,
- A new 40-acre park along the water's edge providing public access to a previously inaccessible portion of our coastline,
- A bike link through the project to downtown, and
- The residential and commercial components necessary to make the project financially viable and make the public benefits a reality.

As a Point Loma resident, I look forward to enjoying the redeveloped "Liberty Station" with my family. Please approve the NTC redevelopment program. Thank you for your consideration.

Sincerely,

Marty Bohl



GREG COX
SUPERVISOR, FIRST DISTRICT
San Diego County Board of Supervisors

RECEIVED

MAR 27 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COASTAL DISTRICT

March 22, 2001

Sara Wan, Chair
California Coastal Commission
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108-4402

Re: Naval Training Center Local Coastal Program

Dear Chairwoman Wan and Coastal Commissioners:

As the County Supervisor who represents the area where the Naval Training Center (NTC) is located, I respectfully request that the Commission approve the Local Coastal Permit Application filed by the City of San Diego for the redevelopment of NTC. The NTC Precise Plan is the product of seven years of community input, discussion, debate and compromise. The NTC redevelopment program will guide the development, design and implementation of 360 acres of central San Diego waterfront.

The rehabilitation of a former military base presents many challenges and opportunities. The NTC Precise Plan includes comprehensive plans for public access, recreation and development. New development is located in close proximity to existing neighborhoods, while public access and recreation is provided at the waterfront. In addition, view corridors are maintained or enhanced and the environment as envisioned encourages pedestrian movement. Lastly, 52 historic buildings in the core will be renovated and preserved for cultural or civic uses. The City of San Diego has gone to great effort to ensure that the redevelopment and reuse of NTC will serve the interests of the San Diego community.

Thank you for your consideration. Your timely approval would be greatly appreciated.

Sincerely,

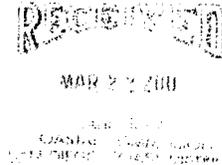
Greg Cox

GREG COX
Supervisor, First District

STEVENS PLANNING GROUP, INC.
Land Use Consultants

March 19, 2001

Ms. Sara Wan, Chair
California Coastal Commission
San Diego Coast Area
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108 - 4402



Dear Ms. Wan:

I am writing this letter as an individual to recommend that your agency approve the NTC Local Coastal Program. However, I have participated throughout the Naval Training Center planning process on behalf of several community organizations: the Mayor's Naval Training Center Citizens Advisory Committee, the Peninsula Community Planning Board and the North Bay Redevelopment District Project Advisory Committee - NBRD nearly surrounds NTC. And I am also a career urban planner so I believe I can comment on the NTC reuse plan (I can't get used to Liberty Station) from several perspectives.

No planning process is perfect, and I can't pass up this last chance to remind that a Specific Plan would have been a better overall approval framework. The enormous volume of paper was in itself a deterrent to community involvement - the multi-layered entitlements, deadlines for approval/recommendation actions and the too early DDA closed off possibilities for refinements as issues became better understood. Yes, there were procedural wrinkles that I would like to have seen unfold a little differently and as the implementation phase starts there are bound to be bumps in the road.

But my purpose here is to support completing the entitlement process because of the substantial good that came out of community involvement - many public requests became part of the permit documents. Most notable to me were: enabling findings to allow NTC tax increment bond proceeds to offset traffic impacts to area roads, reducing the scale and softening the façade of a large parking structure along the Rosecrans frontage, and public access, especially the walkway/bikeway along Navy Lagoon with connections to Spanish Landing and hopefully extending into the North Bay Revitalization Area - NBRD's Bay to Bay Canal project starts at NTC. I understand that the NTC plan will accommodate additional visitor serving and marine recreational uses, such as the Ocean Village historic exhibit; and further that interim tenants displaced by construction will be able to vie for long-term status in the rehabilitated NTC.

I therefore believe that the NTC reuse plan fulfills the California Coastal Act objectives and I therefore recommend to your Commission approval of its Local Coastal Permit.

Sincerely,

Michael D. Stevens
President

VIA FACSIMILE (619) 767-2384

March 23, 2001

Ms. Sara Wan, Chair
California Coastal Commission
San Diego Coast Area
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108-4402

Re: Naval Training Center

Dear Ms. Wan:

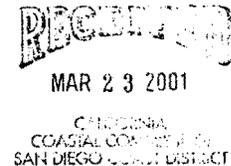
I am writing to encourage your support of the Permit Application requesting approval of the Local Coastal Program for the Naval Training Center. This project, with its' central location, historic structures and proximity to the bay makes it one of the most important development projects in the county today.

I feel the project team has done a good job of incorporating public access, protecting view corridors and tailoring the feel of the entire development into the existing community. The planned residential development, educational facilities and tie-in to an existing linear park are particularly exciting components of the plan.

This project, as planned, deserves your support.

Best Regards,

Eric R. Beck
City of San Diego Resident



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MAR 23 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Russ Sheldon
14325 Midland Rd.
Poway, Ca. 92064



March 22, 2001

Sara Wan, Chair
California Coastal Commission
San Diego Coast Area
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108 - 4402

RE: NTC Precise Plan/Local Coastal Program

Dear Ms. Wan:

I want to write in support of an important project for San Diego and the California Coastal Commission. As a person who appreciates San Diego history and a family man with nine grandchildren all living in the San Diego area, I want to encourage the Coastal Commission to support the proposed redevelopment program at the Naval Training Center. My youngest son was married in the Chapel at NTC and I worked on several reconstruction projects at NTC over the last twenty years.

After many years of community input, I am happy to finally see the project moving forward. As proposed by the City of San Diego, the NTC redevelopment program provides access to a very important shoreline. The plans for a new 40-acre park along the water's edge will clearly advance the mission of the California Coastal Commission.

I believe the NTC Historic Core will be a important asset to the region. Creative reuse of those buildings will provide new recreational resources with the cultural and arts component, as well as new public gathering places for my grandchildren and their children to enjoy. Preservation of naval history, public access to the waterfront, and a completed bike link through the project connecting to downtown and Seaport Village make good positive redevelopment plans.

Please approve the NTC redevelopment program, can you imagine a larger Naval Version of Seaport Village with the added advantage of Parks and recreational facilities. There will not be another venue like this in Southern California. Thank you for taking public input on this project.

Sincerely,

Russ Sheldon (858) 748 - 7037 fax (858) 679 - 9640 email russas@concentric.net

DIEGO HISTORICAL SOCIETY



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MAR 23 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

March 14, 2001

Sara Wan, Chair
California Coastal Commission
San Diego Coast Area
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108-4402

Dear Ms. Wan:

I am writing in support of the City of San Diego's application for approval of the Local Coastal Program at the Naval Training Center.

I believe that it contains a proper mix of recreational and commercial development, with provisions for important park space and with public access preserved to the water.

One of the important elements in the plan is the preservation of buildings within NTC's historic core. The developer, the Corky McMillin Companies, is committed to helping preserve the important history of the Naval Training Center and the role it played in the history of San Diego and the nation.

Respectfully,

Robert M. Witty
Executive Director



GALAXIE MANAGEMENT INC.

130 Napa Street, San Diego, CA 92110

(619) 299-9950 FAX (619) 299-9955

March 19, 2001

Ms. Sara Wan, Chair
California Coastal Commission
San Diego Coast Area
7575 Metropolitan Drive, Ste. 103
San Diego, CA 92108-2370

Dear Ms. Wan:

As past Chairman of the San Diego Regional Chamber of Commerce, I am writing this letter to show my strongest possible support to the California Coastal Commission regarding the redevelopment of the Naval Training Center (NTC) and to stress the importance of this project to the region as a whole.

The city and community approved NTC Precise Plan/Local Coastal Program will guide the development of approximately 360 acres of land and contains comprehensive plans for public access to the waterway, recreation, enhanced marine environment, and development. It includes plans for a 40-acre waterfront park and esplanade that will provide public recreational facilities, protect view corridors, bring in new development, and encourage pedestrian circulation rather than automobiles. It is a landmark opportunity for the City of San Diego, as well as the community and neighboring regions.

Your favorable consideration of the NTC redevelopment plan will contribute significantly to fulfilling San Diego's dreams to make this a dynamic addition to the San Diego region.

Please do not hesitate to contact me if you have any questions.

Sincerely,

Joseph W. Craver
President

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MAR 21 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT



ASSOCIATION

P.O. BOX 60212, SAN DIEGO, CALIFORNIA 92166-0212, ILLINOIS

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MAR 23 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Sara Wan, Chair
California Coastal Commission
7275 Metropolitan Drive, Ste. 103
San Diego, CA 92108-4402

SUBJECT: NTC REUSE PLAN; COMMISSION
DOCKET: 4/11/01

Dear Chair Wan & Commissioners:

I am the President of the Point Loma Association, the largest and one of the oldest town councils in the San Diego area. Our organization has been intimately involved with every aspect of the NTC reuse process since the base was first ordered closed in 1993. I was privileged to be a member of the original Reuse Committee, which produced the reuse plan after intensive collaboration by the committee, the community, and the city council. It was an inclusionary process that worked literally thousands of hours, much of the time televised, with workshops, sub-committees, design charrettes, and public hearings. A process that produced the most ambitious and best mixed use plan the city has ever attempted, one that will be self-funded by the project itself, rather than by taxpayers or the city's general fund.

If you admire sensitive planning, community consensus building, quality landscaping, creation of new parks and recreational opportunities, preservation and enhancement of historic buildings, and new view corridors where none currently exist, then this is a project you should support enthusiastically. These elements are the essence of the plan, and together, will create a village by the bay.

Every building at NTC worth preserving will be totally rebuilt, and hundreds of thousands of square feet of space will be available for non-profit, arts, and cultural groups to use for the community and region's benefit. The buildings coming down are unattractive, older barracks that do not meet state and local building codes. The new commercial and residential construction planned for NTC has been extensively reviewed by community groups, and after their input, has met with very favorable reviews. The architecture and style of the buildings will blend in seamlessly with the surrounding neighborhood.

The City Attorney has opined that the 30-foot height limit does not apply to NTC, but the new buildings will exceed that limit, if at all, only in a very limited way. Many of the buildings that will be preserved currently exceed 30 feet in height. Minor increases above 30 feet will allow more varied and interesting architectural styles, and will not in any significant way block views. In fact, view corridors to the water and downtown will be enhanced over what is there now.

Traffic levels after full redevelopment have been mentioned as a potential problem. In fact, as the planners and developers working on the ultimate mix of residents, tenants and users continue to sharpen their pencils, traffic levels appear to be only marginally higher than when the base was fully operational as a Naval facility. Many in the community are not aware that as a Naval Training Center, 1/2 of the thousands who were at the base daily were not boot camp recruits, but rather, arrived in cars as workers, military students, administrators, etc. All of that traffic came at once, rush-hour style, instead of being dispersed throughout the day as the Reuse Plan will facilitate. Additionally, many traffic mitigation measures will be instituted by the master developer.

After nearly eight years of work, this project deserves your full support. I urge you to vote for our plan, and allow the community, the city, and the master developer to begin implementation.

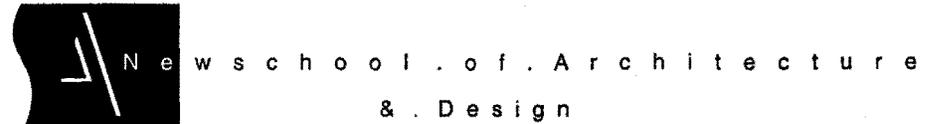
Sincerely,

Wayne Raffesberger, President

CB Richard Ellis

CB Richard Ellis, Inc.
 4365 Executive Drive
 Suite 900
 San Diego, CA 92121-2127
 T 858 646 4740
 F 858 646 4742
 mread@cbRichardellis.com
 www.cbRichardellis.com

Mark M. Read
 Senior Managing Director



ner, FAIA, FAICP, FIUD

March 20, 2001

Ms. Sara Wan, Chair
 California Coastal Commission
 San Diego Area
 7575 Metropolitan Drive, Suite 103
 San Diego, CA 92108-4402

Re: California Coastal Commission Hearing--Naval Training Center Local Coastal Program

Dear Ms. Wan

This letter is to add my name to those supporting the approval of the Naval Training Center Reuse Plan, and urge the Coastal Commission to give the Plan favorable consideration.

As the City of San Diego's initial project manager for the NTC Reuse Plan, and later as a member of an M.I.T. team evaluating the Base Closure Process for the Departments of Defense and Commerce, I have followed the progress of the NTC Reuse Planning process.

The Reuse of the Naval Training Center has the potential to be the model of how best to reuse a base and particularly for the City how best to plan for redevelopment.

The reuse of the NTC provides an opportunity for San Diego to create a new community to meet the growing needs of the city, and, as importantly, to gain waterfront parklands, a finite resource.

I urge the Coastal Commission to approve the plan for NTC in order to move this unique opportunity closer to implementation.

Sincerely,

Michael Steiner, FAIA, FAICP, FIUD, Dean

cc: Mayor Dick Murphy
 Planning Director Gail Goldberg AICP
 Walter Heiberg

Coastal Commission

Rev. 3/19/01

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 President PAA/Institute Arch.

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MAR 21 2001

CALIFORNIA
 COASTAL COMMISSION
 SAN DIEGO COAST DISTRICT

March 19, 2001

Sara Wan, Chair
 California Coastal Commission
 7575 Metropolitan Drive, Suite 103
 San Diego, CA 92108-4402

RE: NAVAL TRAINING CENTER APPROVAL REQUEST

Dear Sara:

This letter is being written as a request for approval of the redevelopment of the Naval Training Center (NTC). We are in strong support of the redevelopment of the NTC, now known as Liberty Station. This redevelopment project is extremely important to the San Diego region for many reasons. Access to the bay and the waterfront is something that is appealing to a great majority of San Diegans, my family included. The proposed program will provide public access to the waterway, developing public access around and along the water's edge while at the same time maintaining marine resources by controlling runoff and preventing water pollution. The 40-acre park and the pedestrian esplanade surrounding it will be designated for walking, biking, and rollerblading along the waterfront, opening up an opportunity for residents and visitors alike to experience what makes San Diego unique from the rest of Southern California.

The Naval Training Center redevelopment will be a step in the right direction for San Diego. The proposed plan for the project will benefit visitors and residents alike, offering job opportunities, education, training, and research and development.

Thank you for your assistance with this matter.

Sincerely,

CB Richard Ellis, Inc.

Mark Read
 Senior Managing Director
 (858) 646-4740

MR: ln

4129
 1653
 1000 ARCH 02/01

March 12, 2001

Sara Wan, Chairwoman
California Coastal Commission
San Diego Coast Area
7575 Metropolitan Drive
Suite 103
San Diego, Ca 92108 4402

RECEIVED

MAR 14 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Re: Redevelopment of Naval Training Center, San Diego, Ca. (Liberty Station)

Ladies and Gentlemen:

We have been following the proposed redevelopment of the above project for several years with great interest. This is truly a great property in the heart of San Diego and the public has been involved from the start to make the reuse plan one that would balance the desires of the community with the economic realities. We believe they have done an excellent job and would encourage you to promptly approve the plan so development can be completed while we are still young enough to benefit by it.

The project as conceived by the plan keeps almost all of the shoreline open to the public and with the two hotel sites creates an area for visitors to take advantage of the wonderful things being done with the balance of the property like the cultural and arts area, parks etc. The large public park that is planned is great, as we can always use more open space to play in the heart of the city. We spend lots of time at Mission Bay and Balboa parks, and on the walks around the bay. Since the redevelopment as we understand it will tie to the Spanish Landing area, we will now be able to walk to the new development all the way from the convention center around a large part of the bay.

The concept of this multifaceted development with homes, offices, educational opportunities and shopping facilities all in one place, together with the wonderful art, culture, and recreation area sounds wonderful, and like a place that we would all want to be. It would be wonderful if all of our cities were built this way.

Finally, this wonderful property has been off limits for almost 75 years, and it is now time to get it back in the communities hands. We therefore support the reuse plan for this property and ask you to move promptly to approve it. We understand that the City has done so already and your approval will permit the project to move forward.

Very truly yours,
Stuart Bartfeld
Carol Bartfeld
Stuart and Carol Bartfeld
13754 Old El Camino Real Rd.
San Diego, Ca. 92130

19 March 2001

Sara Wan, Chair
California Coastal Commission
San Diego Coast Area
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108 - 4402
via fax: 619/ 767-2384

RECEIVED

MAR 16 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

RE: NTC Precise Plan/Local Coastal Program

Dear Ms. Wan:

Thank you for the opportunity to write in support of an important project for San Diego and the California Coastal Commission. As a person who enjoys San Diego history and a family man with two small children, I want to encourage the Coastal Commission to support the proposed redevelopment program at the Naval Training Center.

After what seems like a dozen years of community input, I am happy to see the project moving forward. As proposed by the City of San Diego, the NTC redevelopment program provides critical access to a very special (and until recently unavailable) shoreline. The plans for a new 40-acre park along the water's edge will clearly advance the mission of the California Coastal Commission.

Additionally, I believe the NTC Historic Core will be a great asset to the region. Smart, adaptive reuse of the existing buildings will provide new recreational resources with a cultural and arts component, as well as new public gathering places for my children and their children to enjoy. Preservation of naval history, public access to the waterfront, and a completed bike link through the project to downtown sound like good positive redevelopment plans to me.

Please approve the NTC redevelopment program. Thank you for your consideration.

Sincerely,

John Conley
John Conley
5436 Redland Drive
San Diego, CA 92115



EMERALD PLAZA
 402 West Broadway, Suite 1000
 San Diego, California 92101-3585
 Tel 619.544.1300
 Fax 619.234.0571
 www.sdchamber.org

MAR 19 '01 04:39PM CA COASTAL COMM
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 TEL (916) 645-3752
 FAX (916) 327-2188
 DISTRICT OFFICE
 1537 COLUMBIA STREET
 SAN DIEGO, CA 92101-2934
 TEL (619) 645-3090
 FAX (619) 645-0054
 SENATOR ALPERT@SEN.CA.GOV

California State Senate
 SENATOR
 DEDE ALPERT
 THIRTY-NINTH SENATORIAL DISTRICT
 CHAIR
 SENATE APPROPRIATIONS COMMITTEE



March 15, 2001

P.2/2
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MAR 19 2001

CALIFORNIA
 COASTAL COMMISSION
 SAN DIEGO COAST DISTRICT

March 16, 2001

Chairwoman Sara Wan
 California Coastal Commission
 San Diego Coast Area
 7575 Metropolitan Drive, Suite 103
 San Diego, CA 92108-4402

Dear Chairwoman Wan:

I am writing to you on behalf of the San Diego Regional Chamber of Commerce to convey our support of the Naval Training Center Precise Plan/Local Coastal Program. The redevelopment of NTC is a landmark opportunity for San Diego and the surrounding region, because the City can once again show others how redevelopment can benefit and revitalize neighborhoods and their residents.

This project, when completed, will include a waterfront suitable for recreational use, and will maintain and enhance marine resources by controlling runoff and preventing water pollution. It also includes plans for a 40-acre park and esplanade next to the water, which will provide recreational uses for the general public to enjoy. When completed, it will be a combination of recreational activity, artistic exhibits and open space that will be appealing in some aspect to everyone in San Diego County.

This project is vital to the revitalization of the northern area of San Diego Bay and I hope you will take this into consideration when you vote on the NTC Local Coastal Program in April. Thank you for your consideration of this matter. If you have any questions, I can be reached at (619) 544-1311.

Sincerely,

Jessie J. Knight Jr.
 President and CEO

Ms. Sara Wan, Chair
 California Coastal Commission
 45 Fremont Street, Suite 2000
 San Francisco, CA 94105-2219

RE: Naval Training Center Local Coastal Program

Dear Ms. Wan,

I am writing in support of the California Coastal Permit Application filed by the City of San Diego requesting approval of the Local Coastal Program at NTC. The NTC redevelopment project is in the heart of my Senate district and is essential to the revitalization of the surrounding community.

As you may be aware, this land was deeded to the City of San Diego by the federal government under the auspices of the federal Base Realignment and Closure Act of 1990. The City then convened a 27-member Base Reuse Committee, who conducted public meetings for more than two years developing recommendations for the property. My office was active in both monitoring these meetings and providing input to individual committee members. This Committee's recommendations were adopted by the San Diego City Council in 1996, and they form the foundation for the plan now before the Commission. This plan accommodates and greatly enhances public access, while also providing for a balanced mix of business/retail, housing, and arts/cultural uses.

In addition, the California Trade and Commerce Agency, in recognition of the vital role this project has, recently conferred upon it a Local Agency Military Base Recovery Area (LAMBRA) designation. This designation will make state tax credits available to new businesses locating in the area, and is indicative of the wide base of support this project enjoys.

Again, I strongly urge your support of this matter. Thank you for your time and consideration of this request.

Sincerely,

SENATOR DEDE ALPERT
 39th District

DA:jj

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 MAR 19 2001
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MAR 19 2001
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 COASTAL COMMISSION
 SAN DIEGO COAST DISTRICT

THE GALINSON FOUNDATION
7979 Ivanhoe Avenue - Suite 520 - La Jolla CA 92037

SENT VIA FACSIMILE

March 13, 2001

Sara Wan
California Coastal Commission
7575 Metropolitan Drive, Ste. 103
San Diego, CA 92108

Re: NTC

Dear Ms. Wan:

I have recently purchased a home in Ocean Beach. I am also a member of the Surfrider Foundation.

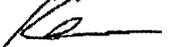
While NTC was being considered for redevelopment I was extremely skeptical of the accessibility and environmental impact of the project on surrounding tidelands. It wasn't until I reviewed the plans for the area that my fears were put to rest.

Pt. Loma, a beach community, has one major dilemma: BEACH ACCESS for the community. It seems that public and private parties all want to get their piece of oceanfront only to fence it off to the people who treasure it the most. The City and The McMillin Co. should be commended for opening this area up for public recreation.

I also commend The McMillin Co. for addressing and solving the potential issues with water quality. They have obviously put a lot of thought into preserving and protecting the surrounding water environment.

Thank you for taking the time to read this letter and I hope that the Coastal Commission will show full support for NTC redevelopment plan at its next meeting.

Sincerely,


Kenneth H. Graulich

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MAR 1 9 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

March 16, 2001

Sara Wan, Chair
California Coastal Commission
San Diego Coast Area
7575 Metropolitan Dr., Ste 103
San Diego, CA 92108-4402

Dear Ms. Swan:

It is my understanding that you will be hearing at your April meeting the redevelopment project of the San Diego Naval Training Center property. I am writing this letter in support of the project.

As a former member of the San Diego Regional Coastal Commission, I can assure you I am very sensitive to the environmental and other concerns of your commission. I applaud the work you have done over the years to protect the many interests of the people of San Diego and our many visitors.

The NTC redevelopment program has been very concerned with issues such as public access, protecting low cost recreational facilities, enhancing marine resources, protecting view corridors and the many other important issues you deal with on a day-to-day basis. There is no question in my mind that this project will greatly enhance the area and better serve the residents of San Diego and its millions of visitors.

I should add that I serve as chair of the NTC Foundation, which is working to develop a plan for the 300,000 square feet within twenty-two buildings in the project, which will be used for cultural, arts and civic projects. We are a non-profit entity that is a part of the entire development project, but I have no financial interest in the project.

If I can be of any assistance, please feel free to call.

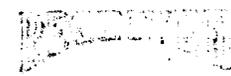
Sincerely,

Murray L. Galinson

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MAR 1 9 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

MUSIC THEATRE

Steve Alexander
3746 Caminito Pulera
La Jolla, California 92037



MAR 12 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

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MAR 14 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

March 13, 2001

Sara Wan, Chair
California Coastal Commission
San Diego Coast Area
7575 Metropolitan Drive Ste 103
San Diego, California 92108 - 4402

RE: APPROVE the Local Coastal Program at the Naval Training Center

Dear Chairwoman Wan,

On behalf of our 125 member theatre, music and dance companies, I want to extend our strong endorsement to approve the Local Coastal Program at the Naval Training Center when it comes before the Coastal Commission in April.

San Diego arts organizations of all budget sizes face an urgent need for affordable, quality rehearsal and performance space. In addition, the tight rental market is squeezing small and mid-size groups out of affordable office space.

This impediment to the future growth of our arts and culture institutions comes at a time when the local and national press are recognizing San Diego as - what Travelocity.com recently called us - "The Newest Cultural Mecca in the U.S.!"

The 301,000 square feet in the Arts, Civic and Cultural Historic Core at the NTC will create a second Balboa Park for San Diego with a collection of arts and museums unparalleled in the country. Already, a nonprofit foundation generously funded by the McMillan Companies is completing a plan to match need with available space based on a successful model at Fort Mason in San Francisco - but on an even larger scale in a more beautiful campus environment!

Your decision will have a tremendous impact on the future success of our arts and culture community and assure that San Diego can remain - as the *San Jose Mercury News* says - "a sun-filled paradise brimming with culture."

Thank you for your consideration.

Sincerely,

Alan Ziter
Executive Director

www.sandiegoperforms.com

To promote and advance San Diego's Performing Arts

12 March 2001

Sara Wan, Chair
California Coastal Commission
San Diego Coast Area
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108 - 4402

RE: NTC Precise Plan/Local Coastal Program

Dear Ms. Wan:

Thank you for the opportunity to write to you about a most significant project for San Diego and the California Coastal Commission. As a long time resident of the region, I have been involved for 25 years with various community planning projects and public issues. Many of these have been during my term as a Commissioner on the San Diego Park and Recreation Board and chairman of the Mission Bay Park Committee, and have been in the coastal region.

The Naval Training Center project is one that has involved hundreds of hours of community input. It will provide critical access to heretofore unavailable shoreline and marine environments, and will clearly advance the policies and perspectives of the California Coastal Commission. *As a park advocate who has constantly attempted to advance the public's right to enjoy and recreate in the region's parks, I strongly recommend your approval of this project and its unique vision for creating a recreational, environmental and community resource for local and regional citizens, and tourists alike.* Who knows, perhaps someday your Commission will even meet there and can take pride in the legacy you created!

Thank you in advance for the chance to share my perspective. Best wishes on your deliberations.

Sincerely,

Steve Alexander

SA:as



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238 0700
238 0710
dpol.com



401 B Street
Suite 1100
San Diego
CA 92101
619.234.8484
619.234.1935 fax

March 14, 2001

Ms. Sara Wan
Coastal Commissioner
California Coastal Commission
San Diego Coast Area
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108-4402

RECEIVED

MAR 16 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Re: Support for Naval Training Center Local Coastal Program

Dear Commissioner Wan:

I am writing on behalf of the San Diego Regional Economic Development Corporation to express the organization's support for the City of San Diego's request for approval of its Local Coastal Program to redevelop the Naval Training Center (NTC). We appreciate your consideration of this very important project to the San Diego region.

The scope of this project takes full advantage of the former Naval property, transforming approximately 360 acres of existing developed area into a thriving cultural, commercial, and residential district. This contained master planned community will serve as a focal point for multi-faceted activity in San Diego providing public access that encourages non-vehicular movement along the Bay, suitable recreational activity that respects the marine environment, and social amenities that preserve the spirit of NTC while celebrating the cultural richness of San Diego.

The benefits of the NTC development on economic development are considerable, as it would provide 7,783 permanent jobs to replace the 3,090 that were lost, and 1,374 construction jobs. More than \$100 million will be dedicated to rehabilitating historic structures, utilities, streets, and parks, and approximately \$500 million will go towards constructing new office buildings, educational spaces, hotels, and residential homes.

This project is one of the most significant efforts the City of San Diego has undertaken in recent years constituting seven years of meticulous planning and inclusion of community input. Along with The Corky McMillin Companies, the City has managed to put together an exceptional plan that maximizes reuse of NTC and exemplifies public/private partnerships.

Ms. Sara Wan, Coastal Commissioner
March 14, 2001
Page Two

For these reasons, we respectfully request your approval of the City of San Diego's Coastal Permit application. Please feel free to contact me if I can be of assistance to you during your review of this project.

Sincerely,


Julie Meier Wright
President & CEO

CC: Honorable Dede Alpert, State Senator
Honorable Howard Wayne, State Assemblymember
Honorable Dick Murphy, Mayor, City of San Diego
Honorable Byron Wear, City Councilmember, City of San Diego

STATE CAPITOL, ROOM 3000
SACRAMENTO, CA 95814-4500
TEL (916) 445-3952
FAX (916) 327-3188

DISTRICT OFFICE
1557 COLUMBIA STREET
SAN DIEGO, CA 92101-2934
TEL (619) 645-2000
FAX (619) 645-0094

SENATOR AL PERTEY@SEN.CA.GOV

California State Senate

SENATOR
DEDE ALPERT
THIRTY-NINTH SENATORIAL DISTRICT
CHAIR
SENATE APPROPRIATIONS COMMITTEE



March 15, 2001

Ms. Sara Wan, Chair
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

RE: Naval Training Center Local Coastal Program

Dear Ms. Wan,

I am writing in support of the California Coastal Permit Application filed by the City of San Diego requesting approval of the Local Coastal Program at NTC. The NTC redevelopment project is in the heart of my Senate district and is essential to the revitalization of the surrounding community.

As you may be aware, this land was deeded to the City of San Diego by the federal government under the auspices of the federal Base Realignment and Closure Act of 1990. The City then convened a 27-member Base Reuse Committee, who conducted public meetings for more than two years developing recommendations for the property. My office was active in both monitoring these meetings and providing input to individual committee members. This Committee's recommendations were adopted by the San Diego City Council in 1996, and they form the foundation for the plan now before the Commission. This plan accommodates and greatly enhances public access, while also providing for a balanced mix of business/retail, housing, and arts/cultural uses.

In addition, the California Trade and Commerce Agency, in recognition of the vital role this project has, recently conferred upon it a Local Agency Military Base Recovery Area (LAMBRA) designation. This designation will make state tax credits available to new businesses locating in the area, and is indicative of the wide base of support this project enjoys.

Again, I strongly urge your support of this matter. Thank you for your time and consideration of this request.

Sincerely,

SENATOR DEDE ALPERT
39th District

DA:jj

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COMMITTEES
EDUCATION
CHAIR, APPROPRIATIONS
ENVIRONMENTAL QUALITY
NATURAL RESOURCES AND
WILDLIFE
REVENUE AND TAXATION

SELECT COMMITTEES
CHAIR, FAMILY, CHILD AND
YOUTH DEVELOPMENT
JUVENILE JUSTICE

JOINT COMMITTEES
CHAIR, MASTER PLAN FOR
EDUCATION - KINDERGARTEN
THROUGH UNIVERSITY

RECEIVED
MAR 19 2001

CALIFORNIA
COASTAL COMMISSION

RECEIVED
MAR 19 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Hamlin

March 27, 2001

VIA FACSIMILE (619) 767-2384

Sara Wan, Chair
California Coastal Commission
San Diego Coast Area
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108 - 4402

RE: Naval Training Center

Dear Ms. Wan:

I am writing this letter to support the redevelopment of the Naval Training Center (NTC). My family has lived in the Point Loma area for nearly 100 years, and I am happy to see this important area of our community finally being planned and developed to truly be a part of the community.

After seven years of planning, input by the community and The City of San Diego, it is time to move forward and implement. Further planning and delays will not only fail to improve the plan, it delays the benefits received, both economic and social.

Your speedy approval of this plan will insure greater environmental benefit, as the controls and mitigations will be able to be put in place. Letting the property remain in its current state does no one any good.

I encourage you to act quickly and approve the Coastal Development Permit.

Sincerely,

William R. Hamlin

RECEIVED
MAR 27 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

360 San Geronimo Street

San Diego, California 92106

619/224-3785

Dear Coastal Commissioners,

PLEASE APPROVE THE REDEVELOPMENT PROGRAM AT NTC.

The U.S. Navy, City of San Diego and the community have been working hard for more than seven years to redevelop the property at the Naval Training Center. There has been tremendous public participation and community contribution every step of the way. As one of the largest redevelopment projects in the region, a balanced, mixed-use community is being created to use the property in an economically feasible way.

The entire property will be opened to the public, including new waterfront parks and open space, the boat channel, golf course, waterfront esplanade and public promenade. New coastal and recreational amenities will significantly enhance the region for many generations to come. Finally, the NTC Historic District will remain fully intact, and will be redeveloped for the public under the proposed Reuse Plan.

Through this public-private partnership, over \$90 million in infrastructure and \$24 million in historic renovation is guaranteed, making this project financially feasible. Please ensure NTC becomes a vibrant and valuable asset to our community. I support the City of San Diego's redevelopment program at NTC and the Local Coastal Program as proposed. The NTC Plan is good for all of San Diego.

Sincerely, Kelly Cunningham Date May 25, 2001
Name Kelly Cunningham
Address 1631 State Str. #6, San Diego, CA 92101

Peter Douglas, Director
California Coastal Commission
45 Fremont Street
San Francisco, CA 94105

RECEIVED

MAY 22 2001

CALIFORNIA
COASTAL COMMISSION

May 17, 2001

RECEIVED

MAY 24 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Dear Peter,

Citizens in San Diego feel that the decisions the California Coastal Commission is making on Naval Training Center are not receiving the level of detailed scrutiny a project of this magnitude and importance deserves. NTC is the largest coastal public access facility to become available in southern California in decades. We are being forced by planning policy to accept a doubling of population in the San Diego region in the next 20 years. Yet all indications are that no amount of citizen protest or concern have had a bearing on the Coastal Commission to protect this \$1 billion, 361 acre facility which has the capacity of preserving any meaningful coastal access for those multitudes.

Our meetings with local staff personnel are particularly troubling. We have found the staff to be ambivalent or disrespectful of the extraordinary importance of San Diego's military heritage. As the military has long defined and influenced San Diego's character, this attitude can be dangerous in properly evaluating and preserving a former military facility for civilian use. There is the perception that there is validity in discounting the worth of NTC160 because it taught the ways of war and was only accessible in the past to the 50% of the general population and to families working for the military.

There also is the perception that **citizen input** is far less valuable than that received from the City of San Diego and the developer Corky McMillin. My understanding is that the Coastal Commission is supposed to be an **impartial agency** that it reviews projects strictly on its merits. Our conversations indicated that any public concerns on the project were being weighed far less than city positions, whether due to city pressure or the dangerous assumption that the citizens (or even the current City mayor) backs the city's position made under a different regime.

We are also perturbed by the staff's unfamiliarity with alternative land use precedents for NTC. Neither seemed at all up to speed with the **Fort Mason Center model** and its applicability on a larger scale at NTC. That the merits of this public access maximizing model is not strongly contrasted with the City's plan makes any interpretation of Coastal Act adherence of the city's plan difficult at best. It also led to the staff recommendation (and Commission approval without discussion!) of demolition of 160 buildings in good condition and built as late as 1992 without the context of a reuse plan.

We cannot understand why the Coastal Commission does not ask the City of San Diego and the developer to **adhere to critical environmental legislation**. In March the staff report, the City was not asked to be accountable for such significant concerns as possible lead and asbestos being put into the soil during recompaction. We see the same pattern now happening with the Precise Plan, where there are all sorts of ambiguities in reuse. There is a pattern of not asking City to prove anything.

City of San Diego LCPA 6-2000(A)
Exhibit #22
Letters of Opposition

We also found that the light regard that your staff holds for the voter approved coastal height limits disturbing. If the Coastal Commission cannot honor direct voter enacted coastal laws on public property, particularly when the City blatantly violates them, then what protection does the Coastal Commission afford the general public? The feeling perceived is that the local staff is intimidated by local developers and elected officials. The indication given is that they bend over backwards to please them. How can people who fear locally elected officials and discount public protest protect citizens?

Furthermore, the staff has stated that they have no standards by which to evaluate coastal access at NTC. That the staff accepts undocumented numbers (i.e. concerning traffic and parking) from the city and does not have to give documentable evidence to its numbers is scary. If an oil company were to provide the same sketchy backup data to impacts that the City is providing, they would never get approval. Yet this decision, which has far greater implications to Southern Californian's quality of life, gets no scrutinizing review.

Finally there is tremendous concern for the lack of yardsticks present on evaluating public access. The staff definition of public access, revealed in a meeting with them, is the ability of the public to use commercial facilities, shops and restaurants, walk through an open non-destination park (graveyard of former bowling alley, dance hall, church, etc.), visit a museum and use roads that access privately owned expensive health clubs, housing, hotels and a golf course. An expanded definition of public access to include low cost space made available to community groups and non profit organizations such as America Corps, Urban Corp and the Food Bank or space for local artists, low cost health clubs or a culinary school (all of which have been kicked out) is not even considered in the evaluations.

The public perception is that the Coastal Commission will only marginally enforce the Coast Act when it is brought forth to them from a governmental agency. The lowest cost visitor destination facility on the West Coast is being converted to an exclusive community because minimum (15% of total facility) protection of property for direct public access can be found o.k. (because it is consistent with other models of commercial coastal development) All of the above make respect within the San Diego community for Coastal Commission rulings difficult.

As a former professor of sustainable development at MIT and Dartmouth College, this is one of the most glaring examples of non-sustainable decision-making I have ever come across. From the public land perspective, the Coastal Act must be strictly complied with to prevent what will become a textbook example of a sustainable development disaster. Staff should be well versed in sustainable development perspectives as essentially the Coastal Act in essence is a sustainable development mandate.

We understand that coastal commissioners are overworked and have little time to focus on any one project that comes before them. That is why we strongly urge you to select experts on public coastal facilities use review and scrutinize all citizen concerns on the NTC project. What is at stake is the precedent for massive commercial redevelopment of Federal coastal lands in San Diego that are now in the works. Your NTC review must speak clearly to the parameters by which this reuse will take place. We request that public coastal access to NTC receive the same microscopic level of

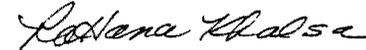
scrutiny that corporate oilrig projects and private homeowners receive.

NTC is the cornerstone of San Diego heritage, the essence of our being, and our mission and world purpose. This is why it is so frustrating that the Commissioners did not have time during their San Diego hearing to visit the facility that they voted to demolish. To tear it down is comparable to tearing down the Golden Gate Bridge. The light regard for our military heritage and this sacred place, which has stood up for democracy and ensured that we are here today, is unacceptable. The cold indifference to the transcendental nature of this facility is shocking. I find the lack of respect for our military way of life and for those who served our democracy repugnant, and I have never been in military.

The Commission review of NTC is extremely important because it is the only non City review. It is critical to investigate the many overlooked issues and future negative ramifications of a project which has been totally controlled by the city of San Diego. How can we get more analysis and attention for public protection from the Coastal Commission than has been provided to NTC to date?

Thank you. We look forward to hearing from you.

Sincerely,



Rattana Khalsa, Ph.D.
Save Our NTC
(619)435-3390
email: rattana@san_rr.com

CC:

Congresswoman Susan Davis
Assemblyman Howard Wayne
Chairwoman Sara Wan
San Diego Mayor Dick Murphy

RECEIVED

MAY 15 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

CHESTER G NELSON
3803 Marquette Place
San Diego, CA 92106-1020

13 May 2001

California Coastal Commissioners
c/o San Diego District Office
7575 Metropolitan Drive, Suite 103
San Diego CA 92108

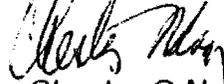
Coastal Commissioners,

Your previous decision to allow demolition of Naval Training Center (NTC) San Diego for nothing more than non-coastal-dependent commercial development has proven to be disastrous. I ask you to deny the City of San Diego's application to proceed with commercial development. The now incensed San Diego public is ready to salvage the remnants of this irreplaceable coastal facility and protect it within the park system.

Section 3001.5 (c) Maximize public access and public recreation to and along the coast; Section 30213 Lower cost visitor and recreational facilities shall be protected, encouraged and provided; Section 30222 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; Section 30253 (5) New development shall protect special communities and neighborhoods" all are being blatantly violated by City reuse plans.

NTC is exactly the type of special place the Coastal Act was designed to protect! We ask the Coastal Commission to now deny the City's wrongful NTC reuse plan and allow citizens the capacity to preserve NTC for direct public use, as was San Francisco's Fort Mason Center.

Respectfully,



Chester G Nelson

619-224-3494 Phone
619-224-3495 FAX
e-mail: ljamm@ljamm.com

LAWRENCE KAMM
Consulting Electro-Mechanical Engineer

1515 Chatsworth Blvd.
San Diego CA 92107-3724

web site: <http://www.ljamm.com/>

RECEIVED

MAY 23 2001

May 21, 2001

California Coastal Commissioners
7575 Metropolitan Drive Suite 103
San Diego CA 92108

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Ladies & Gentlemen:

Please intervene to stop the pillaging of public land at the Naval Training Center. It should be saved for public institutions as Balboa Park II, not used for yet another real estate development. It is already so used by groups being dispossessed and the public benefits to come would be enormous, everything from picnic grounds to the new Central Library.

Sincerely,



Edith & Lawrence Kamm

April 23, 2001

RECEIVED

MAY 21 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

California Coastal Commissioners
c/o San Diego District Office
7575 Metropolitan Drive, Suite 103
San Diego CA 92108

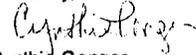
Coastal Commissioners,

Your previous decision to allow demolition of Naval Training Center (NTC) San Diego for nothing more than non-coastal dependent commercial development was disastrous. We expect you to deny the City of San Diego's application to proceed with commercial development. The now incensed San Diego public is ready to salvage the remnants of this irreplaceable coastal facility and protect it within the park system.

"Section 3001.5 (c) Maximize public access and public recreation to and along the coast; Section 30213 Lower cost visitor and recreational facilities shall be protected, encouraged and provided; Section 30222 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; Section 30253 (5) New development shall protect special communities and neighborhoods" all are being blatantly violated by City reuse plans.

NTC is exactly the type of special place the Coastal Act was designed to protect! This deal violates coastal height limits, coastal act goals, misreports traffic impacts (such as why Rosecrans is being 'given' to the City to manage by the Caltrans), distorts building and infrastructure conditions, ignores public reuse value and has no financial accountability. For these reasons, the City reuse plan must not proceed. We expect the Coastal Commission to now DO ITS JOB and deny the City's wrongful NTC reuse and allow citizens the capacity to preserve NTC for direct public use modeled after San Francisco's Fort Mason Center.

Sincerely,



Cynthia Conger,
Wife, Mother, Neighborhood Watch Block Captain, Broker REALTOR-SDAR & Government Affairs, Member-
Peninsula Community Planning Board, N.A.R., C.A.R., San Diego Voter's Forum, PLOBRA, Three School PTAs,
Peninsula Chamber of Commerce, PLHS Alumni Assoc., M.A.D.D.
4425 Pt. Loma Ave.
San Diego CA 92107
(619) 222-5490

18F
Adam Smith
4874 Seda Drive
San Diego, CA 92124

Application Number 6-00-167

Honorable Commissioners:

I want to impress upon you the commissioners, the scope of what is at stake here with the naval training center in San Diego. Because of the size of this project it deserves special consideration by the coastal commission. The description, "two million square feet of existing buildings" does not adequately describe the scope and beauty of this 360 acre facility. A facility that was built out to the highest and most excellent navy specifications.

There are over 230 quality usable buildings at NTC, and of these 161 or 70% are being proposed for demolition before you today. These buildings were a gem for the navy and still are for City of San Diego. They represent an enormous asset for our community and our state. They are a living testament to the peace dividend to the hard work of our military and government since World War II. Public use of these buildings creates huge benefit for our community, our state and the nation.

Again I want to emphasize the enormity of what is at stake before you today. The approximately 400 acres of NTC is the same size of one of Los Angeles favorite public facilities, that is Disneyland. I asked the commissioners to consider the impact of denying public access to Disneyland by demolishing its buildings and facilities. Or what would be the impact of bulldozing 70% of the trees in Central Park, or denying public access to the waterfront in Chicago. This is the scope of what is at stake here in our city of San Diego with NTC. Without being presumptuous I would hazard a guess that seldom does coastal commission face a decision of this magnitude, affecting the public use of large public facilities in the coastal zone. Facilities that fit both the letter and spirit of the mandate given the California Coastal Commission for protection. I ask the commissioners with the utmost urgency not to give this decision short shift.

Condemning and demolishing these buildings in effect closes down and precludes public access to this facility. Consider this commissioners, if you do choose demolition, you will send a message to all coastal communities of California. A message stating that wherever a public facility is being considered for reuse or is changing ownership demolition and privatization are most viable and permissible. Any developer or municipality can cite the example of San Diego, claiming the legal precedent set here to demolish and privatize beautiful public facilities. Is this not dangerous? Honorable Coastal Commissioners does this not violate your reason for being, your mandate, your statutory guidelines, the spirit of protecting public use of coastal facilities and lands?

I ask you once again Coastal Commission to consider with the utmost gravity the decision before you today. At the very least postpone this decision until the full life of day can be shed on the value of this irreplaceable coastal public asset. Thank you very much.

Sincerely, Adam Smith

January 1, 2001



EAPORT REALTORS

California Coastal Commission
Los Angeles CA

1537 Rosecrans, Suite D
San Diego, California 92106
(619) 225-8200 FAX 225-8843

RE: Naval Training Center
Development, San Diego

Coastal Commissioners,

As a local REALTOR for more than 15 years, I am writing to state my disagreement to the plans of the McMillan Company, in its request to deny access of NTC to the unique and special communities of Point Loma and Ocean Beach. Along with my own comments, I am writing on behalf of many clients, neighbors and family members.

For decades, the NTC base was a center of community activities, children and parents of the base being very much part of this community, and we of theirs; many military families returning from active service to settle in this neighborhood, for generations. For several years while NTC was closed and its future undetermined, the empty and neglected base became a blighted area of our neighborhood. When businesses, especially sports, recreational, health, educational and cultural opportunities became available for our access, our neighborhoods embraced many programs as the center of their recreational, health and communications, even livelihoods. To remove all of these recreational uses and programs seems to be in direct opposition to the Coastal Act, Chapter 3, Article 6, Section 30253, #5, in our ability to keep our rights of 'fully participat(ing) in decisions affecting coastal planning ...and development,' so 'essential to the economic and social well-being of...persons employed within the coastal zone,' as stated by the Legislature in the Coastal Act, Chapter 1, Section 30001, d.

For the last 3 1/2 years, our burgeoning numbers of youth were able, once again to utilize the baseball, track and soccer fields, tennis and racquetball courts, the Sail Ho Golf Course and increasingly, the fresh water swimming pools. Even living so close to the ocean, many of our youth will have to travel off the Peninsula to find swimming lessons. Our families, neighborhoods, schools and youth organizations have become dependent on the availability of these programs. To deny access for a period of even two years for many of these businesses and programs, will be detrimental to the health, welfare and direction of many lives here. There are very few available 'lower cost recreational facilities and opportunities available here,' as stated in Coastal Act, Chapter 2, Section 30116, Chapter 3, Article 2, and as Section 30213 and 30210 state, they are to be 'protected.'

Having worked in development, having relatives in the commercial and residential construction industry, at management level positions, I find it very difficult to believe that that McMillan Company cannot proceed with their construction on such a huge area in coordination with the vital continuance of services to this community. Our neighborhoods, long denied access to a community center that kept it strong, healthy and informed cannot be left out of this decision. Cordoning off major construction sections, leaving connections to temporary utility lines, is something this community has easily accommodated for the past several years while the sewer, water and electrical systems of most of the Peninsula have been in the process of upgrading and can be negotiated at NTC. San Diego's method of 'public participation' has been documented and leaves much to be desired in its' method of 'outreach' to the public. And as any success in the re-development of this base is definitely 'dependent upon public understanding and support,' as your own Coastal Act confers in Chapter 1, Section 30006, we urge you to allow continued public access to specific uses within the redevelopment area.

Sincerely,

Cynthia Conger
Cynthia Conger,
Broker Associate

18-F

Global Culture Network

P.O. Box 99239
San Diego, CA 92169
(619) 818-2129

Date: January 9, 2001
To: California Coastal Commission
From: Loretta A. Scott, President
Subject: Coastal development permit # 6-00-167
Former Naval Training Center, South East of the intersection of Lytton Street and Rosecrans Street, Peninsula, San Diego County APN 450-790-04

Good Morning Ladies and Gentlemen

- WE WANT YOU TO DENY OR AT THE LEAST DELAY THE APPLICATION FOR DEMOLITION FOR AT LEAST 90 DAYS This is so that an impartial evaluation can be made to evaluate the true impact.

Global Culture Network is the hub and focal point of many coalitions of NGO'S and Community Based Citizen Groups (CBCG's). We are headquartered in San Diego, California. Our network is made up of Sustainable Development groups, Creative and Artistic groups and Self-Empowerment groups interested in education for the new millennia and citizen awareness in these changing times. We are alarmed at the "environment of urgency" the city of San Diego expresses in matters concerning NTC. There is no absolute need to rush the process and omit valuable citizen input. But this has been the case, even to the omission of Coastal Commission concerns and the interaction of the local citizenry. Here are our concerns:

- THE PROMISE - A PEACE DIVIDEND

We, as citizens, worked for years to establish Economic Conversion. The peace dividend of converted military bases was to be one benefit that local communities could share as a part of that dividend. We envisioned this as support in of our economy in the Post Cold War era as we transitioned to the new era of Globalization. Our many coalitions, newly formed, coal esed into a project called the International Village of Arts and Education. Global Culture Network worked actively to support this mission.

Our dream was to create a center for education and recreation using the resources and existing facilities on NTC. The purpose was to create a center to empower citizens, from all over the world, with the necessary skills to meet the needs of the Globalization era. We intended to create a new industry integrating the principles of sustainable environment while teaching empowerment by developing creative potential in the individual. Those individuals would then participate in "community building" within their own neighborhoods thereby strengthening the overall community and ultimately international relations.

In good faith, we entered the process with the City of San Diego and the Navy BRAC leaders. It became the "Peace Dividend interrupted". We were never allowed to act fully

to execute any progress. The flip-flopping of the city officials was a constant frustration. It was confusing. Information was lacking for the overall public. There were some scattered "Official Meetings" but most of the citizens never heard about it until they read the outcome in the Union Tribune after the fact. The Mayor, Mayor Golding stated, in public, many times, "Oh, the citizens don't care about NTC". Her attitude spread, and was assumed by other officials, to be the truth. In actuality, it is not the truth. The truth is that 22 million dollars have been squandered by "want - to - be bureaucrats" and politicians who do not want the citizens involved for reasons suspected, but unknown.

- FLIP-FLOPPING BY THE CITY OFFICIALS

When it was time to establish contracts for the space (in the Historical Zone) all we (GCN) ever got was one person from the City who walked through with us and then we were never able to get a contract. The elected officials, Mayor Golding and City Council Members, would say they were for the project and then the City Manager's office would tell us a figure, high end market-rate, with no exclusions for asbestos and lead paint. We were to assume all the liability with no price advantage at all. We were given an insurance quote. It was a price "out of the sky" so we let the project go. While this was happening, the "soft demolition" was being done to buildings we wanted to occupy (the theaters had the hardwood floors ripped out) and the city was "cherry picking" off our project partners. When "push came to shove" I saw it was all just a show. This was disillusioning and discouraging to say the least after 4 years of unpaid, unproductive effort and personal expenses.

The process was always headed by the same people but with different minor players at the gates of entry. No progress was truly ever allowed to be made by citizens!

- PUBLIC VALUE

The Public Value is the integration of resources that make the whole greater than the sum of the parts. The value was in the location, the resources, the heritage of using the land for public good, the vision of the people of what is truly needed and the buildings. There was excellent access to the site by water, air and roads. There were plenty of buildings for student's temporary living quarters. There are excellent recreation facilities already in place for the City of San Diego and the visitors too. It would have and still could provide an excellent community resource and add amenities for the tourist industry. It could still be amiable base for a new industry. There are buildings suitable for the education of technologies yet being developed.

The value is in the inclusiveness.

- PUBLIC INPUT BECAME INPUT BY THE SAME PEOPLE.

The workshops were a fained input. For example let's look at some of the output.

1. DDA -

1. 850 pages
2. No Table of Contents
3. No index
4. The Citizen had to buy it.
Had to be read in 3 weeks!
It is dry and difficult and took a New York Lawyer to understand it.

5. There was no notification of its publication or how to get it. You had to be extraordinarily resourceful.

2. EIR

I testified as to the negative impact of financial liability against the City of San Diego assuming property with asbestos cleanup and lead paint clean up. Those needed to be completed before the City took possession. I never did hear of the outcome. I saw the report yesterday as I was preparing this correspondence for you.

3. Re-Use plan

This document was hard to impossible to access by the average citizen. Untouched and unread by most citizens because it was not readily available and no outreach was made. This was a constant theme of complaint in those meeting that were held. Some of the meeting were subject to the @ minute gag rule by former Mayor Golding.

Public input was always by the same people in the same old way, disallowing new input by the public at large. There never was any real place for the common citizen to give meaningful input into the process. It was staged from the beginning!

• CONFLICT OF INTEREST IN POLITICAL AGENTS AND PUBLIC INPUT

The city of San Diego Mayor and elected officials have one agenda. The City Manager and his staff have another. This conflict of interest creates a situation where those in the seats of power are unwilling to take public input into serious consideration as agendas are preset to meet a task oriented outcome verses wise use of public resources.

This sets into motion a dysfunctional circumstance where money from developers swamp the needs of the community. This is a core issue around power. It must be addressed in terms of the potential loss of an invaluable and irreplaceable resource for the State of California coastline and indeed the nation. Mitigation is inappropriate in this instance.

The City of San Diego's non-plan is robbing the State of California of a valuable coastal resource in the name of "Development". This land belongs to the people and is not the developer's dream to be exploited. The people do not want another strip mall and more condos or \$300,000 homes. We need a Community Center with recreation and access to the coastline for ALL people in the City of San Diego. The indigenous people who attempted to lay claim were told that their rights were based on folklore and not legitimate claim due to pueblo land rights. This is heresy in their eyes. Mine too! They have a right to make a claim. They have a right to say that they existed on the land. This is their heritage too.

Now I hear there has been more "soft demolition" and demolition ripping out of hardwoods and tile roofs, windows and etc. from the public's property not yet committed to a complete plan that is fully permitted, bonded and financed. This is destruction of public value in irresponsible attitude. It is destruction of public moral in terms of arrogance. It is careless disregard for the heart and soul of the community at large, some of which have given up lives of loved ones to protect the dignity of people in other lands.

The decision to demolish is based on incomplete and an inaccurate analysis and lack of accountability that runs rampant through this conversion. Omission of the public's concerns with regard to the Coastal Commission is one of the omissions in the process. Those concerns were never in the planning process.

Stop the destruction of public property, which has public value only while intact.

Do not create another black hole (or should I say red ink hole) in San Diego like the Ballpark.

Demolition before planning is irresponsible.

I am attaching a document which alludes to an NTC Restoration Committee member's experience on that committee. Darrell H. Johnson is a retired Navy Veteran of many years. Darrell said that when the Committee sent recommendations to the City of San Diego the responses were so complicated that the "Board of Directors have found it at times incomprehensible". They did not even understand how to respond. He states that there has been a consistent pattern of confusion and unnecessary complication in the process. I can say the above description has been my experience also.

We (GCN) want you to deny this demolition permit because it blatantly:

- Denies public access to lower and middle class citizens
- Denies recreational coastal access to coastline

Note: I personally attended the recreational public meetings. They were a farce. No public input was allowed. It was a preset agenda and input was not welcome! There was no comprehensive plan of action. The plan presented was a set of band-aids with no real vision as to the total outcome. It was a little bit here and a little bit there. NO BEEF!

Again I ask you to deny this demolition permit until further study can evaluate the property and the issues I have presented for your consideration.

I am available for questions.

Darrell H. Johnson is a 50-year veteran of the Navy (his last tour began after his 50th birthday) and the only original member remaining on the NTC Restoration Advisory Board (RAB). Mr. Johnson has personally attended more than 60 different meetings over the past 7 years regarding the redevelopment of NTC. In a letter to be forwarded to the Coastal Commission, he will state how public access to information about the redevelopment process has generally been restricted – specifically, the meeting rooms have been small and discouraging to attendance and the information has been so unusually complicated that the public and even many of the board members have found it at times incomprehensible. Furthermore, many of the suggestions and recommendations made by the board have consistently been returned by the City in an unrecognizable or totally different form than what was recommended by the board. There has been a consistent pattern of confusion and unnecessary complication in the process.



NAVY LEAGUE OF THE UNITED STATES
Serving the Sea Services since 1902
SAN DIEGO COUNCIL

188
6-00-167



Commerce Bank
MEMBER FDIC

January 9, 2001

California Coastal Commission
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108-4402

To whom it may concern,

The San Diego Council of the Navy League of the United States wishes to recommend that the California Coastal Commission not approve the Permit Application No. 6-00-167 requested by the City of San Diego for the demolition of 2,083,260 sf of buildings on the campus of the former Naval Training Center (NTC) in San Diego.

Your approval of this application would result in what we consider to be the inappropriate and unnecessary denial by the developer of public access to the water and to existing recreational facilities and opportunities during the proposed redevelopment process. Further, access would also be unnecessarily denied to the unique historical collection of military photographs and artifacts which is currently on display and available to visitors to see on NTC at the former Service School Command Headquarters now occupied by the Peninsula Athletic Club.

We would also encourage further study on alternative uses for some of the existing buildings on NTC - particularly those of recent vintage such that they might serve the public interest rather than be demolished for commercial and residential development interests.

Thank you for your consideration.

Sincerely,

Ray Roth
Ray Roth
President

3333 Sandrock Road, San Diego, CA 92123
(858) 569-6587 Fax (858) 569-6639

NTC for peace + love???

Please delay your decision so we can have a public forum + hear from other people concerning this valuable resource

Please save the Naval Training Center as it is. As a Residential Educational Facility for our community.

God Bless your vision of the true needs of our future community.

Please allow for the idea that the best use of NTC Property is to maintain it under the jurisdiction of the Federal Government as the Fort Mason Facility in San Francisco as a part of the Golden Gate National Recreation Area.



Commerce Bank
MEMBER FDIC

N.T.C. for peace & love???

Please delay your decision as we can have a public forum & hear from other people concerning this island. preference

Please save the Naval Training center as it is. As a Recreational Educational Facility ~~for~~ for our community.

God Bless you! vision of the true needs of our future community.

Please allow for the sale that the best use of N.T.C. Property so to maintain it under the jurisdiction of the Federal Government as is the Fort Monmouth in New Jersey as a part of the National State National Recreation AREA.

Dear Commanding Officer
I am a chaplain with Native Americans in this county, they are again being treated unjustly as they have petitioned Mayor Golding to turn over a few acres of the Naval Training Center back to them as it is very sacred land stolen from them centuries ago! Mayor

Golding says this is not a RIGHTFUL claim so Native Americans will get none of their land back. As you can see, they have first claim beyond all others. I know this is beyond the scope of your office, please for GOD'S SAKE do something any way! THANK!!!
LET'S ALL BECOME ONE FAMILY AT N.T.C. GOD BLESS YOU.
Rev. Paul Vought

Notes: Dr. S. A. Smith - DBA (International Business) at USIU and MBA (Finance) at SDSU
Comments before Coastal Application Permit No. _____ of January 9, 2001.

I was asked to evaluate the financial terms of the pending application and its public impact on public. My background for thirty years has been in corporate financial affairs and real estate equity sharing arrangements. After many interviews, much review of contracts and research into the terms of disposition of the Naval Training Center, it is my opinion that the transaction is manifestly unfair to the public. While there have been many public meetings concerning use of the base, I do not feel there has been an opportunity for public input into the "deal points" nor adequate disclosure as to what the public's share of the proceeds will be.

One of the legislated goals of the Coastal Commission is to foster public rights in coastal areas just as it strives to ensure adequate compensation is given where private rights in coastal areas are taken. The public loses important rights with the approval of this application and does not appear to be adequately compensated for its loss. In a typical deal where a land owner conveys valuable free and clear land with improvements and guarantees all necessary permits to develop, as in this case, he is certainly entitled to keep all the net income after paying the costs of development. He is likewise entitled to retain his fee ownership. This is the typical deal and what took place with San Diego's Balboa Park, where there is rightfully much public pride of ownership. This does not occur in the case of the Naval Training Center. Here, total alienation of the public's fee interest in most parcels -- with the ultimate right of control that entails -- and long-term leaseholds for the other parcels will occur as a result of this deal; furthermore the public will lose most of its share of the profits. Ownership of the land and control for 60 years will be transferred unnecessarily to a limited Delaware Corporation in return for only \$1 and promise of a share of the profits after redevelopment. This extra consideration paid the builder, and then to the Delaware Corporation in the form of a share of profits seems unnecessary, since it appears the developer is already fully compensated for his costs of development. The public's promised share of the profits will be further eroded by another unnecessary deduction calculated as a percentage of the gross revenues and called a "preferred return" to the Master Developer. The public should ask the question: A return on what? The Delaware Corporation's financial "contribution" for the project is seed money for foundations, and infrastructure appears to simply come from mortgaging the public's property and not from its own assets (if indeed it has any).

In summary, approval of this application is not in the public interest and may not be supported by the current administration of the new mayor and majority of City Council members. They are newly elected to their office and dealing with overwhelming problems inherited from the last administration, such as a \$93mm judgment levied a week ago. They did not have time to evaluate the terms of this proposal and the liability they will be forced to assume with over NTC. For while they may only realize their \$1.6mm share of "cash available for distribution" under the attached projection, they, and the people of San Diego, will be subject to lawsuits far in excess of that over the next four, and the next sixty years.

Received at Commission
Meeting

JAN - 9 2001

From: _____

California Coastal Commission
January 9, 2001

My name is Connie Messina, and I reside in Poway, California, in San Diego County. I am the founder and Director of a non-profit organization called The Multicultural Center for Parenting and Life Skills.

Before my present position, I was a schoolteacher, a school counselor, a counselor with the San Diego Urban League, and the Director of the School Counseling Program at San Diego State University. The majority of my experience has been working in urban settings with low and moderate income children and families.

I am here to ask you to deny the application 6-00-167 to demolish the buildings at the San Diego Naval Training Center, on the basis that many of these buildings are currently used to assist the poor. For example: The Urban Corps hires low income youth to work in the recycling business. Americorps offers the opportunity for people of all ages and economic status the opportunity for free training and lodging in exchange for community service. The San Diego Food Bank feeds thousands of people per month, and the Peninsula Athletic Club provides recreation services for many retired citizens. These are some of our most vulnerable groups in society.

Does it make sense to demolish these buildings and/or limit their access in order to build exclusive housing, office buildings, shops, and hotels. If this demolition is approved, there will be no reason for the poor to utilize NTC.

In addition, many non-profit organizations come to NTC to host low-cost events that they could never afford to hold at our downtown convention center. Centrally located, and on neutral territory for urban youth, NTC has become a very popular center for education, the arts, and recreation. The city's redevelopment plan amounts to kicking out the poor to make way for the rich.

I am originally from the Chicago area. I would like to remind the commissioners that the reason that Chicago can boast of being one of the most beautiful cities in the world is because of the public lands set aside along Lake Shore Drive. It exists because of the vision and commitment of Aaron Montgomery Ward who fought a 20 year battle to preserve public access for the poor.

In his words,

"I fought for the poor people of Chicago, not for the millionaires. Here is a park frontage on the lake, comparing favorably with the Bay of Naples, which city officials would crowd with buildings, transforming the breathing spot for the poor into a show ground for the educated rich."

I am not saying that there is anything wrong with being wealthy. What I am saying is that wealth affords one many options. Limited incomes create limited options. Don't limit further this coastal access of the poor by destroying buildings which have already demonstrated their worth to our most vulnerable citizens. Do you really want to send the message that we don't care about them?

I hope that this commission will deny this permit today, so that you will be remembered as the visionaries of our time just as Montgomery Ward was in his.

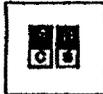
Thank you

NTC IS A BREATHING SPOT FOR ALL OF US! LET'S KEEP IT THAT WAY!

Received at Commission
Meeting

JAN - 9 2001

From: _____



SAN DIEGO CITY SCHOOLS

EDUCATION CENTER • 4100 Normal Street, San Diego, CA 92103-2882 •

(619) 293-8430

FAX (619) 574-1487

Business Services Division
Facilities Planning Unit

Effort to delay land-use meeting

Property owners
of changes

Seagudo Jr.

growing criticism
t to update the
use plan. The
visors yesterday
y a key meeting
ners have more
er say.

i make sure we
ward to ensure
in there is full
(of the update),
g Cox said.
ers were sched-
an update of the
al plan Nov. 15.
d to push that
an unspecified
. That will give

staff time to mail out notices to more than 400,000 property owners in the unincorporated areas of the county.

"It's a start in the right direction," said Winston Elton, a Vista resident and critic of the process. "But we still have a long way to go."

Elton and other property owners have been leading the criticism of the effort to update the general plan, a zoning blueprint that will guide development of the county through 2020. State law requires all cities and counties to have general plans as a basis for land use decisions in their jurisdictions.

County officials have been working to update the plan since 1993 and do not expect to finish the job until February 2002. But, as the document has begun to take shape recently,

property owners and others have surfaced to criticize it.

They have complained, in some cases, the zoning being discussed is too restrictive and will lower their property values. There also have been complaints that the process has not been open enough and that property owners have not been sufficiently included.

Some of the criticisms were repeated yesterday as supervisors discussed a proposal to extend the contract of a consultant working on the update.

Representatives of two Realtors organizations recommended that property owners be notified of the general plan update and that such notices also be posted on the county's Internet site.

"The people who are going to be most affected by this are

not being consulted and that is the property owners," said Ernie Cowan, a director of the North San Diego County Association of Realtors.

Supervisors said they already had directed staff to mail out notices that the update was under way. But those notices have not yet been mailed, and critics complained they might not reach property owners before the Nov. 15 meeting.

"It seems to be a rush to judgment," Escondido resident David Shibley said.

Supervisor Bill Horn agreed, saying he would vote for the consultant's contract if the board agreed to delay the Nov. 15 meeting for property owners.

"I think they need to be at the table and provide their input," Horn said.

Rev. 4/17/97
April 10, 1997

Willis M. Allen Company
2904 Canon Street
San Diego, CA 92106

Attention: Cynthia Conger

Re: MEETING DATE CHANGE/POINT LOMA HIGH SCHOOL CLUSTER

Dear Ms. Conger:

My letter to you dated March 27, 1997 gave you information regarding the Point Loma High School cluster meeting which was scheduled to be held on Monday, May 19, 1997. Please be informed that this meeting date has been rescheduled to Tuesday, May 20, 1997. All other information including location and time remains the same.

Sincerely,

Joe Wolf
Joe Wolf
Facilities Planner

JW:js

c: Pendleton DeBeck
Ottinger Lopez
Zimmerman Husson
Braun Hintzman

Tues. May 20
6:30 p.m.
Cafeteria

Same day as Chamber of Commerce 1st advertising in Beacon before the Thurs. before 4/17/97

Ms. Conger,
We apologize for any inconvenience these changes of meeting date and places may cause you. It seems we were premature in sending you info before all details were locked into place. D. Sande...



SAN DIEGO CITY SCHOOLS
 POINT LOMA HIGH SCHOOL
 STATE DISTINGUISHED SCHOOL
 2335 Chalmers Blvd., San Diego, CA. 92108-1650
 (619) 223-3121

SAN DIEGO CITY SCHOOLS
 Institute for Learning/Instructional Leaders

POINT LOMA CLUSTER CONSULTANT WORK GROUP MEETING
 Junell, 1999 - 9 a.m.
 Education Center - Room 2249

MINUTES

October 20, 1999

Mrs. Cynthia Conger
 4425 Point Loma Avenue
 San Diego, CA 92107

Dear Mrs. Conger,

I have appreciated your dedication in attending the Point Loma Cluster Work Group meetings. However, I need to make several statements to you about your work on behalf of the students in the Point Loma schools.

It appears to me that in some instances you are determined to throw roadblocks in front of hard working community members and district staff members. The deliberate misinformation about the survey and the survey procedures, off topic conversations during work group discussions, a presentation at the open session of the Board of Education, and directly calling district office staff members are all evidence of working against the process rather than assisting the process to a successful conclusion.

* Your most recent communication with Mr. Roy McPhail was made under the pretense of having my permission to contact him. As you know, nothing could be further from the truth and you did not have my explicit or implied permission to contact any central office staff person on behalf of the work group or me. You do not have explicit implied permission to use my name or position in any way or for any reason and I am directing you to cease and desist from that practice. If you do not cease and desist, I will have no other recourse than to involve our legal office and restrict you from the work group meetings and other meetings scheduled on school district property.

I am firmly convinced that the members of the Work Group and the process that we are following are able to develop viable options to present to the Board of Education that will provide excellent education to all of the Point Loma students. However, time is too short to allow detractors to compromise the work of the group. I strongly encourage you to reconsider the position in which you have placed yourself in relationship to our community and to this most important work.

Sincerely,

Michael M. Price
 Michael M. Price
 Principal

c: Husson
 Bersin

Present: Van Sickle, Calderon, Chadwick, Hill, Hix, Hooper, Husson, Jessop, Paiano, Price, Roop, Vieira, Walker

Excused: Beldock, Bersin, Hopper, Zoller

Ann Van Sickle called the meeting to order at 9:10 a.m. She informed the group that since the last meeting, two things had happened and asked Bruce Husson to bring the members up-to-date.

PROPOSAL COSTS

Bruce Husson has talked with both Alan Bersin and John de Beck about his misgivings regarding the Request for Proposal (RFP) process. Only two proposals were received and both were for a quarter million dollars. It was presented that the RFP would have been better written if we had notified interested firms that we wanted them to develop a process to meet our desired outcomes. However, in the issued RFP we told firms here is the process we want and asked them to tell us how much it would cost. Bruce believes that if we had given the firms the desired outcomes and asked them to identify the process, we would have seen many more proposals. This RFP did not result in proposals within appropriate funding limits.

An additional issue is, even though it might not be illegal or unethical, someone other than a work group member obtained copies of the proposals. There are concerns and questions regarding access to information before an accepted proposal becomes a public document.

Jim Walker reported that he had notified a representative of The Institute for the Advancement of Leadership that they would not be contacted for an interview. Dr. Rost of The Institute for the Advancement of Leadership called Jim back and said he understood that we are awarding the contract to Katz & Associates. Jim informed him that nothing had been decided, but did tell him that the Institute would not be considered.

It was recommended that the bids be rejected as we only received two bids and both are too costly. Bruce suggested that we prepare a new RFP with the desired outcomes and time line included. Both items could be submitted for Board of Education approval at the meeting scheduled for July 13.

Jim suggested the revised RFP should omit instructing the consultants how to do the job but rather focus on the desired outcomes.

Ann Hix wanted to ensure that Katz & Associates is given the reason for the rejection of their bid.

Brown Act Violation
this happens every 2 weeks

be legal or ethical

Trying to keep contract

101

Grand Jury

COUNTY OF SAN DIEGO
330 West Broadway, Suite 477
San Diego, CA 92101-3830
(619) 515-8707
(619) 515-8696 FAX

James F. Kelly, Jr., Foreman

OR IMMEDIATE RELEASE

Date: June 16, 1998
Contact: JAMES F. KELLY, JR., Foreman
(619) 515-8707 FAX: (619) 515-8696

GRAND JURY REPORT

SAN DIEGO, CA--The Port District Commissioners are too focused on economic development and not sufficiently attuned to environmental and non-commercial concerns according to a report just released by the County Grand Jury. The commissioners, moreover, are viewed as having almost unlimited discretion and minimal accountability regarding how they spend money, the report said.

Commissioners are not required to gain approval for their actions from the voting public or from the city councils which appoint them, the report continues. While stopping short of recommending that commissioners be elected instead of appointed, the Grand Jury said that city councils of member cities should establish formal policies requiring their port commissioners to report regularly on port district activities and decisions. It further called on the commissioners and staff of the port district to "fully meet their responsibility for environmental quality of the bay as well as using the bay as an engine for economic development." The report did acknowledge some recent improvement in meeting its environmental responsibilities.

If recommendations are not implemented, the report concludes, the County Supervisors and the city councils of the five port cities should urge state legislators from the County to sponsor legislation to amend the State Harbors and Navigation Code to permit direct election of commissioners. The report noted that at least three other California port districts, including Humboldt, Santa Cruz and Port Hueneme, have direct elections to elect port commissioners.

The five cities which constitute the San Diego Unified Port District are Chula Vista, Escondido, Imperial Beach, National City and San Diego. Each appoints one commissioner to the San Diego which appoints three. The Port District employs over 600 staff members and is headed by an Executive Director. In 1996-1997, the Port District administered over \$300

188

Date: 01/06/2001 1:00:40 AM Pacific Standard Time
From: Bridgetandbyron
To: Seaportcynthia

Cynthia,

I am extremely disturbed that you would get involved in this action.

As the Councilmember for Point Loma for the past five years I have been a leader in the NTC project. For the past two months I've been working very hard to seek a compromise to allow for recreational activities to continue at NTC while at the same time moving forward with the NTC implementation plan that took six years to develop with hundreds of community meetings. I have met on more than one occasion with Jim Evans, members of the Planning Board and other citizens about this issue.

The recreational buildings in question will not be demolished. As a result delaying demolition at the Coastal Commission will make it more difficult to seek a solution for the betterment of the community by creating a longer process. The flyer distributed by Jim Evans contains misinformation and untruths.

Cynthia, You have been led down the wrong path. Your actions are now destructive.

Sincerely,

BYRON WEAR
Councilmember
City of San Diego
36 year resident of the Point Loma

Plans Take Shape For Development Of Old Naval Training Center

By THOR KAMBAN-BERMAN
Daily Transcript Staff Writer

A plan is slowly taking shape on the reuse of the old Naval Training Center property in San Diego.

The plan, prepared by Rick Engineering Co., calls for 774,000 square feet of office/research and development space, 600,000 square feet of educational facilities, 1,000 hotel rooms, 350 units for market-rate housing, 500 units of Navy housing, a 20-room bed and breakfast inn, 187,200 square feet of civic facilities, 100,000 square feet of retail space, 74,000 square feet of restaurant use, 60,000 square feet of recreational uses and 25 acres for parks and a golf course.

A portion of the base physically separated from the rest of NTC by a boat channel is the only part of the base that could be used for airport expansion.

The Camp Nimble portion of the property is proposed for a 650-room hotel, a mid-rise structure geared toward the business traveler. A marine sciences laboratory to be used by the Metropolitan Wastewater Department and San Diego State University is also planned. The rest of Camp Nimble is expected to include a proposed Public Safety Training Institute, an expansion area for Kingsburgh Field and a small arena ring range to be used by the Immigration & Naturalization Service.

The Public Safety Training Institute would use many of the existing buildings. An existing fire training facility could be repurposed for use as a barracks facility.

Many of the open spaces at NTC will be used as passive park that may have uses ranging from golf courses to ballfields and picnic areas. Most likely, the old Seal Ho Golf Course would be maintained and enlarged. A 350-room hotel for family vacationers is under consideration for an area near Nimble Bridge.

Of the more than 200 structures on the base, 81 are planned for reuse. A total of 52 buildings have been designated as part of an historic district. Buildings under historic district guidelines are subject to a special restrictions and conditions governing

3 New Firms Join Tech Incubator Program Helps Startups Weather The Early Years

By SEAN McNEELY
Daily Transcript Staff Writer

For three local developing technology companies, school is in session.

ENEL Co., MST micro Inc. and DPC Technology Corp. have sharpened their pencils and become the latest participating companies of the San Diego Technology Incubator.

A joint project of the San Diego Community College District and the city of San Diego, the incubator provides technology and manufacturing companies with industrial space, office facilities, management training programs and consulting services.

"The incubator is a partnership between the San Diego educational community, the economic development office and growth of private industry," said Mary Bernard, special projects manager for the incubator.

The aim is to help emerging companies weather the start-up years, a wise executive decision considering a national small business survey revealed that 80 percent of businesses fail within the first five years. Companies starting out in incubators like San Diego's have a 65-67 percent survival rate beyond

* Who I am, & who I represent

A. 1. NTC Historical Visitor Usage Capacity
a. "for 77 years ..been a barbed-wire, fenced-off military installation,"

vs.

b. "For Decades NTC Base Center of Community Activities: (PL- 80K+residents) Children & Parents of Base Part of Community/ Community Part of Base-S/Ch

All ages, especially the young, regularly used facilities w/friends, associates on base:
Bowling Alley, Golf Course, Sailing on Small Boats in the Water Canal
Indoor/Outdoor Swimming Pools/Lessons
Base PC/Shopping Center/ Recreation Center-Pool tables, etc.
Live Entertainment-Musical Performances & 'Rock' Concerts ('60s)
Girl Scout Meetings/School Award Meetings
Use of Bldgs. for Public School Meetings, Bible Studies, Art Classes,
Birthday parties, Weddings, Receptions, Graduations, etc.
and Lodging Facilities for Visiting Volunteers in training sessions for the Reserve National Guard and their Families

2. Already great losses of Public Access Plan

a. "has a 40-acre park right on the water, bike linkages, esplanades,"
the projected "85 acre park land" reduced to nearly half

b. Public never given the opportunity to 'reuse,' lease or purchase the beautiful bowling and recreation facilities the hardwood floors were sold out

c. "1 Has the 65,000 sq.ft. of 'recreational use' also been reduced?"

3. only 10% will be "Accessible to the Public, "especially for "Recreational Facilities," which according to Section 3001.5 (c) of the Coastal Act direct this Coastal Commission to assure that public recreational opportunities are vs. "Maximized." As a Realtor and Property Owner, will this be a precedence for all future 'redevelopment'?

B. We see Conflicts of Interest, and fear of Reprisal

1. "Quoted in an email transmission to me, 'you (me) have been led down the wrong path...your (my) actions are now destructive.'

2. give and have considered, our input into decisions made at the City level for NTC, schools, airport-any political decision that profits a private sector.

3. The fact that this project was projected to take as long as 40 years, 'with Environmental Quality Act regulations such as Section 21080.5 (d)(2)(A) of CEQA and ill-projected Traffic mitigation, feel recent attention to Coastal and ramrodded down our throats

scandalous Chargers Ticket Guarantee & the downtown Ballpark Fiasco.
4. powerless to an entity 1998 Grand Jury Report correctly assessed: Port District Commissioners being "too focused on Economic Development and not sufficiently attuned to environmental and non-commercial concerns." "...with almost unlimited discretion and minimal accountability regarding how they spend money" .. 'not required to gain approval for their actions from the voting public or even from city councils'

5. Political Reprisal in San Diego is difficult to prove,

a. Union Tribune, quoting only '100' vs. '300' (CARealtors DIRECTOR).

b. The President of San Diego's Historical Society was removed by city for vocal support of Preservation at NTC.

c. Schools Threatened me ("2-examples), and my written support of a state political representative for his Real Property positions, both endorsed by SDAR, lost me a 7-year successful effort in building my real estate business in a hard-earned local affiliation with an established Real Estate company in a strained economic climate a few years ago.

d. little/rescheduled "3 notice of meetings or pertinent agendas

e. much of the planning having been reduced to input by 'representative'

Cyberman ISF
Corgan

Received at Commission Meeting

JAN - 9 2001

From: _____

Tue 18f

January 4, 2001

Ms. Diana Lilly, Coastal Program Analyst
California Coastal Commission
San Diego Coast Area
7575 Metropolitan Drive, Ste. 103
San Diego, CA 92108 -4402
Via facsimile (619) 767-2384

Re: COASTAL COMMISSION Permit # 6-00-167

Dear Ms. Lilly:

On behalf of the San Diego Regional Economic Development Corporation, I urge your support of the Coastal Commission staff recommendation to approve the proposed demolition of 2,083,000 square feet of existing buildings and the removal of underground utilities within the 361-acre portion of the Naval Training Center.

The Naval Training Center project is one of the most significant planning efforts the City of San Diego undertaken in recent years. To date, the City has successfully negotiated a no-cost Economic Development Conveyance from the Department of Defense and is negotiating for two public benefit conveyances. To enable the redevelopment of the property, a Disposition and Development Agreement (DDA) was successfully negotiated with Corky McMillin Companies as the master developer. The DDA sets out the business terms under which the property will be redeveloped, and under the terms of the agreement, no fiscal impact to the City is anticipated.

The benefits anticipated through the economic development of the property include:

- 7,783 total permanent jobs created, to replace the 3,090 jobs that were lost, and 1,374 total construction jobs created;
- More than \$100 million in redevelopment and rehabilitation of historic structures, utilities, streets, parks;
- Approximately \$500 million in new office buildings, educational spaces, hotels and residential units.

Closed as a military base in 1993, the Naval Training Center finally takes on new life this year as it is transformed into a vital waterfront mixed-use project shaped to mingle into the existing Point Loma community. We urge your support for this important project at your hearing on Tuesday, January 9, as to avoid costly delays, which only serve to dissuade future private/public partnerships. Thank you for your consideration.

Sincerely,

Julie Mcier Wright
Julie Mcier Wright
President & CEO

Letter of Support

w w w s a n d i e g o b u s i n e s s . o r g

SAN DIEGO REGIONAL ECONOMIC DEVELOPMENT CORPORATION



401 B Street
Suite 1100
San Diego
CA 92101
619.234.8484
619.234.1935 fax

3/20/01
DEAR COMMISSION
I'M WRITING TO URGE YOUR
IMMEDIATE INTERVENTION IN
THE PLAN TO PRIVATIZE THE
FORMER NAVAL TRAINING CENTER
IN SAN DIEGO
THE PROPOSED PROJECT PRESENTS
A HOST OF PROBLEMS YOUR
JURISDICTION MUST BE
MAINTAINED.
THANK YOU FOR IMMEDIATE
ATTENTION TO THIS PROJECT.

Sincerely,
Craig D. Rose
10844 Escobar Dr
San Diego CA 92124



Regarding; N.T.C.
San Diego, Ca.

To; California Costal Commission

RECEIVED

JAN 0 2 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

I would like to protest the city of San Diego's proposed plan that is being presented to you for your approval. Their plan is to destroy most of the building in the interest of the developers and a few investor without due consideration to the best good for the average citizen of San Diego county, and without any proposed vote by the public. Again we are seeing reflection of the down town baseball park dealings and the favored dealing with the Charger football management.

Please consider the following points of contention;

1. The general public is being denied free access to what should be public lands, the bay and the existing park area. This will exclude the low and medium income citizens their rights
2. The existing buildings that that now provide recreation possibilities for the public are to be destroyed. Again without due consideration for the public which the city is supposed to be representing.
3. The existing barracks and warehouses that could serve as low cost housing, homeless shelters, much needed school rooms for education and for rehabilitation facilities and many other uses, are to be destroyed.
4. There is the appearance of illegal dealings and questionable motives between the city and developers in the proposed exchange of property valued at 1.3 million dollars for a purchase price of \$1.

I ask you to please deny or at least delay approval of the city's plans until all issues are resolved in the interest of the citizens of San Diego county and the general public's right to access.

Sincerely; Bettie Buchanan
Poway, Ca.

Bettie Buchanan

01/01/01

3758 Narragansett Avenue
San Diego CA 92107-2615
(619) 222-4714

26 April 2001

California Coastal Commission
c/o San Diego District Office
7575 Metropolitan Drive, Suite 103
San Diego CA 92108

Dear Commissioners,

I have lived here since 1962 and my wife was born "On the Point." We are seriously disturbed by the way in which former navy land, NTC, is being used and improperly planned for use.

Rosecrans is the only four lane, two each way, access for Pt. Loma's non-governmental lands. All other roads are either only partially four laned or shorter than the length of the point. Already, Rosecrans is overloaded during peak driving hours and during much of the day. So far, development of former navy land has not adequately addressed this matter.

My wife and I must abide by California Coastal Commission regulations though we could have a fine view if we could exceed the reasonable 30 foot height limitation. Redevelopment of former navy land essentially overrides these well-planned bans. As proposed, this colossal variance is unfair and unnecessary, it favours well-heeled developers and appears tainted by favouritism while flying in the face of long-established codes. Further, hotel towers and industrial development on this public land is unreasonable. It is a once in a century, or more, opportunity to provide much needed access to historically valuable areas.

Please don't let previous bad politics, which look a lot like corruption between civil servants and a well heeled private developer, get in the way of careful, well thought through, open-to-the-public in every phase planning. California's Coastal Commission has a good track record maintaining publically appreciated sensitivity to one of our state's most important resources, its coastline. This project simply is not acceptable in its present form.

Sincerely,

Fred J. Crowe

Fred J. Crowe

RECEIVED

APR 2 7 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

January 15, 2001

California Coastal Commission
ATTN: Sue

Because she advised that I am very unhappy on what is being ~~done~~ attempted at the road through center of San Diego. It will stop the golden acres for visitors. It only attempt is to ~~the~~ fear inflicting instead of utilizing them. Please put a stop to the contractors attempt to do this I think you do as a very special + unique place from what I observed

Sincerely

Mike Rice
16047 Dunbar'son
El Cajon, CA 92021

RECEIVED
JAN 02 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

January 2001
To the Coastal Commission of

Cal. This is to let you know I am against the tearing down of N.T.C.'s as it will limit Recreational Activities & against your residents please ~~help~~

Ruby Sanchez

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JAN 02 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

RECEIVED

JAN 02 2001

1/1/2001

TO WHOM IT MAY CONCERN

I NOTE NO ON THE ATTEMPTS
 TO TEAR DOWN THE NAVY BASE

ALL THAT WASTE AND ITS NOT
 FOR THE PEOPLE ON THE WHOLE
 ITS FOR THE FEW INSTEAD OF
 ALL THE PEOPLE IN GENERAL.

THANKS

RECEIVED

JAN 02 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

PASQUALE SCHIOLONE
10657 BIRCH BLUFF
SAN DIEGO, 92131

Dear Coastal Commission

We heard that its your duty to protect and
 preserve Coastal properties for the benefit of
 public use; so I implore you to take another
 honest and heartfelt look at the disgraceful
 to demolish a public gem at NITC, on
 San Diego's "Naval Training Center".

We would eliminate a ~~massive opportunity~~
 for public benefit for our families and their
 descendants. How can you consider such
 a wasteful close when you represent us,
 the public.

I sincerely pray that you will ignore
 to your senses I hope an irreversible
 and consider mistake is made.

Thanks for your consideration
 your fellow American and father, 60 yr old
 grandfather. A 23 yr resident of
 San Diego. Community or Executive Committee
 of "Sustainable Community Action Network"
 and vice chair of "Sustainable Earth Enterprises"

Sharif Agovic - Ph 619-697-3245
 1024 Carlsbad St Fax 696-0334
 San Diego, CA 92114 E-mail sharif@admc.com

RECEIVED
KING'S RESIDENCE

PHONE NO. : 619 5236722

Dec. 31 2000 12:51PM P1

JAN 02 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

December 31, 2000



California Coastal Commission
3111 Camino Del Rio North
Suite 200
San Diego, CA 92108-1725

RE: San Diego - Permit to begin construction at NTC

Dear Commissioners:

I am writing to request that you reject or postpone the approval of the permit being requested by the City of San Diego and McMillin Companies, to begin the demolition of buildings at the former NTC (Naval Training Center) in San Diego.

The McMillin Companies is demanding that all the recreational facilities currently in use at the NTC be closed during its entire 2-3 year construction process. I am one of the nearby residents who makes use of this facility several times a week, and the loss of its use will mean a real hardship to me and the thousands of other people who use this facility. I am a 53-year-old woman who suffers from rheumatoid arthritis, and the facilities at the Peninsula Athletic Club, in particular, has been critical to my well-being. No other facility in the area would provide me with the welcome and comfort I am able to find there. Based on the huge public outpour of dismay at the proposed total closure of the base during construction, it is obvious that that many other people enjoy both the coastal access and recreational facilities at NTC, and they are just as upset as I am.

Many of us are also very worried about the damage that is sure to be done to these precious historical buildings and to the sensitive coastal environment that surrounds them, if they are left entirely unsupervised during the construction process. Even during the few months that the main buildings were vacant a few years ago, you could see the process of decay set in almost immediately. The use of the area by tenants during the interim period has been a major factor in protecting this very special place, and should continue.

It seems completely unreasonable that the entire base must be closed during the entire time of the construction. This may be more convenient for the developer, but at a terrible cost to the public. There are many, many examples of far more complex projects where the public's use has not been so completely disregarded. Surely the developer would be able to "phase in" the construction, as you would ordinarily expect, so that most of the key facilities can be kept in operation for most of the time.



Sincerely,

C.S. "Shanny" Dingus • 1295 Sunset Cliffs Blvd • San Diego, CA 92107
Phone (619) 523-4981 • FAX (619) 523-6722
email: shanny@CLIFFHUGGER.ORG

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JAN 02 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

OPPOSITION

Yvonne Lewis
13771 7th Alhambra Rd
San Diego CA 92111

Dear Coastal Commission Members: December 27, 2000

I am writing to ask you to deny or delay the demolition of currently proposed disposition of the Naval Training Center in San Diego, California. San Diego is my place of birth and for over fifty years I have witnessed older cousins, then cousins, and then sons of cousins (all of us African American) go through the facility for learning, training and upliftment. All of them were deep when they started, and came out as educated, responsible men. To summarize about the traditions deeply embedded & built on this side over decades of time, and ^{public} turn this property over to private interests to develop solely FOR PROFIT and the well-to-do white community, I find extremely abhorrent in our modern, free, democratic society. I feel strongly that low and moderate income families, especially of darker color, will particularly be adversely affected by the forthcoming denial of public access to recreational, learning and leisure facilities of the plan before you.

Further research & investigation on the many adverse impacts on public use and access to this wonderful public treasure is needed. I have always believed in this truism, it has made me stop & reflect before ^{many} important decisions: PRIDE (+ AVARICE) GOETH BEFORE A FALL. Yvonne Lewis

RECEIVED

JAN 02 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Dec. 27, 2000

To: Coastal Commission
State of California

I am writing as both a private citizen & professional mental health clinician, to voice my opposition to allowing Corby McMillin & company the right to demolition, reconstruction, learning & leisure facilities at Naval Training Center in San Diego. I am urging you to delay further action until a more thorough & complete investigation into the public impact & destruction of this facility will have.

I believe that Mr. McMillin & company are not those not followed the letter or intent of what is protect citizen access to these coastal facilities. I ask you to consider the cognitive distortions which is created in the minds of our local citizens, residents & former/current military personnel, when government actions contradict public welfare which it is causing to protect. The inconsistency of public government agencies supporting a private for profit company in denying public access & destroying valuable public facilities, leads to helpers/helplessness, donations & often criminal acts & random acts of violence as the people become aware of such behavior.

The ramifications of this view are so far reaching, it should compel you to delay any action on this matter until as a public agency, you have thoroughly assessed the protection of citizen rights & this valuable coastal property.

Sincerely,
Victor Padilla 4975 Del Monte Ave
San Diego, CA 92107

Wed, Dec 27, 2000

RECEIVED

JAN 02 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Dear Coastal Commission,

I find it deplorable that the Naval Training Center is being dismantled and turned into a private developer for the benefit of the developer and himself, and that access to this public land would be available to only the elite few who can afford the expenses that are proposed for development.

As a public school teacher of High School mathematics and government, I am challenged to explain to my students how it is possible that the public lands can be sold out for the profit of a few, how the process of the law is being ignored, also the public right to public property sold for billions by my tax dollars, and the tax dollars of my family including those who served in the military and fought and died for the country. As public lands, these military lands are being WRONGFULLY allowed to be sold out.

It is a fact public land is sold out, 100% BE purchased for all the people: the poor, the education, the future growth, heritage, language, and heritage preservation. America, Marine, Fox

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JAN 02 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Dear Coastal Commission -

Please let the former Training Center remain in public domain - not for commercial enterprises.

Buildings being requested for demolition have now (even with the Navy's overseeing) been used for public availability & Coastal Access.

Please do not allow Coastal Act Statutes to be violated, not even by technicalities!

Why should this valuable land devoted to San Diego be tossed away for a pittance.

Vote no on Resolution! Thank you!

Pete Spon

(Lived in SD '53 & again since 1963.)
619-276-9344
1550 Colorado #89, 94110

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JAN 02 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

From:

Kerry Zentgraf
11/17/00

Handwritten notes and signatures, including "Kerry Zentgraf" and "11/17/00".

CHRISTOPHER M. DALY

13036 Tuscarora Dr.
Poway, Ca 92064
Phone (858) 748-2762
Voice Mail (858) 467-5026
liltaz3@messagez.com

RECEIVED

JAN 02 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

January 1, 2001

Dear Sir or Madam:

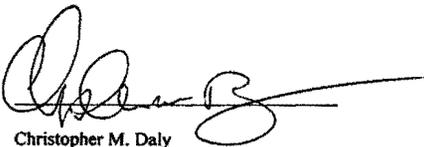
I am respectfully writing to you on the concern of the property known as NTC (Naval Training Center) in San Diego.

I am 23yrs old and have lived in San Diego for those 23 years, and NTC has been apart of my life. As much as it has been the lives of others in San Diego. I would feel that sending the deed of the property to a developer to tear down and make only accessible to the wealthy is an improper thing to do to many San Diego's residents.

I believe the use could be used for other more productive thing like shelters, education classes, and youth training camps and treatment centers to get the kids off the streets. The uses for NTC are unlimited.

What do we go by in todays world? Greed or whats right for human improvements?

Cordially,



Christopher M. Daly

Regarding; N.T.C.
San Diego, Ca.

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JAN 02 2001

To; California Costal Commission

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

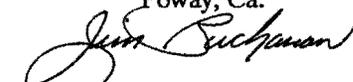
I would like to protest the city of San Diego's proposed plan that is being presented to you for your approval. Their plan is to destroy most of the building in the interest of the developers and a few investor without due consideration to the best good for the average citizen of San Diego county, and without any proposed vote by the public. Again we are seeing reflection of the down town baseball park dealings and the favored dealing with the Charger football management.

Please consider the following points of contention;

1. The general public is being denied free access to what should be public lands, the bay and the existing park area. This will exclude the low and medimum income citizens their rights
2. The existing buildings that that now provide recreation possibilities for the public are to be destroyed. Again without due consideration for the public which the city is supposed to be representing.
3. The existing barracks and warehouses that could serve as low cost housing, homeless shelters, much needed school rooms for education and for rehabilitation facilities and many other uses, are to be destroyed.
4. There is the appearance of illegal dealings and questionable motives between the city and developers in the proposed exchange of property valued at 1.3 million dollars for a purchase price of \$1.

I ask you to please deny or at least delay approval of the city's plans until all issues are resolved in the interest of the citizens of San Diego county and the general public's right to access.

Sincerely; Jim Buchanan
Poway, Ca.



16250 Sycamore Cyn. Rd.
Poway, CA 92064

01/01/01



NAVY LEAGUE OF THE UNITED STATES
Serving the Sea Services since 1902

SAN DIEGO COUNCIL

RECEIVED

JAN 11 2001

CALIFORNIA
 COASTAL COMMISSION
 SAN DIEGO COAST DISTRICT

January 9, 2001

California Coastal Commission
 7575 Metropolitan Drive, Suite 103
 San Diego, CA 92108-4402

To whom it may concern,

The San Diego Council of the Navy League of the United States wishes to recommend that the California Coastal Commission not approve the Permit Application No. 6-00-167 requested by the City of San Diego for the demolition of 2,083,260 sf of buildings on the campus of the former Naval Training Center (NTC) in San Diego.

Your approval of this application would result in what we consider to be the inappropriate and unnecessary denial by the developer of public access to the water and to existing recreational facilities and opportunities during the proposed redevelopment process. Further, access would also be unnecessarily denied to the unique historical collection of military photographs and artifacts which is currently on display and available to visitors to see on NTC at the former Service School Command Headquarters now occupied by the Peninsula Athletic Club.

We would also encourage further study on alternative uses for some of the existing buildings on NTC – particularly those of recent vintage such that they might serve the public interest rather than be demolished for commercial and residential development interests.

Thank you for your consideration.

Sincerely,

Ray Roth

Ray Roth
 President

SHANNON MICHAEL BERG

RECEIVED

JAN 02 2001

CALIFORNIA
 COASTAL COMMISSION
 SAN DIEGO COAST DISTRICT

13365 Hedrick Ave.
 Poway, Ca 92064
 Phone (858) 486-3185
 shannon92064@hotmail.com

1/1/01

Dear Sir and Madame,

Good day. I am writing in concern of the Naval Training Center. As-well as others, I believe that the development should stop.

I am 23 years old. My father was in the Navy for most of my life, and I have many fond memories of N.T.C. Above all else I feel that the facilities can be used for many purposes, like shelters, treatment centers, Job Training Centers, family health clinics, even missions for churches. I would very much like to see the buildings used for better things, rather than demolished with-out thought of what can be done with the property. I don't know about anyone else, but I want my memories kept alive for others to have.

Sincerely,

Shannon M. Berg
 Shannon M. Berg

Tue 18f

ntcsd.org (a grassroots, non profit organization dedicated to sustainably preserving the Naval Training Center for continued service to the public good)

January 1, 2001

California Coastal Commission
c/o San Diego District Office
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108

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JAN 02 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT



Subj: Naval Training Center demolition - a blatant violation of the California Coastal Act

Coastal Act sections addressed:

Section 30001.5 (c)

Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.

Section 30213

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

Section 30222

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, but not over agriculture or coastal-dependent industry.

Section 30253 (5)

New development shall: . . .

Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destinations for recreational uses.

Section 30255

Coastal-dependent developments shall have priority over other developments on or near the shoreline.

Dear Coastal Commissioners,

The demolition and resulting high end development of Naval Training Center will result in, if not the largest, one of the most significant losses of public access to coastal resources in California history.

Naval Training Center has always been accessible to the general public for both national and civic purposes. At one time, over one-half of San Diego's population was employed in defense-related business, providing the majority of regional citizens the right to use its facilities and drive throughout the Naval Training Center prop-

erty. In addition, youth were able to freely choose to enjoy the maritime learning and vast recreational resources by joining the Navy. No special degrees or financial resources were necessary to do so - all that was necessary was the desire to serve the common good.

In addition, the Navy has a history of being a good neighbor and wise custodian of public resources. They have always made their non classified facilities (which was virtually all of Naval Training Center) available to civic organizations needing the unique public resources existing at Naval Training Center. High school, college and non profit groups looking for low cost visitor accommodations in order to participate in regional, state or national competitions and get-togethers here in San Diego were able to petition the Navy for accommodations and more often than not, Naval Training Center lodging was provided to these groups at no charge.

In addition, civic and non profit groups needing space for events and fund raising activity have always had access to base facilities for their functions. In fact, I was able to attend at Naval Training Center's still active sister base, Marine Corps Recruit Depot, a 50 year reunion party for my wife's San Diego High School class this past November. This is the type of total access that the San Diego and communities across the state have always had to the vast recreational and visitor support facilities now existing at Naval Training Center.

During the period from base shutdown to this decision date, numerous public events have occurred demonstrating that entire Naval Training Center has a peak daily capacity of at least 50,000 citizens. The interim period also demonstrated that Naval Training Center's former minimum daily sustained capacity of 35,000 visitors (8,500 staying in still existing lodging facilities and 26,500 day visitors) through the combination of civilian events and continued use of lodging facilities for both Federal service (Americorps, Border Patrol and Navy) along with interim civilian group use still exists.

The proposed demolition's most serious fault is of the Naval Training Center's complete degradation of its ability to continue to provide this high capacity, low cost access to all citizens. The buildings considered 'obsolete' under the city of San Diego plan are so only because their only value is for enabling general public access to the coast - not maximum commercial revenue return. Demolishing nearly \$300 million of buildings and supporting utilities which are owned free and clear by the general public and whose construction exceed existing code standards is a Humpty-Dumpty scenario - once demolition is approved, the vast public recreational and visitor facilities at NTC will never be able to be affordably put back together again.

From the existing total yearly capacity of 12.8 million day visits, what will remain is a capacity of 3.3 million day visits. For visitors staying overnight (2,000 per day), instead of beds available for \$17 under public use modeling the profitable Fort Mason Center model, minimum room rates will skyrocket to market rates - currently \$130 per night. For day visitors, the minimal paid (vice current free) parking made available by demolition of current lodging facilities will be squeezed by the demands of on-base tenants. And whereas all the base was available to every citizen, now only those of wealth and connection will be able to purchase the right to structures being sold and built. This loss of 9.5 million annual visitor capacity is not being replaced. Instead, commercial development along the water in downtown San Diego and development planned in Mission Bay is further restricting public access capacity in an area where population is planned to double in a few short years.

Naval Training Center has always been the everyday American's utopian community. It has translated the ideals of great thinkers such as Francis Bacon and Aldous Huxley to the capacity of the mass consciousness. In doing so, a rarefied Ellis Island came about, which elevated individuals from the idea that America was a land solely for the pursuit of individual greed to the full understanding that there are nobler collective purposes that America has as its destiny. This is why Naval Training Center is still a highly popular destination for recreation visits. Because of this idealistic nature, approval of demolition of its capacity to inspire citizens towards their higher nature and to feel good about our democracy can only be seen as a national disgrace and embarrassment.

Letters of Opposition

We ask you to weigh strongly the reason the people of the state of California created the California Coastal Act in the first place. It was not designed so that a municipality or developer hiding the value of a public place and abusing the public process could on a technicality blatantly get away with violating the main principles of the Coastal Act. We strongly urge you to either deny or postpone any approval until the full public value of the priceless standing public coastal access and recreational facilities are accurately submitted to you.

Sincerely,



John McNab
ntcsd.org
1333 29th St
San Diego, CA 92102
(619) 531-0773

encl: samples of public visitor and recreation facilities to be demolished
lists of buildings and utilities to be destroyed

Paul F. Daspit
3128 James Street, San Diego, CA 92106-1439

RECEIVED

January 2, 2001

California Coastal Commission
45 Fremont Street
Suite 2000
San Francisco, CA 94105-2219

JAN 04 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

The purpose of this letter is to express my disagreement with the decision to deny public access to the Naval Training Center area recreational and other facilities during the upcoming redevelopment by the McMillin Company and the City of San Diego.

I regularly use a number of these facilities (and have done so for the past 3 years) to include the Naval Medical facility, the Sail-Ho Golf Course, walkways along the harbor inlet, the Peninsula Athletic Club.

The current plan to deny access to NTC area facilities for up to 3-4 years appears to be in violation of a number of regulations, provisions and certainly the spirit of the Coastal Act to include:

- Chapter 1, Section 30001 d. The Legislature hereby finds and declares: That existing developed uses... that are carefully planned and developed consistent with the policies of this division (the Coastal Commission), are essential to the economic and social well-being of the people of this state and especially to working persons employed within the coastal zone.
- Chapter 1, Section 30001.5 c. The Legislature further finds and declares that the basic goals of the state for the coastal zone are to: ... Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone....
- Chapter 1, Section 30006 The Legislature further finds and declares: That the public has a right to fully participate in decisions affecting coastal planning... and development; that achievement of... development is dependent upon public understanding and support; and that continuing planning and implementation of programs... should include the widest opportunity for public participation.

Now, it is understood that some safety precautions are necessary during the re-development period, but the idea promoted by McMillin to deny access to the entire NTC area seems to be gross over-kill. Recently, the City of San Diego and Port Commission completed major renovation of an airport terminal at Lindberg Field, the construction of a second terminal, and is currently constructing a connector facility between these two terminals, all without denying access to the airport. Why are the rules for NTC different than for Lindberg Field?

Paul F. Daspit
3128 James Street, San Diego, CA 92106-1439

The City of San Diego is also engaged in a major redevelopment of the downtown area to include a new baseball stadium, hotels, and other demolition and construction. However, only the immediate areas involved with, and adjacent to, the demolition and construction are blocked off, not 451 acres of the surrounding area.

NTC has been and continues to be an integral part of the San Diego community. I believe there should be a plan implemented that can accommodate the community currently using NTC facilities during the renovation period.

I look forward to your response.

Thank you for your consideration.


Paul F. Daspit

Cc:
California Coastal Commission
7575 Metropolitan Drive
Suite 103
San Diego, CA 92108-4402

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JAN 03 2001
CITIZEN'S DECLARATION ON NAVAL TRAINING
CENTER BEFORE COASTAL ZONE COMMISSION
SAN DIEGO COAST DISTRICT

We, the below mentioned groups representing citizens of San Diego, California, hereby bring forward the salient points regarding the use of the Public Property known as the NTC and respectfully state our opposition to Application No. 6-00-167, now pending before your Commission. Our points are documented by attachments, all of which are public information and we feel are sufficient to establish the fact that approval of this application will not protect public rights, preserve significant coastal resources, nor will it promote respect for the environment.

Denial of Access to Coast. The demolition of two million square feet of solid and useable structures substantially defeats the legislative goal of making the coast at NTC accessible to persons of low and moderate means. In the case of homeless persons any use whatsoever of NTC was denied, even though the United States Congress under the McKinney Act had promised such persons first priority of use. The buildings, which could otherwise be used to address the social needs of such persons and enhance the ability of all others to enjoy the coast on an affordable, self-supporting basis will mainly be replaced by luxury-oriented structures only affordable by a small segment of society. The greatest detriment to public access, however, will occur when the public loses fee interest to this property. This occurs when the fee access is lost to the people after execution of the deed to the Master Developer and on signing of the 60-year leasehold.

Frustration of Participatory Democracy. San Diegan's have had no opportunity to vote on the use or demolition of this vested property despite its great value (well in excess of \$1 billion) and its importance to their future. This is contrary to Coastal Act provisions, which foster encouragement of genuine public participation in the deliberation of coastal uses. NTC Planning meetings throughout "solicited public input" and volunteer citizen's committees but were in fact ruled by handpicked commissions selected at the highest levels, which even if when they did vote their conscience and unanimously decide on the merits of a proposal, were always quickly overruled by political interests.

Failure of Consideration for Public Lands. Section 30210 promises the protection of public rights and other provisions of the Coastal Act, in a similarly fair fashion, discourage the taking of private property without adequate compensation. Approval of this application, however, would be the last step in a process that takes away virtually all economic interest of the public in this property. The public share is lost primarily because of a highly unusual 12% "kicker" provision payable to the Master Developer. Since the kicker is based on the gross revenue, the residual share of profits to the public is minuscule under almost any likely scenario. As an example, shown in the "Source and Use of Funds Statement," Attachment No. 4 to the "Disposal and Disposition Agreement" the public's interest is shown to be a trivial \$1.669 million on \$91,441,000 worth of sales! The paltry amount realized by the public for its contribution of over \$1 billion mocks its property rights and is not worth the liability to lawsuits from this kind of endeavor.

Inappropriate Monetary Transfers. We feel it is inappropriate for Commission members to accept Campaign contributions from applicants or their agents within one year of the pendency of projects for decision; abstentions of voting are not adequate to eliminate the biases that can result from such contributions.

Irretrievable and Irreparable loss of Coastal Resources.

The two million feet of buildings to be demolished abound with many examples of the loss of San Diego's military heritage that cannot be mitigated. The expansive Lawrence Court Parade Ground and its attendant recruit barracks, buildings 90 and 91, in particular, represent the best picture of the "heart and soul" of the old Navy Boot Camp that was NTC. Their planned obliteration -- to make way for possibly-illegal office buildings towering over 52 feet high -- affronts the memory of the eight million sailors and Marines who drilled here and hallowed these grounds by their personal sacrifice and dedication to country for 75 years.

A Defining Moment for the California Coastal Zone Commission?

In 1972 we passed their own initiative to protect coastal resources and control structures that threatened the scenic corridors of our waterfront. Proposition "D" limits buildings to 30 feet in most of San Diego's coastal zone, including NTC, but the proponents of this application feel the City is not bound to follow its own laws with respect to this limitation and would wish 58 foot office towers on public land in order to unfairly compete with private owners -- owners who are expected to and who do pay their full share of taxes! The Commission staff, in recommending approval of the coastal destruction envisaged by this application, might also ponder how it would appreciate such cavalier treatment of its initiative, likewise passed in 1972!

Homeless Knights of Christ (Veterans/Military Heritage/Activists)
NTC Global Village (Sustainable Development) The "A" Team (Citizen Action)
Save the Grinder (Boot Camp Experience) San Diego Harbor Lights (Maritime)
Members of Peninsula Athletic Club ("On Base" - Affordable Fitness and Health)
Members of NTC Trust for Historic Preservation (Military Heritage)
Please Save NTC As Is (1,600 Citizen Signatures) "WA6NKC" (Military Ham Radio)

P. A. Smith

By: LtCol S. A. "Hannibal" Smith, USMCR (Ret), Recording Secretary for Coalition
9 January 2001

ATTACHMENTS

"NTC Disposition and Development Agreement" ("DDA"), Cover Page, 1, dated 6-7-00
"NTC Sources and Uses of Funds," Attachment No. 4 to DDA, page 171
[\$1.6mm net to Agency (City of San Diego) on \$106mm of Gross Revenues]
"Illustration of Cash Available for Distribution", Exhibit A, Page 274 to DDA
[\$1.6mm cash available to Agency, \$18.8mm to Master Developer]
"Illustration of Cash Available for Distribution", Exhibit A, Page 274 to DDA
["Kicker" Effect: Percentage received by Master Developer: 18.5%; City 1.5%]
Detail Map and Plat of four Parcels on Rosecrans St., Page 770 of DDA
[Admiral's Quarters to be "spun off" immediately vice B&B use]
"Touching Bases" U-T Article of 12/5/99 re McMillin and NTC Project
[No mention of City's Proposed Share of the Project]
"A few questions answered about NTC's historic building" Beacon Article of 11/30/00
[No mention of City's Proposed Share of the Project]
Height Element to Precise Plan for NTC: Office/R&D - 60'
"Proposal to Save the History and Heritage of a Great Naval Training Base"
[San Diego Harbor Lights Coalition]
"Editorial: A Short sighted reuse plan for the NTC"
[NTC Global Village]
Petition: "Please Save NTC As Is"
[Sample Page of approximately sixty pages in total: 1,200 signatures]

Dear Coastal Commissioners -

JAN 02 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

FOR MOST OF MY ADULT LIFE, (I'm
NOW 79) I HAVE FOUGHT FOR THE
RIGHTS OF AVERAGE AND HANDICAPPED
PERSONS - TRYING TO KEEP THE
UNFAIR POWER OF THE WEALTHY FROM
CONTROLLING PUBLIC PROPERTY FOR THEIR
EXCLUSIVE USE. I FEEL THE CURRENT
PLANS FOR DISPOSAL OF N.T.C. IS A
BLATANT EXAMPLE OF THE RICH USING
THE POWER OF THEIR MONEY TO ASSURE
THAT ALL OF THE N.T.C. LAND AND BUILDINGS
WILL BE FOR THEIR EXCLUSIVE USE. I
URGE YOU TO DENY THIS MISARRANGE
OF JUSTICE. AS A RESIDENT OF SAN
DIEGO FOR 43 YEARS AND A HOMEOWNER FOR
25, I HOPE ALL THE N.T.C. AREAS WILL
BE AVAILABLE FOR THE POOR AS WELL AS
THE WEALTHY. AS A RETIRED SENIOR LIVING ON
AN INCOME BARELY ABOVE THE POVERTY LEVEL,
PLEASE KEEP IN MIND THAT WE (THE POOR)
ESERVE YOUR CONSIDERATION ALSO! PLEASE

7064

EXCUSE MY WRITINGS - EVEN THO I HAVE A
DEGREE IN ARCHITECTURE (AUGUST U. 1973), GAUCOMA
HAS CHANGED MY LIFE IN MANY WAYS.

DELRHINE T. CAIN
4946 W. MTN. VW. DR.
SAN DIEGO, CA 92116-1726

RECEIVED

JAN 02 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

1/2/01

Dear Sir,
I am writing you for your own sake
opportunity its efficiency and for large
able means many others but the only one
not in the hands of the
Kemel Jackson center.

The National Learning Center even built
on the integrity of its and several more
and their schedule to practice that is
and its center. I believe, now they want
to change its presentation of many factors
and have data and when to make it
an expensive and such results for the
few instead of utilizing its good
learning and education and financial support
and relations from everywhere. Rich
know and that number of income, people
and we know and, reserve people, think
structure, service for in the study, etc
country for all kind of research as an
available cost.

(During the mission I have collected
up all the above mentioned facts and
and, results, of my responsibility that
I want if one can reason that the
structure can be used for, come and
study and report on all factors
it should make an important
record.

Don't you please record

1/2/01

are giving them a opportunity to the
people trust and by learning every
thing from and spending so much
money and using 1/2 of the money
to learn and return which is
already there. He many of our
served men and with of all people
would benefit
The future of liberty and
growth in so many places known
hundreds of miles. I believe, to new
jobs in other nations to give light
and love to all people of all
nations and build with firm
commitment to see and return to
us and all. Love, Don. Cow. 1/2/01
I believe, it and not be materialized
with 100% unity and knowledge and
vision in the future in all people
who have that insight. I believe, you
will do it for you all.

Mary Anne Brown
10000 Dunbar Rd
San Diego, CA 92121

(619) 553-2661



The Multicultural Center for Parenting Skills

12643 Oak Knoll Road Poway, CA 92064 • phone: 858 679-7190
www.2xcel.org • mcps@home.com

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January 2, 2001

JAN 02 2001

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To The California Coastal Commission:

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

I am the Director of a non-profit organization that is dedicated to helping children and families by providing parenting classes and skills to anyone who influences children. I am also adjunct faculty in the Department of Counseling and School Psychology at San Diego State University.

I have held workshops at and participated in activities at the San Diego Naval Training Center. I found it to be a marvelous facility for reasonable fees that was centrally located in the city. The thought of losing access to this wonderful place is very distressing to me. I am also concerned for the many other groups who have been told that they will no longer be able to hold events at NTC.

I think that the city's plan for the redevelopment of NTC is shortsighted and exclusive. I would like to remind the commission of a similar situation, many years ago and in another city. A man named Montgomery Ward fought a twenty year battle to preserve the Chicago lakefront area for public use. These were his words.

"I fought for the poor people of Chicago, not for the millionaires. Here is a park frontage on the lake, comparing favorably with the Bay of Naples, which city officials would crowd with buildings, transforming the breathing spot for the poor into a show ground for the educated rich."

Today, when we drive along Lake Shore Drive or walk through the acres of public land set aside for the enjoyment of the citizens of Chicago, viewing one of the world's most beautiful cities, we should remember that it exists because of the vision, the commitment and the sacrifices made by one of Chicago's most prominent businessmen of the late 1800's -- Aaron Montgomery Ward.
WWW.wards.com/HTML/AaronHistory.html

My family is from the Chicago area, and I can personally tell you how much people from all over the world enjoy this public space. I feel that the same would be true of the San Diego Naval Training Center. The public should have access to the educational facilities, the recreational facilities, and the open spaces which we are so fortunate to

have. With the plan to put in high- end homes, hotels, retail shops, and exclusive art shows, the low- income and average- income person will have no reason to come to this area.

Being a Coastal Commissioner is no easy job, I am sure. However, the persons who are willing to take a stand against the demolition of this National Treasure will go down in history as the visionaries of our time just as Montgomery Ward was in his.

Thank you for your consideration,

Connie Messina

City gains go-ahead for NTC demolition

Coast panel concurs despite critics of plan

By Ronald W. Powell
STAFF WRITER

LOS ANGELES — Thirteen was an unlucky number yesterday for opponents of San Diego's request for a demolition permit for buildings at the former Naval Training Center.

Thirteen opponents spoke out, but none of them was questioned by state coastal commissioners, who quickly voted 10-0 to issue the permit.

An executive for Corky McMillin Co., the firm selected by the city to redevelop the former military property, said demolition of structures encompassing about 2 million square feet will begin within weeks.

Opponents were furious.

"This demonstrates that a deal was done before we had an opportunity to give our input," said John McNab, a leader of those who argued before the California Coastal Commission that the buildings should be spared.

The demolition will be the first phase of the city's plan to remake the 361-parcel west of Lindbergh Field.

The plan has many elements. It includes construction of 360 houses and two hotels, preservation of 52 historic buildings and creation of an arts and culture center. Also included are 46 acres of waterfront parks.

Commission members said coastal access, a key issue for the state agency, will be guaranteed by the project.

SEE NTC, B2

1-10-01
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JAN 16 2001
CALIFORNIA COASTAL COMMISSION
SAN DIEGO

Hope YOUR DEPT GETS TERMINATED BECAUSE YOU ARE WORTH LESS GREEDY & USELESS - In letters



POST OFFICE BOX 610
LAS VEGAS, NEVADA 89125

Mr. Maria Martin
4211 Beach Blvd Rd.
Carlsbad, CA 92008

COFFIN
California Coastal Commission
San Francisco - 9494105

54105+2204

January, 2001 Agenda Item No. 18 f.
Richard M. Slayter
Lynlee Austell-Slayter
Oppose Application

California Coastal Commission, San Diego Coast
7575 Metropolitan Drive Suite 103
San Diego, CA 92108-4402

January 1, 2001

RE: Application No. 6-00-167 (San Diego NTC demolition)

Dear Commissioners,

Please remove this application by the City of San Diego from the January administrative calendar. The Naval Training Center San Diego Reuse Plan must be revised to mitigate the following problems in order to comply with the California Coastal Act:

1. Intensity - The proposed development is of such an intense nature as to diminish the level of service on local streets adjacent to the project. The proposed traffic mitigation plan is grossly inadequate to maintain the existing level of service and will result in unacceptable traffic delays to local residents and visitors.

2. Access - The City of San Diego and the developer should be required to provide and permit public access to the existing lower cost recreational facilities during the redevelopment process. The existing lower cost community recreation facilities are the PAC Community Recreation Center, Sail-Ho Golf Course, sports fields, track, racquet courts and waterfront walkways. These facilities have been serving thousands of people for more than 3 years.

3. Preserve Lower Cost Community and Visitor Recreation - Lower cost recreation providers are not being protected, encouraged or provided in the proposed plan. Existing providers are being evicted by the City of San Diego and the Developer in order to make way for maximum rent tenants. This will result in the elimination of established affordable community recreation and the annihilation of unique community resources presently available to low and moderate income persons. Lower cost and no cost recreation facilities are being demolished with no specific indication for reinstatement in the redevelopment plan.

4. Preserve Community Service Organizations - Current community service organizations that provide a vast array of services and significant value to the San Diego community are being evicted and there is no mention in the redevelopment plan to continue use by these organizations.

The NTC San Diego Redevelopment Plan as proposed must be revised to address the above concerns prior to issuance of any coastal permits

Thank you for your consideration.

Sincerely,

Richard M. Slayter, Registered Civil Engineer
Lynlee Austell-Slayter, MBA
4526 Granger St.
San Diego, CA 92107-4010
(619) 523-1276
laustell@home.com

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JAN 02 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO OFFICE

NTC Local Coastal Program (LCP) Precise Plan
Tentative Hearing Date, April 10-13, 2001
Santa Barbara, CA

CA Coastal Commission Meeting Location
Radisson Hotel - Santa Barbara
1111 E. Cabrillo Blvd.
Santa Barbara, CA 93103
(805) 963-0744

City of San Diego LCP Amendment No. 6-2000
"Public hearing and action on request by the City of San Diego to amend its certified Local Coastal Program to incorporate the former Naval Training Center property into the City's LCP. Potential issues include the preservation of critical public views, protection of public access, and the provision of visitor-serving uses. Contact Diana Lilly at 619/ 767-2370."

CONTACT INFORMATION

To contact the CA Coastal Commission, please write or fax to:

Sara Wan, Chair
Diana Lilly, Staff
California Coastal Commission
San Diego Coast Area
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108 - 4402
(fax 619/ 767-2384)
=====

My questions:

1. Why are they having the 'approval' of plan in Santa Barbara, where few citizens can attend, instead of San Diego?
2. Why is so much of NTC's (paid for, publicly-owned) local, needed recreational and open space access handed over to developers for private profits? -Less than one tenth-this is 'maximizing' according to Coastal Code? What is value of Coastal, unoccupied, recreational land per the state of California Public Resources Code(see below)? Where is Sandag's oversight of Public Resources for the Region report?
3. Why do we spend \$2 mil. to tear down \$20 mil. of 1992-built facilities (contractor on job says, 'best construction he'd ever seen'), paid for by taxpayers?
4. Why are there no Rapid/Mass Transit EASEMENTS involved in the Planning along Rosecrans to accomodate for the increased density and traffic?
5. Why were the traffic estimates taken from military-occupied years & numbers where the enlisted rarely owned cars?
6. Why, if 'traffic is mitigated,' does the summary of NTC final report repeatedly state that 'traffic is Unmitigable'?

CA Public Resources Code #5506.3: "(a) (1) The Legislature hereby finds and declares that the population of San Diego County continues to grow at an increasing rate, and already the county is far behind other urban areas in the state in providing adequate park, recreational, and open-space facilities for its residents. Formation of a regional district with boundaries coterminous with those of San Diego County is critical to help address the growing and unmet park and recreational needs in San Diego County."

Cynthia Conger
4425 Pt. Loma Ave.
San Diego CA 92107

Coastal Commissioners,

Your previous decision to allow demolition of Naval Training Center (NTC) San Diego for nothing more than non-coastal dependent commercial development was disastrous. We expect you to deny the City of San Diego's application to proceed with commercial development. The now incensed San Diego public is ready to salvage the remnants of this irreplaceable coastal facility and protect it within the park system.

Section 30001.5 (c) Maximize public access and public recreation to and along the coast; Section 30213 Lower cost visitor and recreational facilities shall be protected, encouraged, and provided; Section 30222 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; Section 30253 (5) New development shall protect special communities and neighborhoods all are being blatantly violated by city reuse plans. NTC is exactly the type of special place the Coastal Act was designed to protect. We expect the Coastal Commission to now do its job and deny the City's wrongful NTC reuse and allow citizens the capacity to preserve NTC for direct public use modeled after San Francisco's Fort Mason Center.

The city never should have given
one individual so much power
over a public asset

Sincerely,

Suzanne Hagstrom

Date:

5/22/01

1 of 748 Cards in
Opposition of Project

ntcsd.org (a grassroots, non profit organization dedicated to sustainably preserving the Naval Training Center for continued service to the public good)

5-28-01

California Coastal Commissioners
c/o San Diego District Office
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108

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MAY 30 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Coastal Commissioners,

It is understood that Naval Training Center is one of the largest public coastal access facilities to ever come before the California Coastal Commission. It also happens to sit in a region with a severe shortage of low cost public access facilities. The Precise Plan for Naval Training Center reuse, however, ignores the public need for this facility and instead brings forth a proposal which encourages and supports commercial uses at the expense of low cost public uses.

This is of particular concern since this \$1 billion public property was sold to developer Corky McMillin for \$8.

Our primary concern is in the yardsticks used to define of public access. The City of San Diego presents public use of commercial facilities, shops and restaurants, a non-destination park (graveyard of former bowling alley, dance hall, church, etc.), high end health clubs, exclusive homes, hotels, a tightly controlled civic area and a golf course as appropriate public uses. Save Our NTC instead sees the need for broad and inclusive use of these public facilities by community and non profit groups in a public, non market driven model where access is freely provided to all as the yardstick for which to measure public access. This latter is the precedent set in San Francisco's GGNRA. Save Our NTC requests this latter be the standard which NTC reuse is measured.

In addition, there are concerns with:

- **Traffic** How the number of trips per day provided in all traffic documents, including the EIR and EIS, were derived are not provided. The Precise Plan, however, provides a wide umbrella of potential uses which would have a wide range of impacts on traffic. The indications are that the number of trips per day are half what the potential reuse states leading to enormous clogging of coastal access arteries.
- **Parking** Between reserved parking zones surrounding the park to no documentation of the needs of various use scenarios, it can only be concluded that commercial use will clog up NTC providing little to no public access during most time periods.
- **No guaranteed public organization (community or non profit) use** Even in the Civic Arts and Cultural Area, community and non profit users will compete with retail and restaurants uses for space.
- **No protection of the Historic Boundary Area** Final paperwork never submitted to the Federal Government by the San Diego City government (they have been sitting on this since January 2000).
- **No cost structure conducive to the nurturing of organizations providing low cost coastal activities** Outside of eight buildings in the Civic Arts and Cultural precinct, non profit users will have to compete with every type of commercial user at market rates for space.





- **Misrepresentation of public uses** The Precise Plan indicated benign uses on public maps, but contains more potential commercial uses than stated public purposes for these buildings. This is classic bait and switch.
- **Commercial, industrial and residential given preference over low cost public access** There are no provisions in the Precise Plan that guarantees a wide variety of groups will be able to utilize any of the remaining facilities or any new facilities will be provided for low cost public events and activities.
- **No guarantee of Naval Training Center public land outside the Tidelands Trust area and the 22 acre Civic, Arts and Cultural Precinct being preserved as public land** All the rest can be sold off to private interests, providing no guarantees that the plan approved will have any long term integrity.
- **Approximately 72 violations of the citizen approved coastal height limit** With approval, the coastal height limit in San Diego for all intensive purposes will have loopholes big enough to allow any variance in the future.

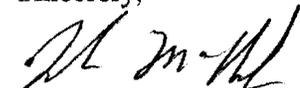
Save Our NTC would like to see:

NTC reuse brought back to Coastal Commission with a plan that is consistent with the California Coastal Act. Page 17 of the October 3, 2000 Precise Plan states that NTC reuse "The Naval Training Center is located within the California Coastal zone and is therefore subject to Coastal Act policies ". We ask that this occur.

Further, we ask that any final plan:

1. guarantee significantly more than 8 of the 57 remaining buildings (after over 160 were destroyed) are set aside immediately for low cost public coastal access activities.
2. be not approved until the final paperwork needed for final approval of the National Register District Boundary with the United States Department of the Interior be completed and submitted by the City of San Diego and approved by the US DOI *PRIOR* to any approval of Naval Training Center reuse.
3. ensure that park areas be utilized in a more recreational manner **AND BE PART OF THE PLAN, NOT DELEGATED TO THE CITY TO CARRY OUT.**
4. that Naval Training Center reuse be moved more towards public reuse models submitted by citizen groups, **USING FORT MASON** and the entire 74,000 acre GGNRA as a precedent.
5. have provisions for citizen oversight and redress by groups and individuals with a track record of speaking up for public rights interests at NTC with the power to bring back the project to the Coastal Commission.
6. be not approved until all backup documentation detailing how parking needs and traffic impacts were derived are provided
7. have all provisions to allow commercial activities in areas sold to the public as for public benefit to be struck out
8. that any further changes be brought back to the coastal commission, not to a city run LCP.
9. completely respect citizen approved coastal height limits and only be exceeded if, just like in the Sea World precedent, if voters approve.

Sincerely,



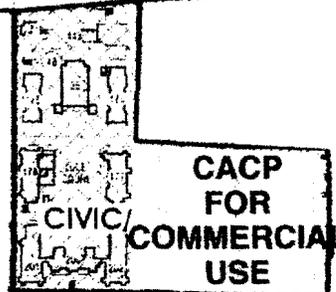
John McNab
Spokesman
Save Our NTC

Encl: detailed questions to the CCC
map showing areas eligible to be sold off
chart showing how 100% commercial reuse can occur



8 buildings
for public use

**AREA ELIGIBLE TO BE SOLD OFF
BY PRIVATE DEVELOPER**



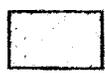
**RESTRICTED USE AREA BY
TIDELANDS TRUST AND AIRPORT REGS**

**HOTELS ON
TIDELANDS
TRUST
PROPERTY**

**GOVERNMENT
USE**

AIRPORT

PARKS

 **Historic District**



Scale in Feet (approx.)
0 100 200 300 400 500 600 700 800 900 1000

11-10-99

McMillin Use Areas
NTC Land Use



The potential for 100% of NTC reuse ending up in or supporting private and commercial uses

(Commercial uses in bold and what 'could be' public use in standard)

Office / R&D Area

Mixed Use Area

Educational Area

General office uses (business, professional, governmental, medical, dental, health practitioners, regional and corporate headquarters.
Light manufacturing
Research and development
Incubator businesses
Warehouse operations for small start up companies
Support services such as office supplies and eating establishments

Office and administration
Commercial
For-profit
Marine related uses
Low/no environmental impact research and development
Restaurants
Live/work units

Museum
Arts and cultural activities
Non-profit educational recreational

Private for-profit institutions
Corporate training
Incubator businesses
Office R&D
Warehousing operations
Office and research and development space
Retail support services
Eating establishments

Educational and vocational training
Public and charter public schools
Not-for-profit institutions
Transient occupancy facilities
Living spaces for students

Hotel area

Civic Arts and Cultural Precinct 'Public' Area

Civic Arts and Cultural Precinct - Commercial Area

Park area facilities

one business and one resort hotel

Navy church to be converted for use as:
Hotel convention center
Retail commercial sales

At market rates:
Community events
Religious activities

Retail activities
Restaurants
Museums (clogging up minimal space available for non profit use)

Non-profit offices
Non-tenant activities such as
conferences, classes, performances, meeting, special events

For-profit offices uses
Retail establishments
Light industrial uses
Restaurants

Recreational uses
Special educational uses

Lost:
four ball fields
bowling alley/dance hall
6 tennis courts
3 squash courts,
5 racquetball courts
hobby shop
boathouse
community lodging facility
drill fields used by racing organizations

Residential Area

Golf course

Up to 350 market rate housing units are to be developed

Private golf course

to be built:
Pool (taxpayer funded)
3 overlapping ballfields



Comments and Request for Information on NTC Precise Plan

Prepared by Save Our NTC

A grassroots, non profit organization dedicated to sustainably preserving NTC
for continued serve to the public good

The followed are our comments on the "NTC Precise Pan and Local Coastal Plan" which is being used by the staff of the California Coastal Commission as a basis for its report to the Commission for action regarding approval, disapproval or revision of the plan.

General Comments

1. The Precise Plan is filled with so many "would's, could's, should's and can's" that it is impossible to ascertain exactly what the city and the developer plan to do. Although we can guess that this vague language leaves the door open for the private developer to do what he wishes with the property, it is not a "precise" plan that can be accurately evaluated. Approval of this plan amounts to approval of "would's could's and can's" and gives too much latitude for interpretation and abuse. *The evasiveness is a way to cover up the fact that the city is working with the developer and neither have plans to protect any of the property for general public use. This is a carte blanche commercial development plan that is intended to maximize commercial development at the expense of public access, without providing any written guarantees for any level of public access.*
2. The Precise Plan is not the plan being used the developer as a basis for what he is planning to do with the property. The **Disposition and Development Agreement between the City of San Diego and Corky McMillin** is what the developer is using and contains more precise information about what he actually plans to do with the property. Therefore, the Precise Plan is an inaccurate document to be used for the CCC staff report. **Moreover the DDA further restricts public access beyond what is stated in the Precise Plan.**
3. There is no definition of public access or indication of how public access will be guaranteed in the future. What is clear from the Precise Plan is that public access is being reduced from 100% of the property to an amount closer to 0%, depending on what the significant traffic and parking challenges not clearly delineated in the Precise Plan end up being.



Content of this report

(1) Below we have taken direct quotes or summarized text from the NTC Precise Plan related to specific concerns about intended use and development of the NTC property.

(2) Each area of concern is followed by comments, questions and a request for more "precise" information.

Chapter I: INTRODUCTION AND CONTEXT

**** NTC Precise Plan: Page I-10 g. Views of downtown***

" building heights are expected to have limited or no effect on downtown views."

Comments, Questions and Request for More Information:

Views are what people are concerned about. Being able to see downtown (which, due to constant assault by downtown forces on the Point Loma quality of life many most like wish was obscured) is not necessarily the greatest citizen concern. What local residents are concerned about is what they are looking at. They do not want to look down on an industrial development. They prefer a park consistent with Point Loma's special heritage as a home for idealistic community training initiated when it was home to the Theosophical utopian community at Loma Land.

**** NTC Precise Plan:Page I-10 g. Views of downtown para 4***

"Proposition D approved by citizens of San Diego Dec 1972 imposed 30 foot height restriction within coastal areas of the City. Land owned by the Federal Government, the state or the Port District is exempt from Prop D."

Comments, Questions and Request for More Information:

NTC is no longer federal land. It is city land and is therefore subject to Prop D. No court ruling has supported the city of San Diego position.

* And in fact it is now private land since it was sold to the developer McMillin for \$8.



*** NTC Precise Plan: Page I-17 e. Lack of capacity on adjacent roads**

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

Comments, Questions and Request for More Information:

The full impact of the Precise Plan's impact cannot be evaluated because no backup documentation exist to substantiate any of the many traffic documents claims that the Plan's impact will be between 54,000 and 60,000 trips per day. Particularly since the Precise Plan includes a wide range of uses with wide ranging traffic impacts, there is a need for full support documentation to substantiate City traffic claims. Community analysis indicates a high probability that the actual impact is between 100,000 and 120,000 trips per day.

For example, the education area allows uses ranging from adult education to light industrial. For example, if a community college with 500 student capacity had different individuals arriving to attend different classes 6 times a day would produce more than 12,000 trips a day alone. Light industrial, on the other hand, would have workers arriving at a set time and staying for the most part the rest of the day.

A Cal Trans report on NTC development indicates that streets are already overloaded before development. Particularly since traffic impacts reported in the Precise Plan have a high probability of being significantly understated, there is significant concern of this project causing traffic gridlock into coastal areas.

We request more accurate information on traffic impacts prior to Coastal Commission approval of this project.

*** NTC Precise Plan: Page I-17 g. Coastal restrictions**

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

Comments, Questions and Request for More Information:

The City of San Diego acknowledges that the Coastal Act should thus be applied. We request that the rules not be bent and instead fully upheld.

Chapter II: LAND USE

*** NTC Precise Plan: Page II-1 A. General Goals 2. Provide open space and**



recreation opportunities.

This section of the Precise Plan lists what was available when NTC was operated by the Navy. And then states that "recreation opportunities SHOULD be preserved and enhanced."

Comments, Questions and Request for More Information:

Most of what was available has been demolished per permission by the Coastal Commission in January. Much of the rest of this land is to be sold off by the developer for income use. The three ball fields that are left are overlapping so only one can be used at a time. Substitute eliminated for enhanced.

"SHOULD" is not a commitment to do something.

**** NTC Precise Plan: Page II 1 A. 3. Maintain a link with the historical importance of the site.***

Comments, Questions and Request for More Information:

The City of San Diego has still not submitted the final paper work to Washington for protection of buildings designated as historic. The federal government is waiting for a reply from the City to specific issues prior to final designation on the national registry. This is of significant consternation to preservationists in San Diego because if final registry is not completed prior to final approval by the Coastal Commission, the City will have the opportunity to redraw the boundary to further the already extensive commercialization of Naval Training Center.

The legal definition of the historic district is the national registry boundary. This area has been deemed eligible for designation and hence already has certain legal recognition.

Citizens need the Coastal Commission to require the City to demonstrate that all steps towards listing the buildings within the National Register Boundary have been taken prior to any final approval of NTC reuse. Without doing so puts enormous cost on the citizenry to protect the minimal buildings at NTC afforded historic designation through legal action.

All this is beside the fact that the Coastal Commission has already approved demolition of 160 buildings. Preservationists in town loudly decried the gutting of this most symbolical and historical property prior to being pressured to sign off on the minimal protection provided. They should not be further embarrassed by having the little guaranteed through later changes due to City bending of their promises.

We request City submission of paperwork BEFORE APPROVAL OF ANY PLAN!!



This is one of the multiple cases of designation of "SHOULD RESPECT, SHOULD PRESERVE". There is no WILL or firm intention to do so present in the Precise Plan.

*** NTC Precise Plan: Page II-3 Mixed Use**

"ALLOWING (not guaranteeing) a mix of PRIMARILY small users in the area – offices, retail operations, museums, etc."

Comments, Questions and Request for More Information:

The mixed use area states possible uses, but gives no preferential treatment towards either non profit or community groups which would provide greater community benefit than activities normally occurring in an industrial park. Instead, the high degree of taxpayer subsidies and protection given in the City's development agreement with the master developer along with no provisions, incentives or citizen oversight at all for providing any leveling of the playing field between benevolent organizations and strictly for profit enterprises is a recipe for disaster.

The Precise Plan by its wording encourages high end development of Naval Training Center for high end, exclusive uses. Maximizing coastal access or providing low cost facilities for low and moderate income families is nowhere addressed or guaranteed.

*** NTC Precise Plan: Page II-8 D. Educational Area**

Priority uses

Comments, Questions and Request for More Information:

Many of the priority uses stated are not educational – private for-profit institutions, incubator businesses, corporate training, for example. The educational area is what would provide the most access for citizen use in terms of actual numbers of people. Yet all buildings outside of Building 83 can be sold off and/or used for a wide range of exclusive commercial uses.

This is not what the public was told this area would be used for.

*** Other uses**

"Office/R&D, warehousing operations for small start-up companies, office suites"



Comments, Questions and Request for More Information:

The above don't sound like educational activities. The "existing building (that) could be converted into living spaces for students" was built as a retail complex. The amount of students who potentially could live here is insignificant. Particularly in contrast to the 8,800 low cost bed spaces in lodging facilities now being demolished.

**** NTC Precise Plan: Page II-12***

"Navy Building 51 MAY continue in use as an arts facility....or it COULD ... provide office or research and development space."

Comments, Questions and Request for More Information:

MAY indicates there is no protection for cultural use. Again there is an escape clause written into the plan to turn the whole area into an industrial park. McMillin the developer has the final say in determining these uses which will be profit driven, not in the interest of the citizens for arts and cultural activities.

**** NTC Precise Plan: Page II-16 F. Mixed Use Area***

Second paragraph

"Future demolition and/or new construction is allowed within the Mixed Use Area"

Comments, Questions and Request for More Information:

Again, the future demolition and/or new construction could proceed because the final paperwork necessary for the historic district to be designated in the National Registry of Historic Places has not been sent in. Because of this, the entire historic district outside of the Civic Arts and Culture Precinct can be demolished. And future building will not need to conform with the strict requirements imposed by the boundary.

Request that final historic registration be demonstrated by the City to be completed prior to final approval.

Priority Uses : this list sounds like an industrial park, strip malls, what makes the most money for the developer. This area, like the educational area, contains no incentives for non profits or citizen use.



*** Precise Plan Page II-14 Para 4:**

"No single type of use should represent more than 50 percent of the total available square footage".

Comments, Questions and Request for More Information:

The word 'should' is extraordinarily vague. Since the plan is set up to maximize developer return, the Precise Plan encourages domination by uses such as light industrial and retail 50% each.

There is no guarantee for use by community friendly organizations.

*** NTC Precise Plan: Page II- 21 Mixed Use (continued)**

First Para "The NTC Historic District" The City of San Diego has not complied with the --- to submit the paper work so there is no protection that this will remain a historic district.

Comments, Questions and Request for More Information:

Nor is there any oversight by the City to ensure that under pressure from land use this would remain a historic district.

a. Civic, Arts and Culture Precinct (CACP)

Comments, Questions and Request for More Information:

The first paragraph gives another list of SHOULD include non-profit offices, restaurants, museums and retail activities. Thus the only area preserved for the public allows use for ***commercial and retail activities***. This is of concern since the public gets only 8 buildings out of the 230 they once owned at NTC. Half of the CACP is designated for commercial and future development.

Potentially, the 8 buildings preserved for the public could end up museums, restaurants and retail stores pushing out any direct public use. There is no provision for a mix of little non profits to have space alongside potential massive square foot eating institutions which the City may favor.

How is this public protection?



*** NTC Precise Plan: Page II-22 b. Commercial Precinct**

Comments, Questions and Request for More Information:

Why are commercial activities stipulated for the CACP area when the rest of NTC is a commercial precinct? Where is the public area?

In addition, there is no timeline for converting this area into truly public use. Potentially, 30 years from now this area still could be in commercial use. Particularly since demand for all 2.75 million square feet of NTC for use by non-profit and community enriching groups was extraordinarily strong, which is half the crumbs left for the public going into an interim commercial reuse?

The development agreement also indicates redevelopment of this area will be done at public expense. Again, why are public funds being used for commercial reuse of virtually all of NTC?

*** NTC Precise Plan: Page II-22 Design Features a. Civic, Arts and Culture Precinct (CACP)**

“Parking to be scattered throughout the area”.

Comments, Questions and Request for More Information:

No adequate parking is stipulated for this area. Request accurate numbers.

*** NTC Precise Plan: Page II-23**

“Gym could be rehabilitated to modern fitness center”

Comments, Questions and Request for More Information:

The gym is now in good condition and is operated at low cost to the public. Rehabilitation will destroy its low cost structure. The Precise Plan intimates it is slated for a high end, exclusive privately owned fitness center, not affordable to a large section of the general public.

*** NTC Precise Plan: Page II-26 G. Park/Open Space Area**

“ANTICIPATED CANDIDATES include community swimming pool...sport field”



Comments, Questions and Request for More Information:

The community swimming pool is to replace the two public swimming pools on the property that were given for free to the developer. This pool will not be paid for from developer income from base privatization but instead with public monies.

Prior to NTC demolition the park area had four ball fields, a bowling alley/dance hall, 6 tennis courts, 3 squash courts, 5 racquetball courts, a hobby shop, boathouse and community lodging facilities. In addition, the asphalt drill fields were consistently used by racing organizations.

What the community gets in return is 3 overlapping ball fields. **The park area is being turned from a destination activity area into a passive park, lowering the incentive for the public to visit this facility.**

The only planned parking for this area is on the street. The parking lots surrounding the park are stated to be used as reserved parking for office workers.

**** NTC Precise Plan: Page II-29***

“Childcare SHOULD BE ALLOWED TO CONTINUE” “At some time in the future, the structure may be converted to other uses consistent with the provisions of the Tidelands Trust.”

Comments, Questions and Request for More Information:

The wording leaves this open to change the child care center into a hotel or other for profit business which is not low cost public access.

Chapter IV: URBAN DESIGN

**** NTC Precise Plan: Page IV-3 Urban Design***

Military Heritage

“The origins and history of NTC should neither be forgotten nor ignored.”

Comments, Questions and Request for More Information:

Then why is McMillin changing the name?

Why is prior use being neglected in the reuse plan?

Why is the capacity of this special property to be used as a special community being gutted



(most of its buildings being destroyed) and turned into a commercial/industrial development ?

The whole reuse plan flagrantly violates what was taught here in the past, ignores the purpose and mission of military life. The only thing that is being done is to maximize private commercial use and profit for the developer, exactly the opposite of what military personnel here fought for.

From a veteran's perspective, the Precise Plan is the most flagrant slap in the face possible. It evokes the insinuations made during the Vietnam era that our military was only out to protect corporate interests. This reuse makes a case that this is true.

Chapter V: INFRASTRUCTURE AND PUBLIC SERVICES

*** NTC Precise Plan: Page V-1 Infrastructure and Public Services**

A. Circulation – Traffic Impacts and Mitigation

“An EIS/EIR was prepared for NTC Reuse Plan in 1998. 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.”

Comments, Questions and Request for More Information:

Where does this number come from? This needs to be broken down by specific use. This number seems to significantly underestimated use based on the reuse plan and it does not seem to include numbers for public use.

Public Transportation.

There are no plans to bring the public here by public transportation. There are also no plans for the public to stay here, except for expensive hotels.

Chapter V: INFRASTRUCTURE

*** NTC Precise Plan: Page V-6 Parking**

PageIII-7

“One of the strongest organizing elements of NTC is its pedestrian system. ...a network of walks that provide pedestrian access to virtually all parts of NTC.”

11



Comment, Questions and Request for More Information:

Is this why there are no street parking places indicated on the official McMillin map? Why are they included in the Table 5.2?

“Several surface parking lots and one multi-level garage... 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 offering ON EVENINGS AND WEEKENDS.”

Comments, Questions and Request for More Information:

Is this admitting that there will be adequate parking for public use only on evenings and weekends? Will the parking available in the parking lot be paid and on the street metered? Prior, NTC was free and accessible for everyone.

“ additional parking for visitors SHOULD be provided to allow access to waterfront esplanade. Exceptions to City of San Diego parking standards are anticipated in the residential area in order for it to self-park”

Maps show no parking in residential area. The roads are too narrow to allow parking and let fire trucks through.

**** NTC Precise Plan: Page V-5 Parking***

“A parking analysis was conducted he (? typo in report) 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.”

Comments, Questions and Request for More Information:

In other words the park, the sole public access will have to build its own parking lot in its own area. Does this means that a big segment of the land designated for park will be a parking lot? The developer takes no responsibility for this parking or for the park. Therefore, must we conclude that the City of San Diego is responsible for paying for the park and the parking?

Table 5.2

***Table 5.2 On-Street and Off-Street Parking by Use Area on page V-6 in the Precise Plan dated July 21, 2000 was omitted from the Plan dated October 3, 2000. Why was this table taken out?**



Comments, Questions, Request for More Information

We have meticulously counted the number of parking places on the McMillin map and they fall far short of the parking places claimed to be provided in table 5.2. Is this why the table is omitted in the Oct.3 Plan?

The following figures are totals of the shared and private spaces. On street totals only 880 of the claimed 10,661 total. The streets are too narrow for this to be feasible and we could not find these parking places designated on the official McMillin map. What exactly do these on-street parking places refer to? Are they metered parking?

Table 5.2 ON-STREET AND OFF-STREET PARKING BY USE AREA

Civic Arts Culture

Table 5.2 gives **Civic Arts Culture** 407 parking places. We counted 235 places, short 172.

Mixed Use

According to Table 5.2 **Mixed Use** is supposed to have 4916 spaces. 4916 minus 3800 spaces in the parking garage = 1116. We counted 825 or 291 parking places short of what is claimed will be provided.

Office/R&D

Office/R&D is supposed to have 1576 spaces. We counted 975. This is short 601 spaces.

Comments, Questions, Request for More Information

"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." II-14

How could even 407 places be adequate for these activities unless there are very few activities.

Educational Area

Table 5.2 gives **Educational Area** 413 parking places. We counted 256, short 148.



Comments, Questions, Request for More Information

How could even 413 places be adequate for one activity like a community college with 500 students, teachers and staff?

Park Area

Park Area 428 spaces are shared with retail and commercial. There is no adjacent parking designated t the Park Area.

Page II-3 Park and open space

“An urban greenbelt or linear park COULD traverse the length of the site”

Comments, Questions, Request for More Information

How is this possible if part of the land has to be turned into parking spaces?

The parking garages are not budgeted as infrastructure improvements for public use. They will be built as private garages which will limit public access by the cost structure.

Residential Area

Residential Area 248 places are on-street. How is this possible with such narrow streets.

Page II-4 Residential area, last para

“the neighborhood is created to serve people not cars...grid of narrow streets.”

Comments, Questions, Request for More Information

Are the 93 under the structures?

General Parking Comments, Questions and Request for More Information :

The numbers don't add up

The parking figures indicate public access is not accounted for and thus that the plan is to use NTC property for private and commercial use only.

Where is the parking for the general public and public access activities?

Are more parking garages anticipated that are not included on the official maps?



Chapter VI: PUBLIC PARK PLANNING

*** NTC Precise Plan: Page VI-4 Public Park Planning**

“Planning for the 40 acre park site will occur through the Park and Recreation Department.”

Comments, Questions and Request for More Information:

Does this mean that the City pays for this and not the developer?

There seems to be no commitment to park facilities.

Is this a 40 acre or 46 acre park?



Tue 6c

NTC



Precise Plan

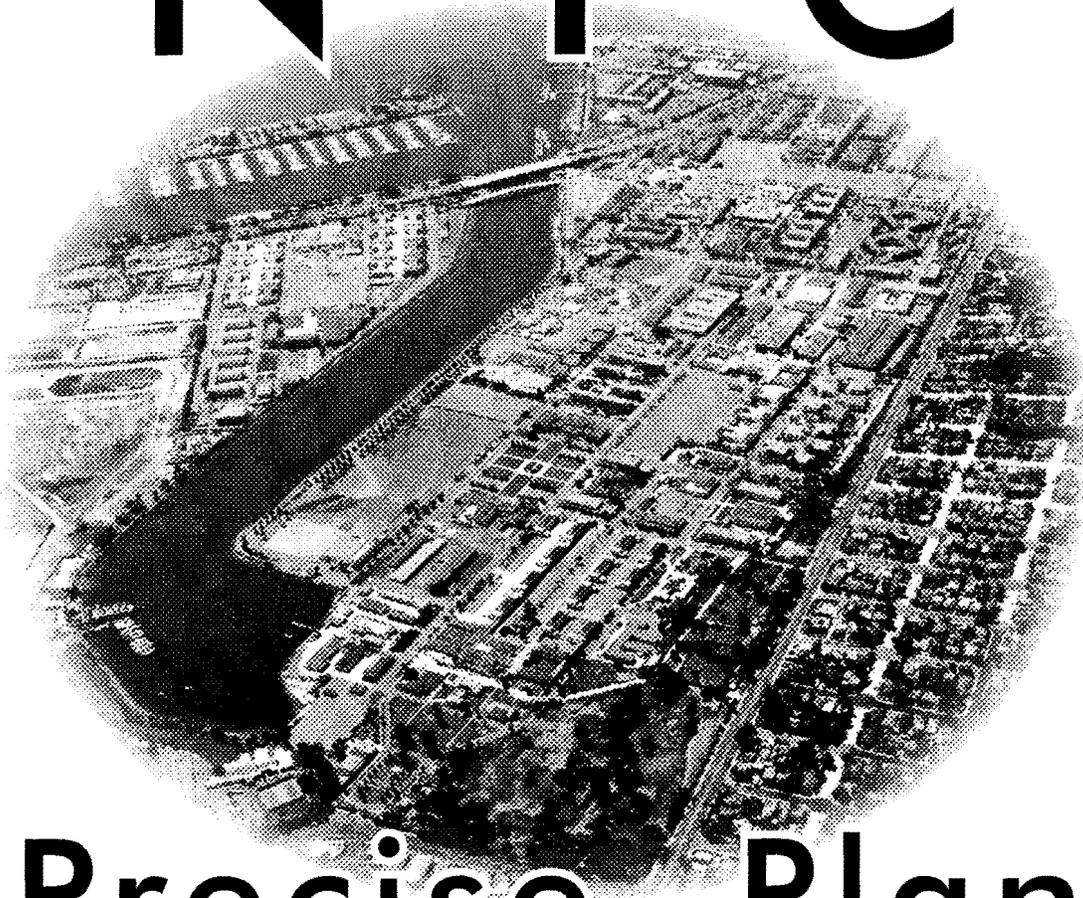
and Local Coastal Plan



October 3, 2000

San Diego LCPA
No. 6-2000A

NTC



Precise Plan and Local Coastal Plan

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

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October 3, 2000

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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.

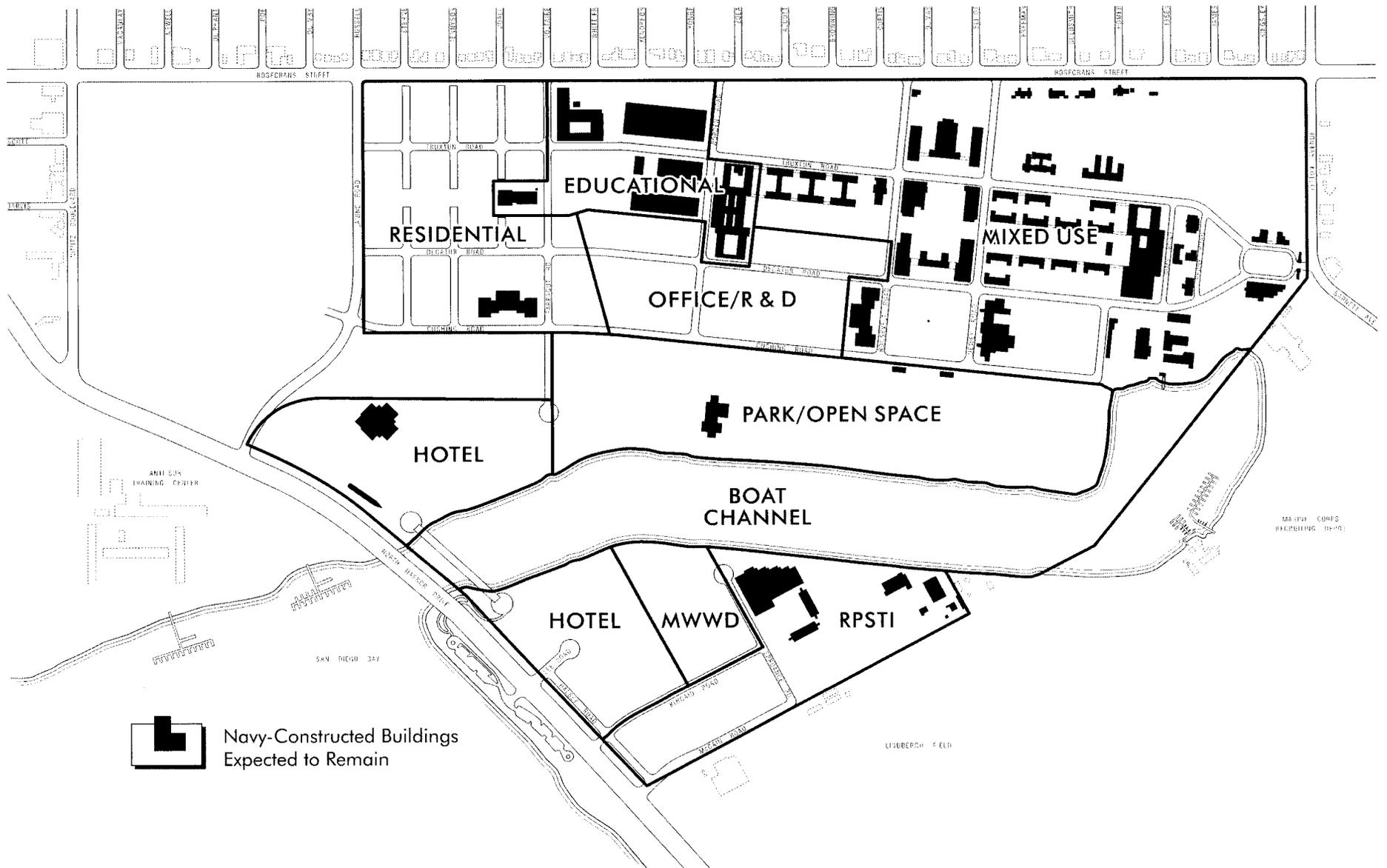
ANTICIPATED DEVELOPMENT PROGRAM

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	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

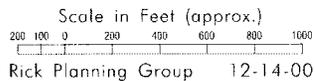
* This gross acreage figure includes the waterfront esplanade area.

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

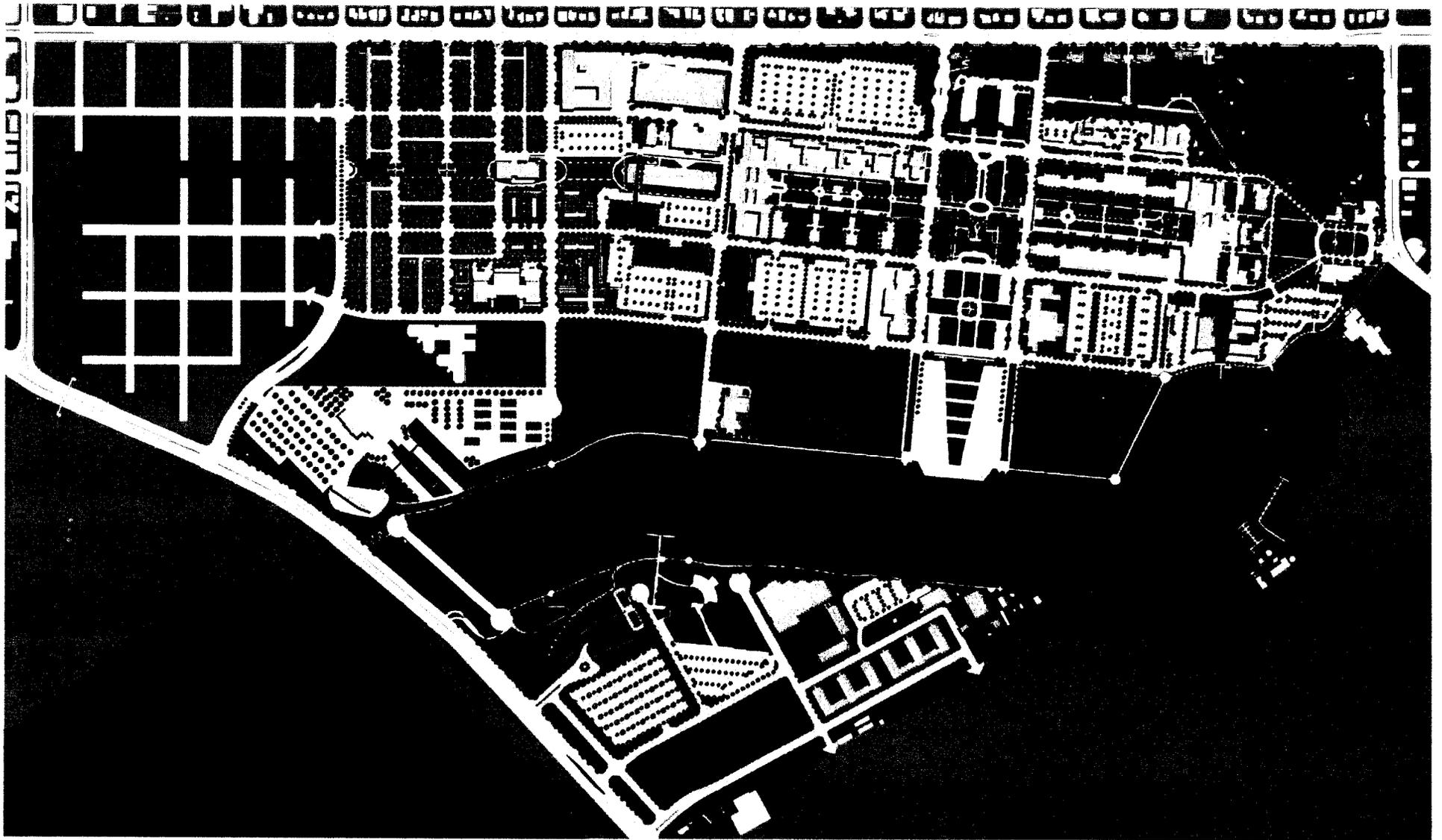
FUNCTIONAL USE AREA		PRINCIPAL ENTITLEMENT PROCESS	ZONE*
1	Residential Area	Zoning, Planned Development Permit, Coastal Development Permit	RT, RM
2	Educational Area	Zoning, Planned Development Permit.	CR
3	Office/Research & Development	Zoning, Planned Development Permit, Coastal Development Permit	CR
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
<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>			



 Navy-Constructed Buildings Expected to Remain



Land Use Plan
NTC Precise Plan

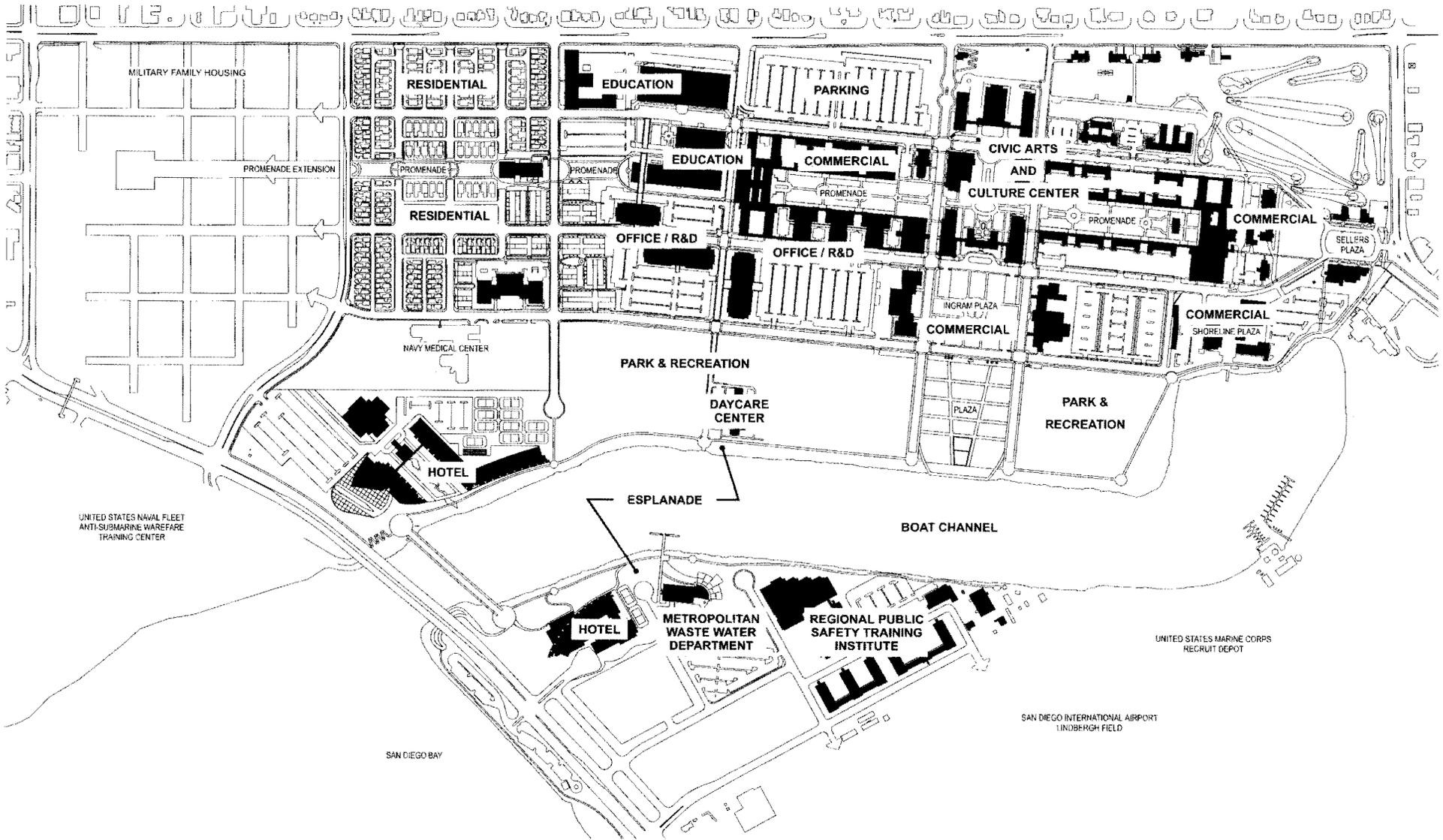


Scale in Feet (approx.)
200 100 0 200 400 600 800 1000

SAN DIEGO NAVAL TRAINING CENTER ILLUSTRATIVE PLAN



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



Scale in Feet (approx.)



SAN DIEGO NAVAL TRAINING CENTER ILLUSTRATIVE PLAN



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

NTC REUSE 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.

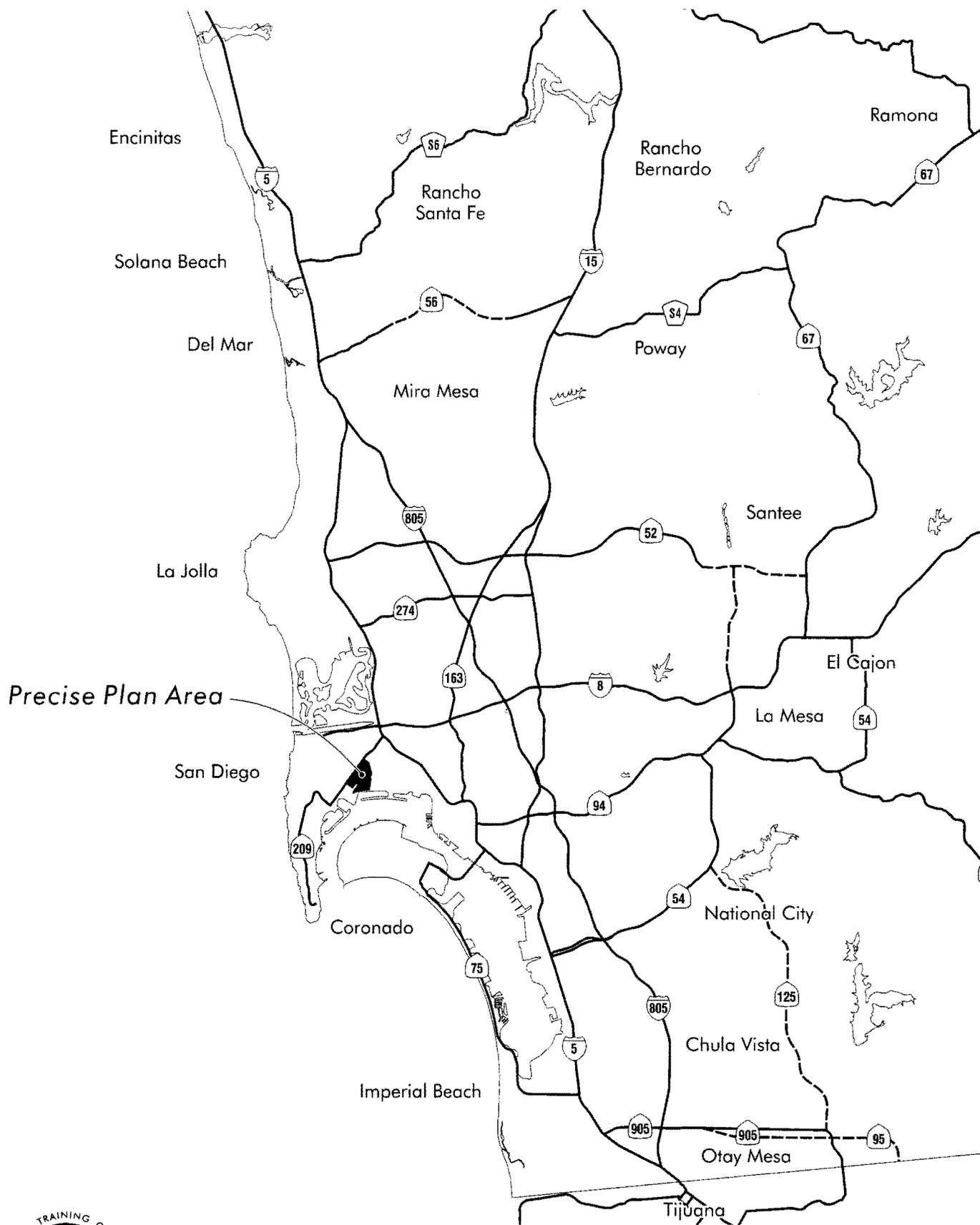
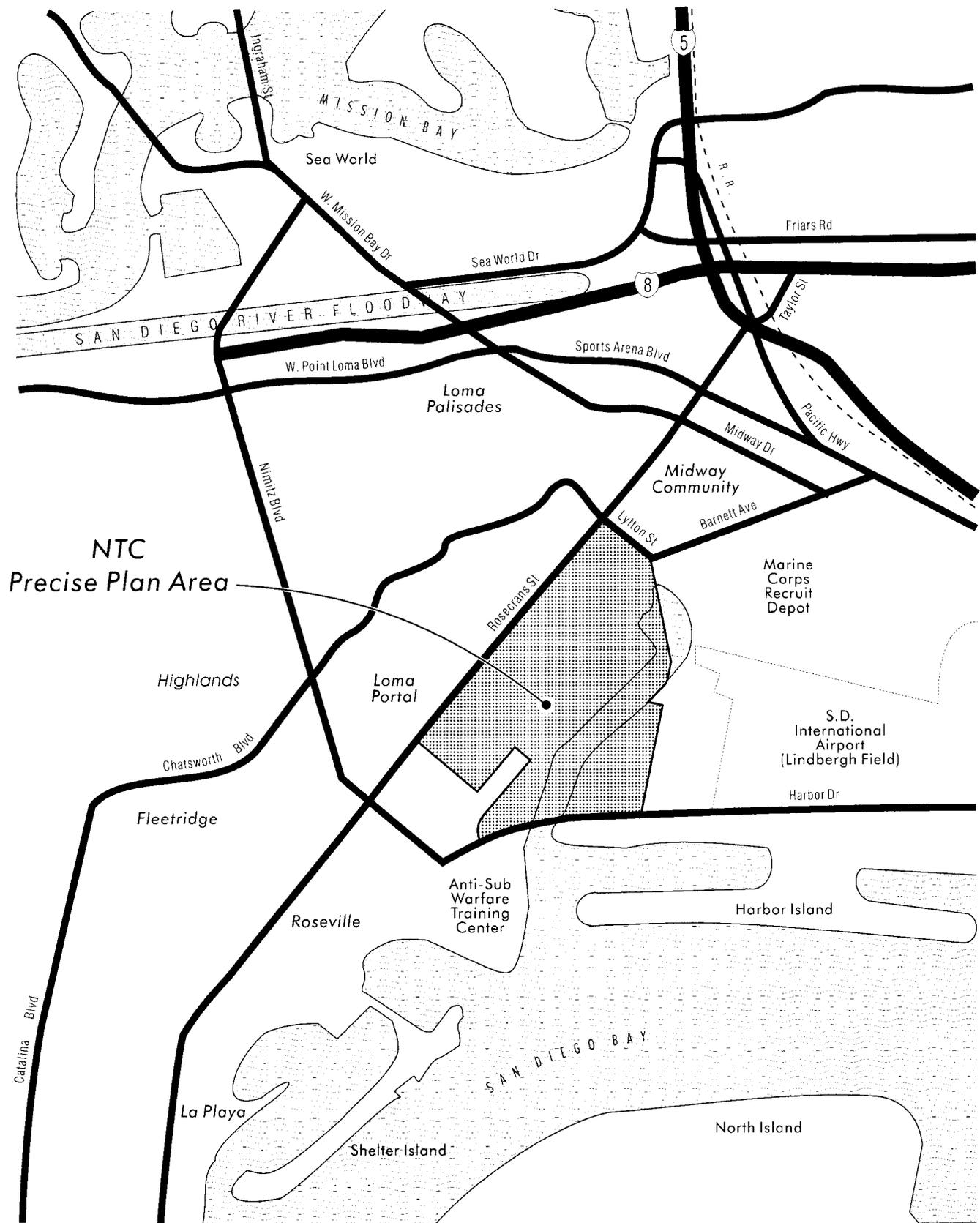


figure 1.1
 Regional Location Map
 NTC Precise Plan



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

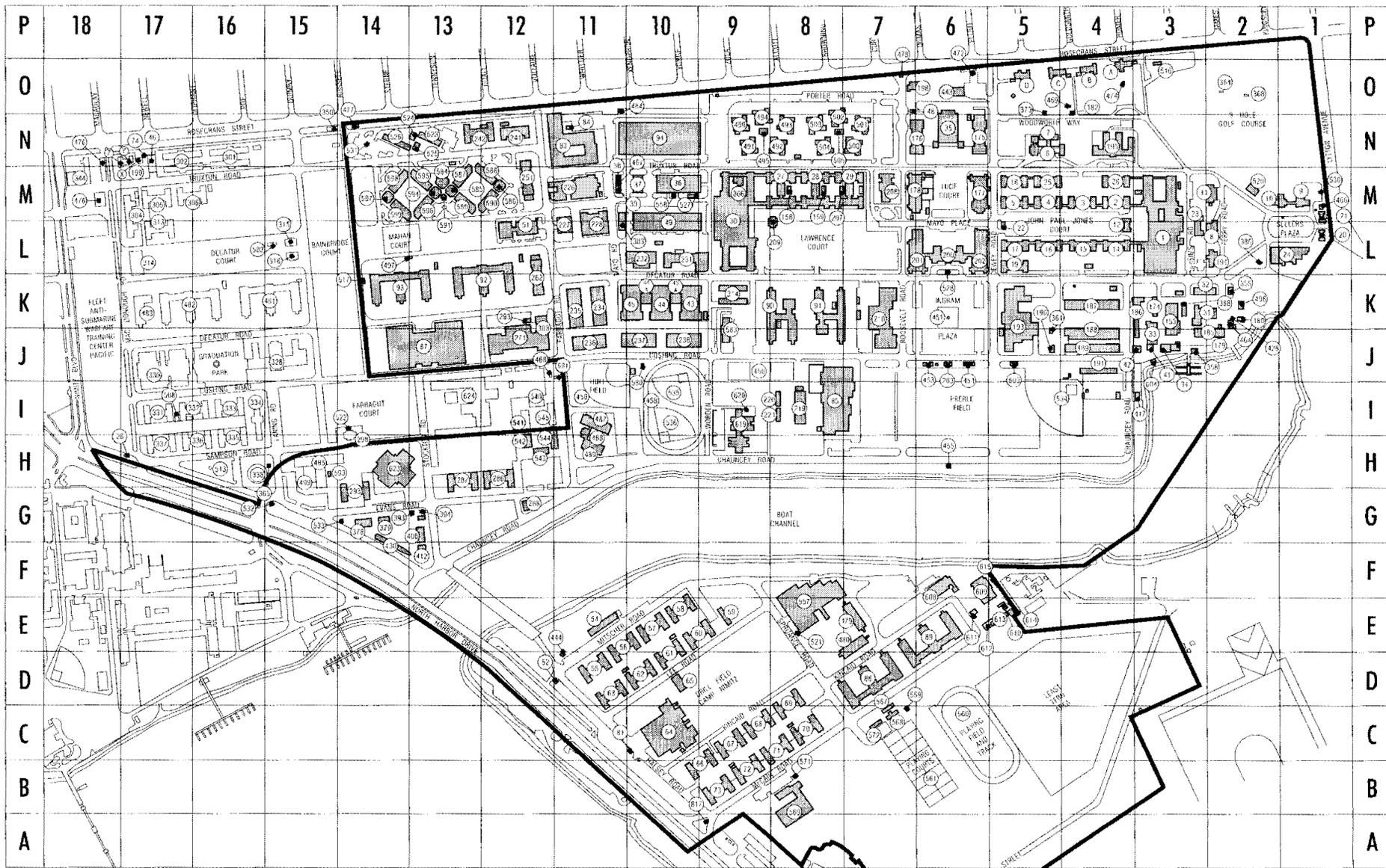


NTC
Precise Plan Area



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

figure 1.2
Vicinity Map
NTC Precise Plan



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

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

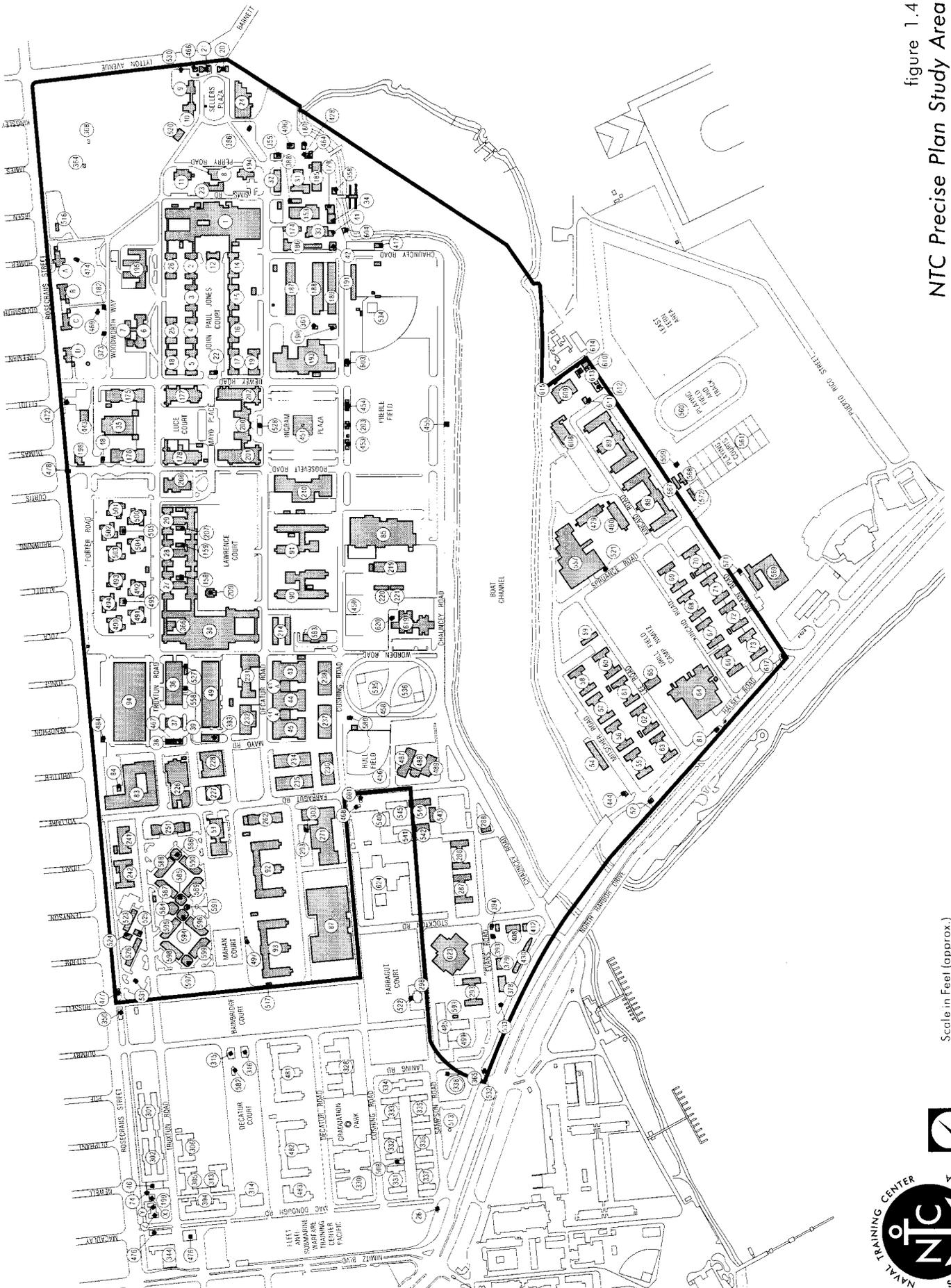


figure 1.4
 NTC Precise Plan Study Area
 NTC Precise Plan

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

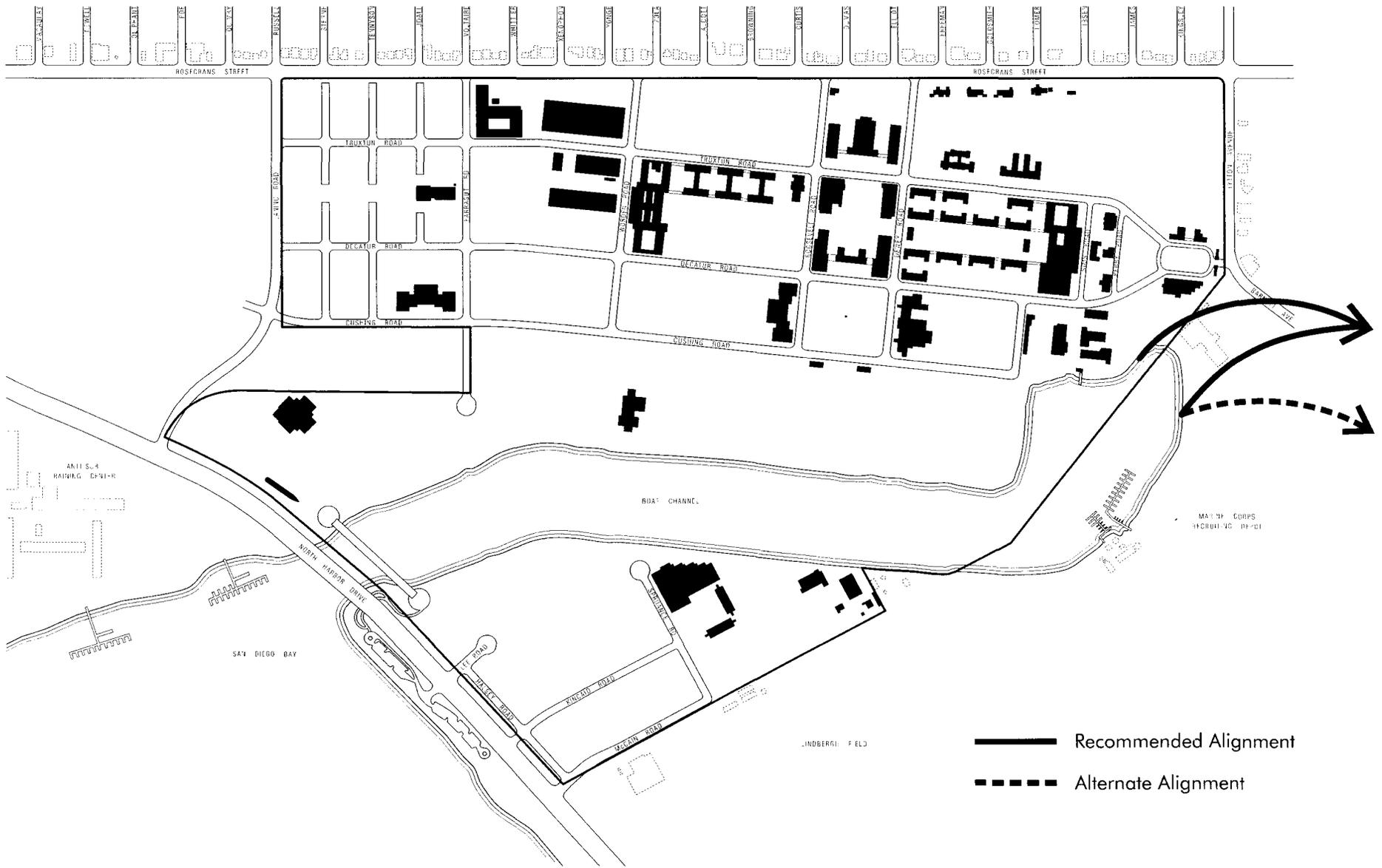
The internal street system provides a grid on which future development is planned.

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.



- Recommended Alignment
- - - Alternate Alignment

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



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

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 on-site from the planned public waterfront park and from structures with unobstructed south and southeastern vistas.

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.)

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
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

Bldg No.	Navy Use	Stories	Year Built	Approximate Height in feet
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
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

Bldg No.	Navy Use	Stories	Year Built	Approximate Height in feet
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

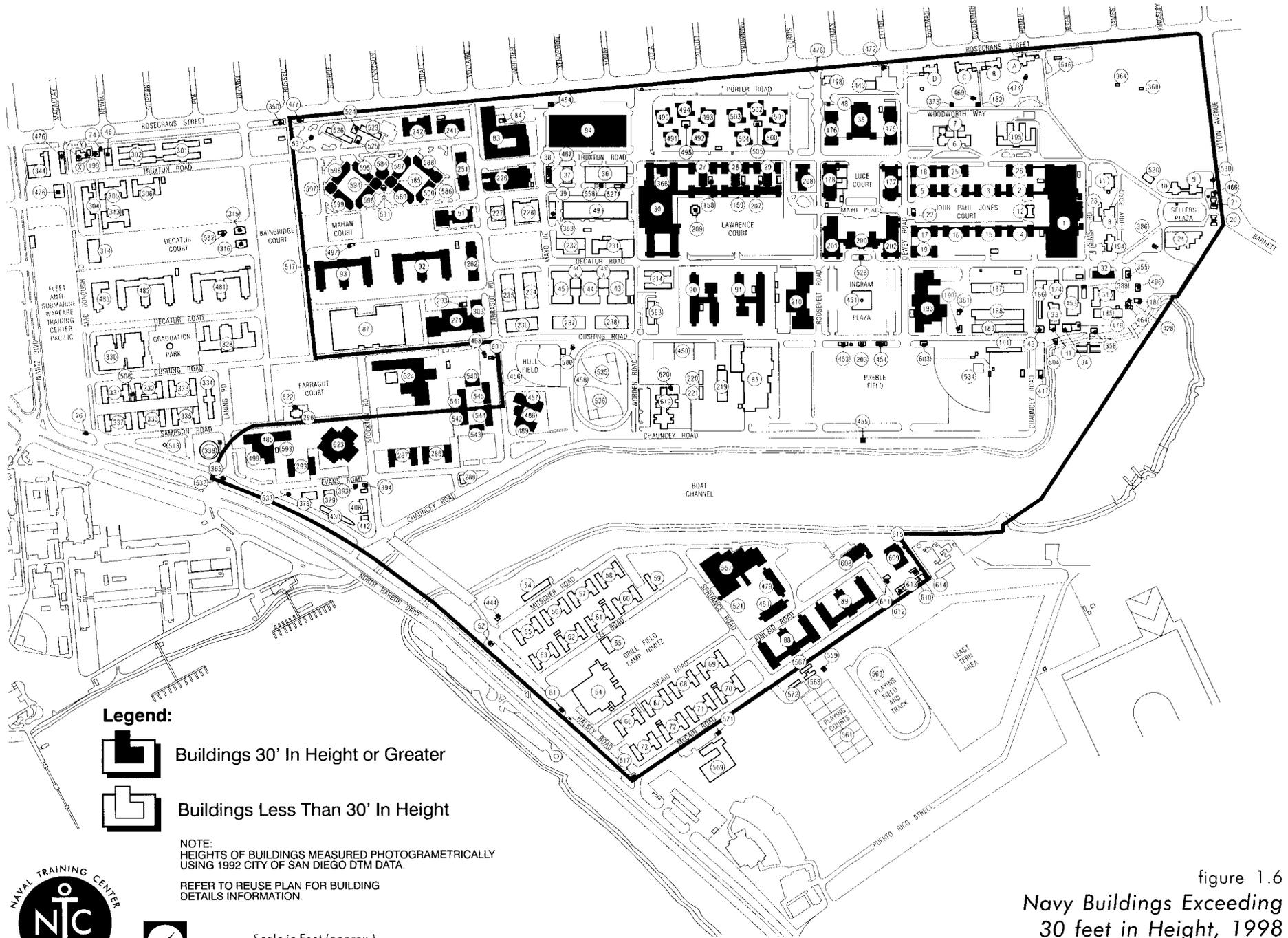
a. Lindbergh Field

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.

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.



Legend:

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

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

REFER TO REUSE PLAN FOR BUILDING
 DETAILS INFORMATION.

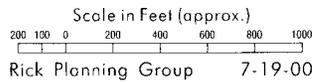


figure 1.6
 Navy Buildings Exceeding
 30 feet in Height, 1998
 NTC Precise Plan

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.

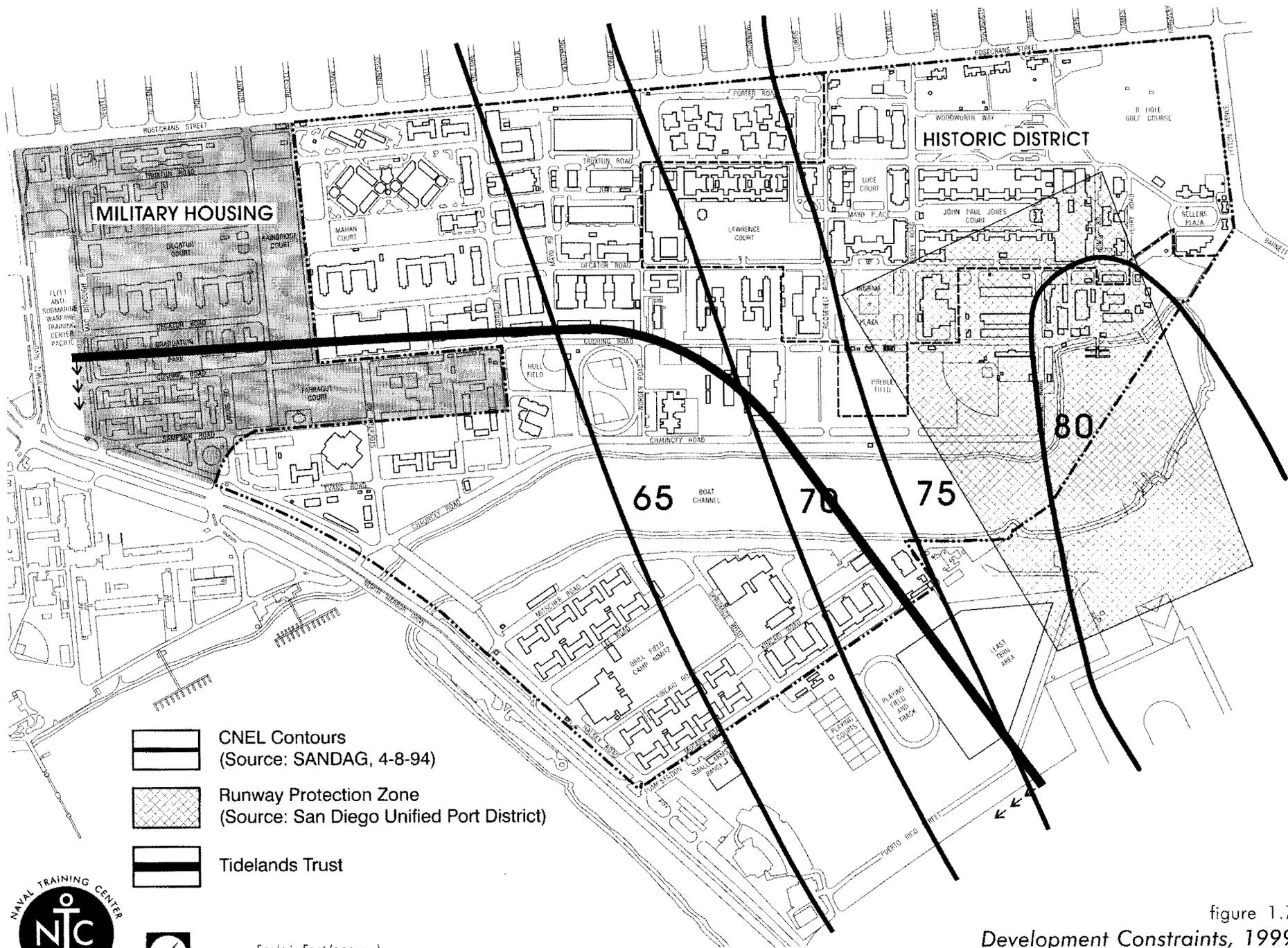
The San Diego Unified Port District has established a Runway Protection Zone for San Diego International Airport consistent with FAA requirements. This RPZ is shown on Figure 1.7 and is depicted on Figure A in Appendix A.

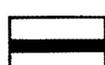
Appendix A provides use restrictions which limit the type and amount of land use that can be provided within the RPZ as well as the area within which these uses can be provided. To the extent practicable, these use restrictions are consistent with FAA Advisory Circular 150/5300-13. When developing the 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 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*



-  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

Historic Properties) has been prepared and approved by the City of San Diego Historical Resources Board (HRB) to guide rehabilitation. Proposals which do not comply with these guidelines require approval from the HRB.

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.

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.

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:</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	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.

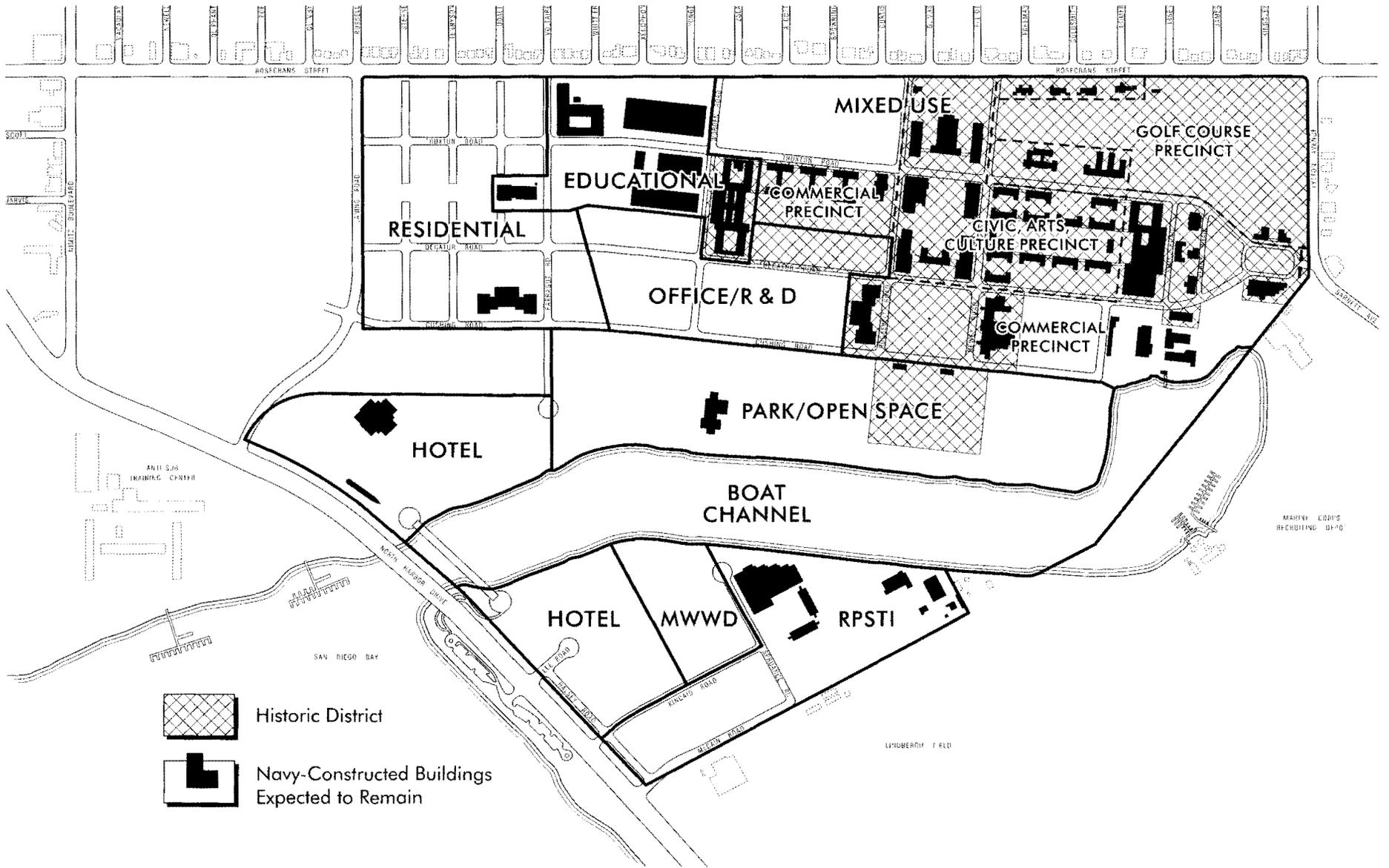


figure 2.1
Land Use Plan
 NTC Precise Plan

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

**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	40'
Proposed Zoning	RT and RM

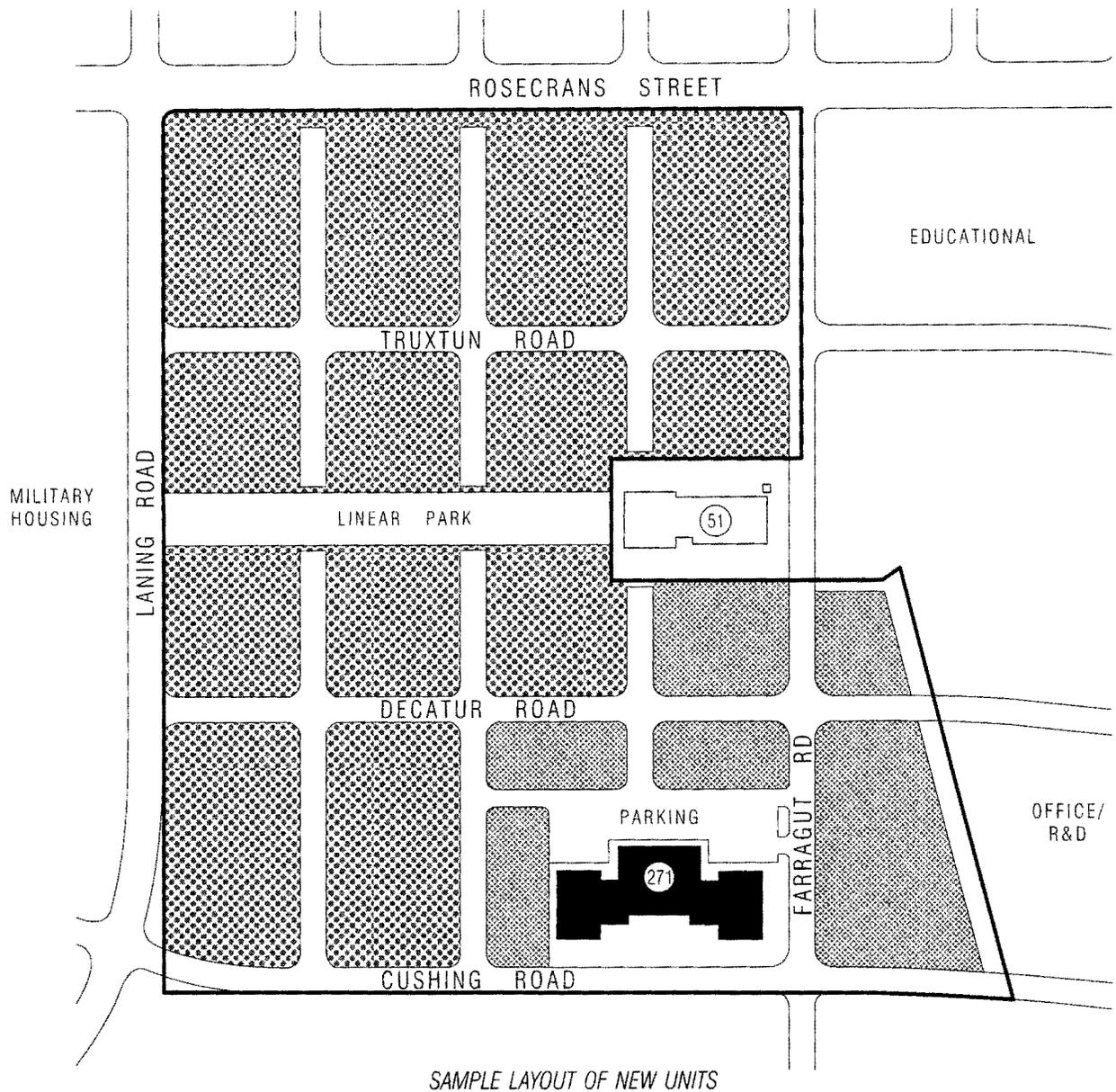
D. EDUCATIONAL AREA

Governing Policies

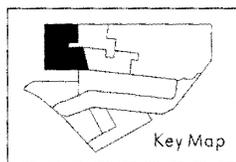
The goal is to create an eclectic mix of educational institutions that will serve a cross-section of the community. Student diversity is anticipated in terms of age, culture, economic background, values, previous education, and skills.

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.



-  Single Unit Detached Dwellings
-  Multi-Unit Dwellings



Not To Scale
Rick Planning Group 9-10-00

figure 2.2
Residential Area
NTC Precise Plan
II-9

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.

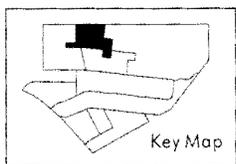
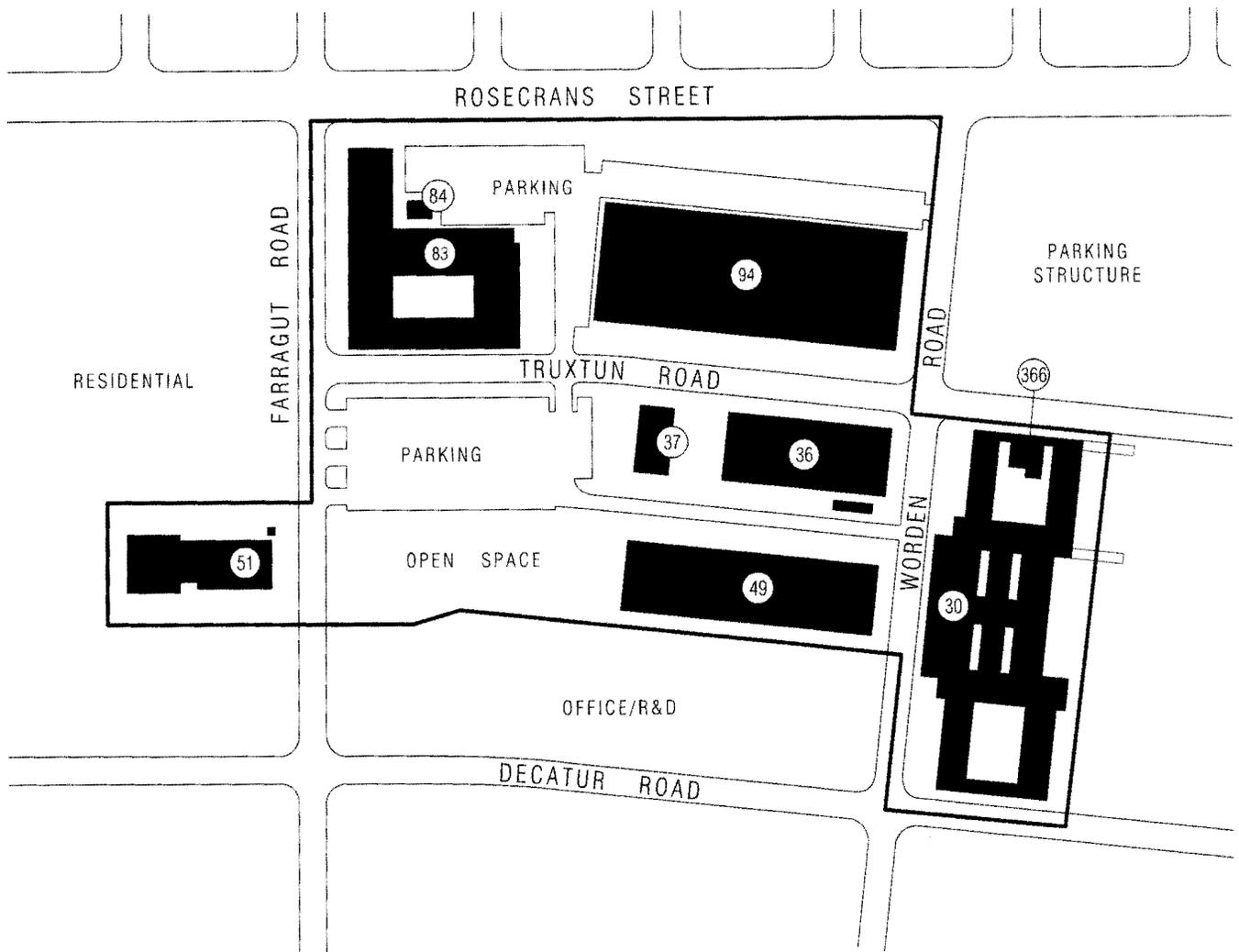
The Education Area should be unified through landscape treatment and hardscape, common signage, and pedestrian walkways. The architectural diversity in this area should be maintained.

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, restaurant, or even long-term transient occupancy facility which serves both the educational and mixed use areas such as a residential hotel or European style pension.



Not To Scale
 Rick Planning Group 9-10-00

figure 2.3
 Educational Area
 NTC Precise Plan

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.

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, widows, 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.

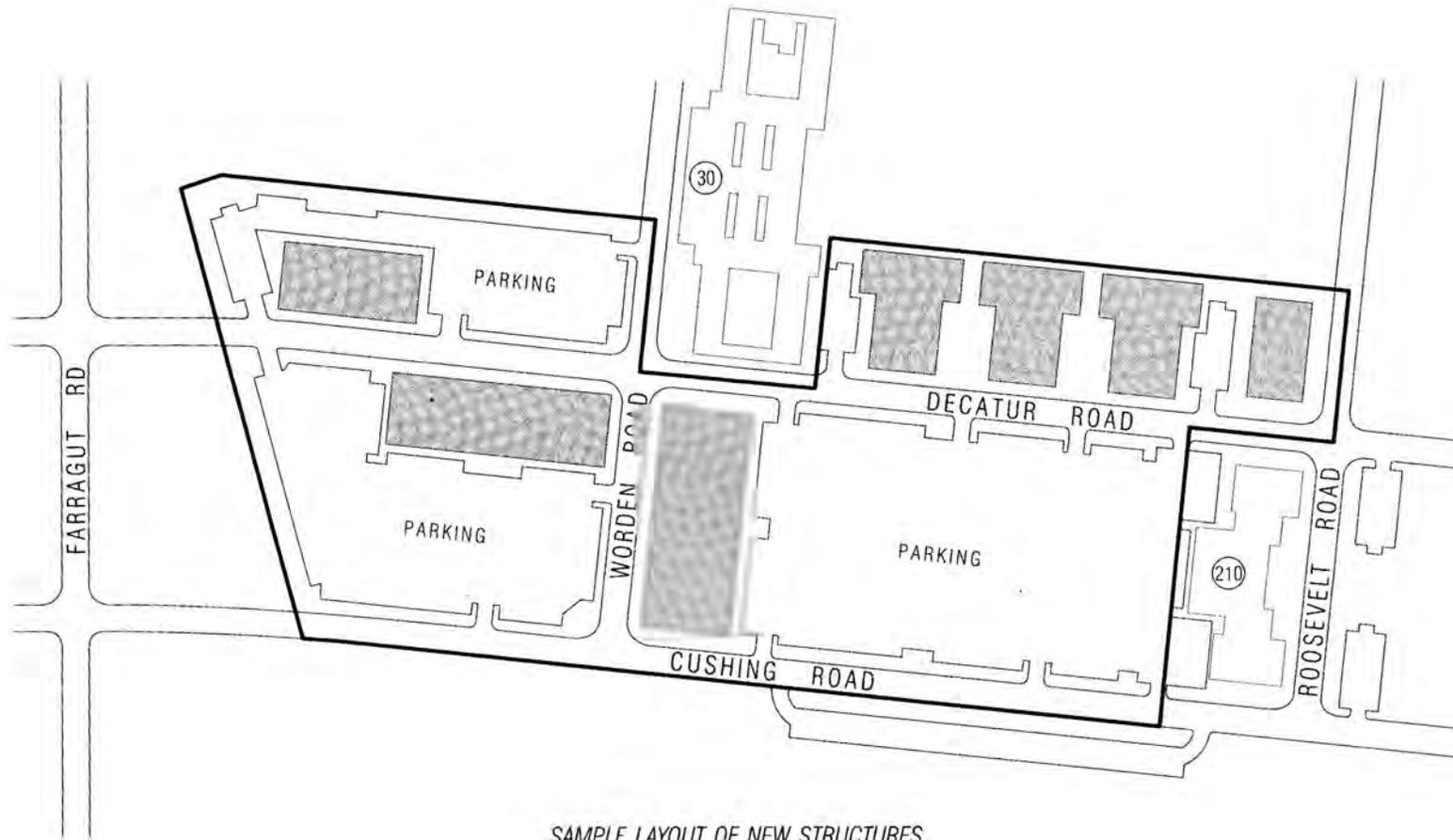
To the east, a complex of buildings and parking areas will form the western edge of a new park that extends to the channel. This western edge should be landscaped and have a pedestrian orientation which includes a building front that faces the park.

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	60'
Proposed Zoning	CR



SAMPLE LAYOUT OF NEW STRUCTURES

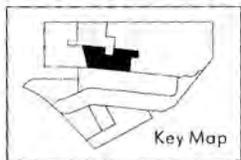


figure 2.4
Office/Research & Development Area
NTC Precise Plan

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.

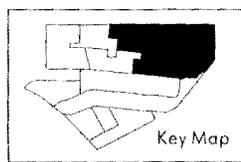
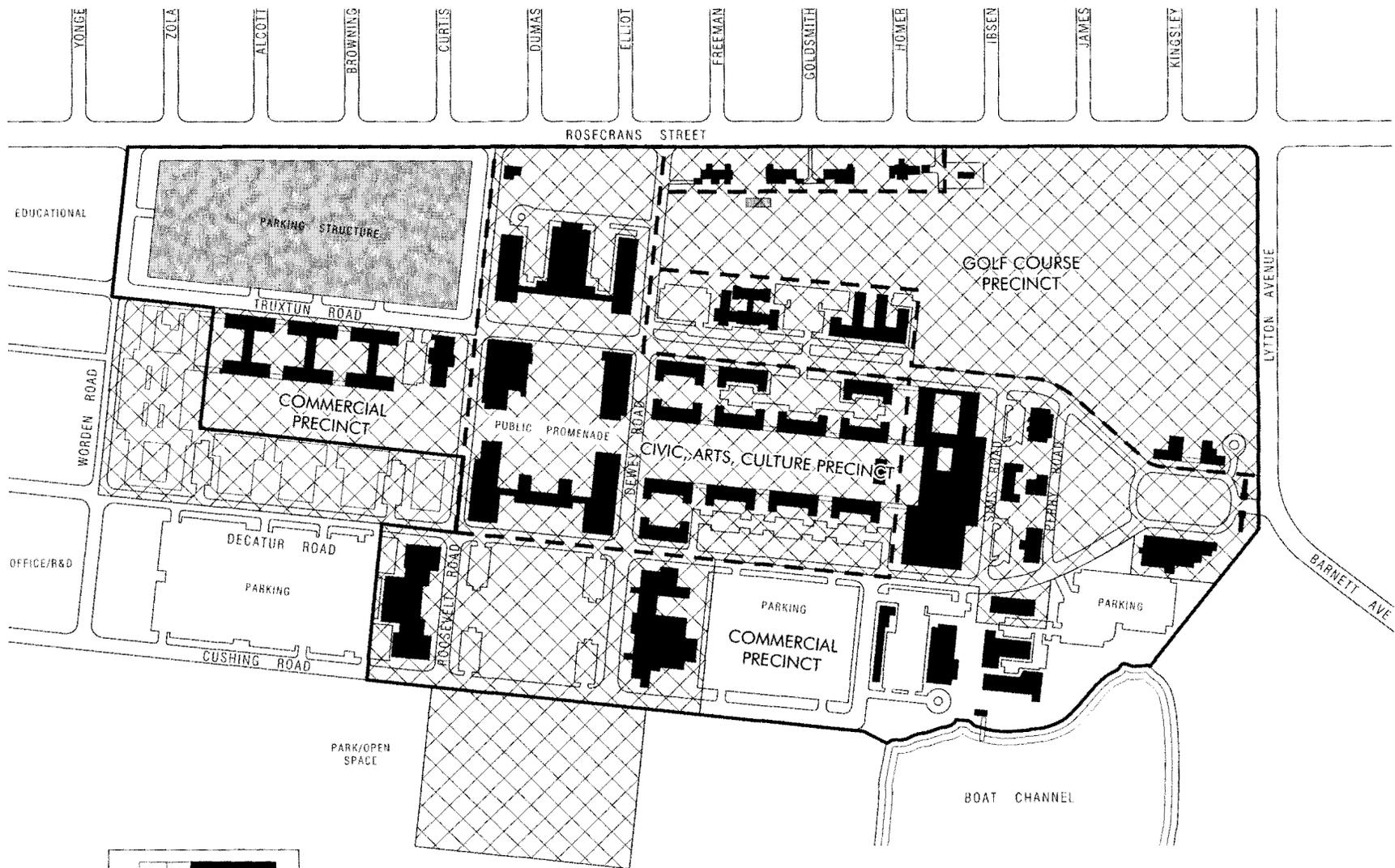
Demolition and new construction is anticipated particularly in regard to the creation of new parking opportunities within the Historic District and in eliminating buildings outside the District. Future demolition and/or new construction is allowed within the Mixed Use Area so long as it abides by regulations 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 that 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



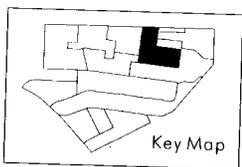
 Historic District



Not To Scale
Rick Planning Group 11-1-00

figure 2.5
Mixed Use Area
NTC Precise Plan





Not To Scale
Rick Planning Group 11-1-00



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

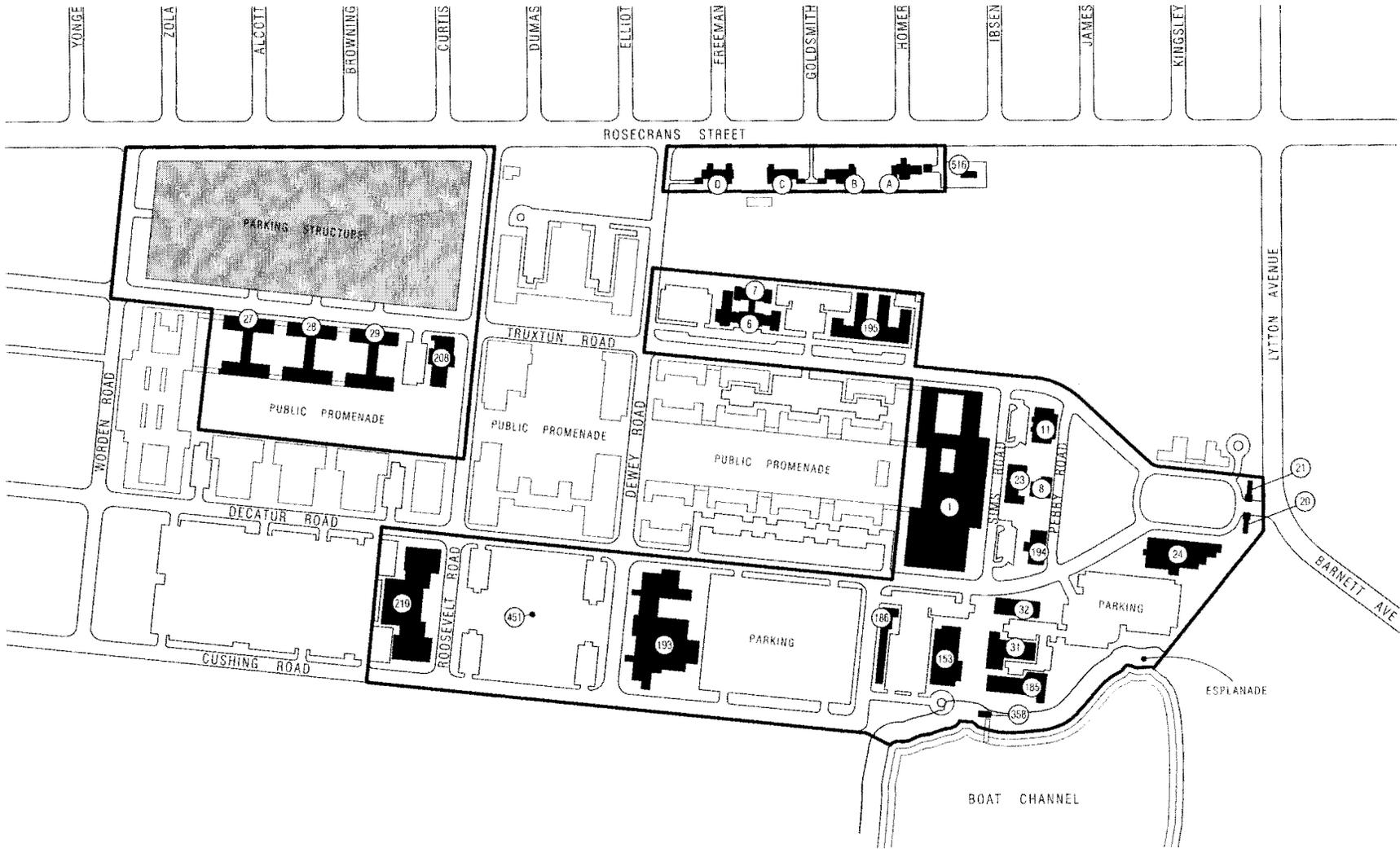
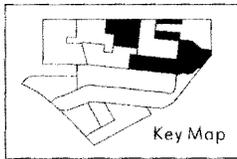
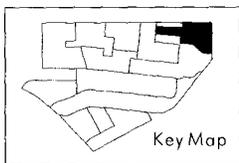
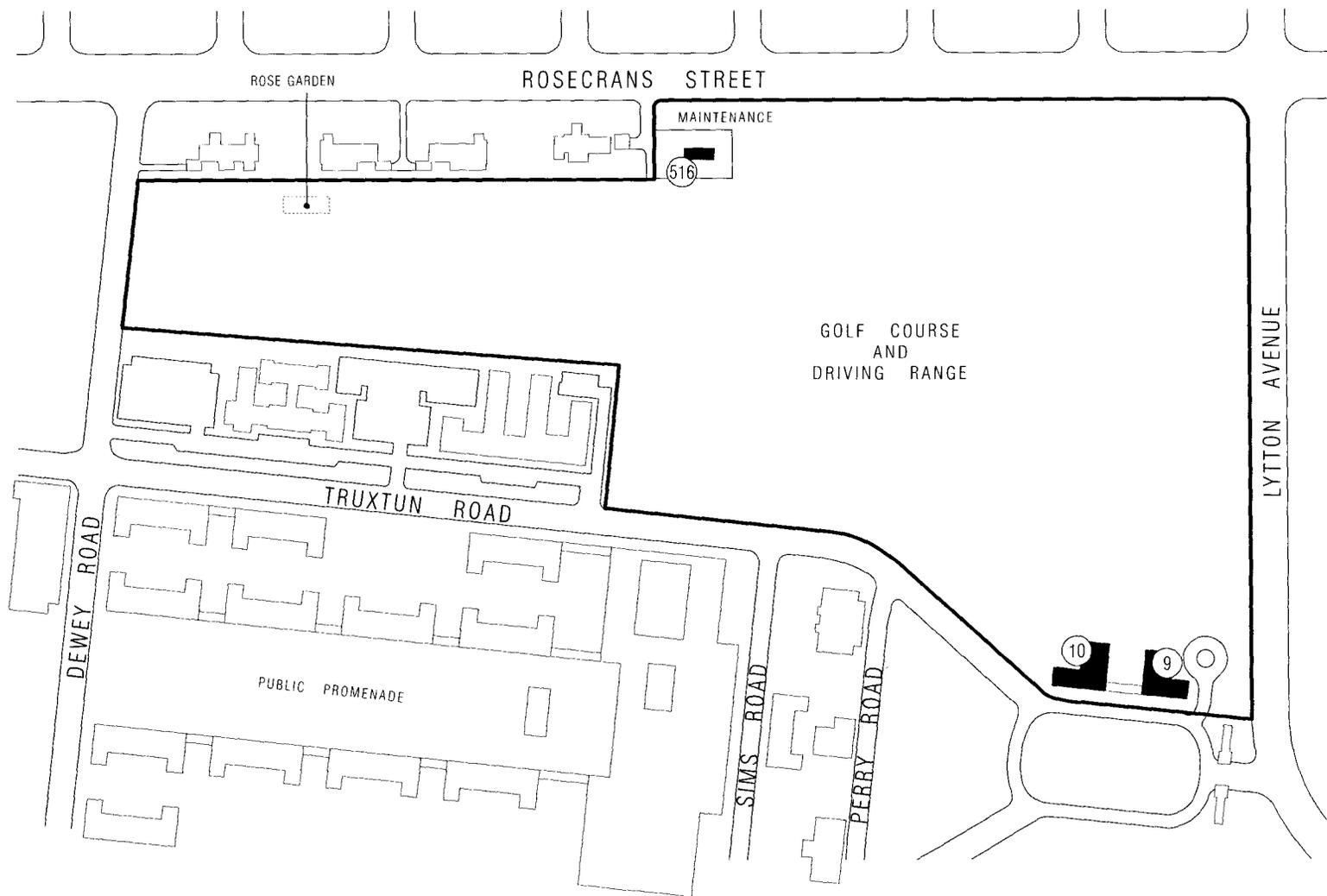


figure 2.5b
Commercial Precinct
NTC Precise Plan





Not To Scale
 Rick Planning Group 10-11-00

figure 2.5c
 Golf Course Precinct
 NTC Precise Plan



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.

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

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

A typical tenant mix with the CACP should 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 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.

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*.

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 I	1941	CACP; Historic District
153	11,400	Carpenter Shop	1938	Commercial Precinct
158	600	Storage	1941	Commercial; Historic District

TABLE 2.7: NAVY BUILDINGS REMAINING IN THE MIXED USE AREA				
Navy Bldg No.	Est. Gross SF	Navy Use	Year Built	Precinct
159	600	Laundry Facility	1941	Commercial; Historic District
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.
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).

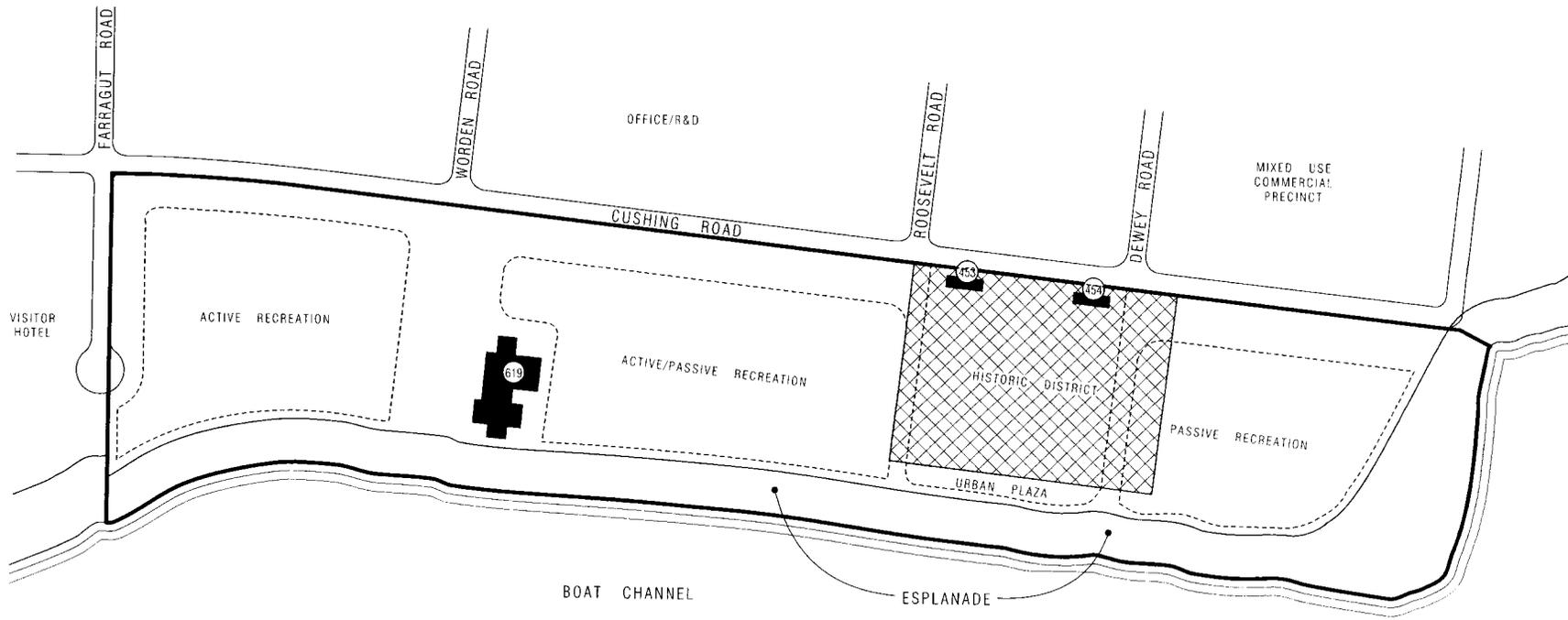
For that portion of the Park and Open Space Area that lies within the RPZ, certain use restrictions apply. Figure 1.7 provides a graphic depiction of those areas impacted by the RPZ use restrictions. Appendix A provides use restrictions in the RPZ. These use restrictions provide notification requirements 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

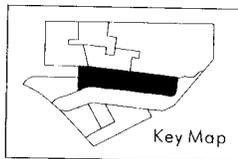
Sidewalks and internal paths will connect the residential, office, and mixed use areas of NTC to the waterfront park. The esplanade will parallel the edge of the boat channel and connect with the public promenade in the mixed use and residential areas, and eventually with the walkway planned along the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



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 2.9:
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

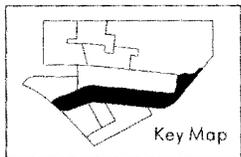
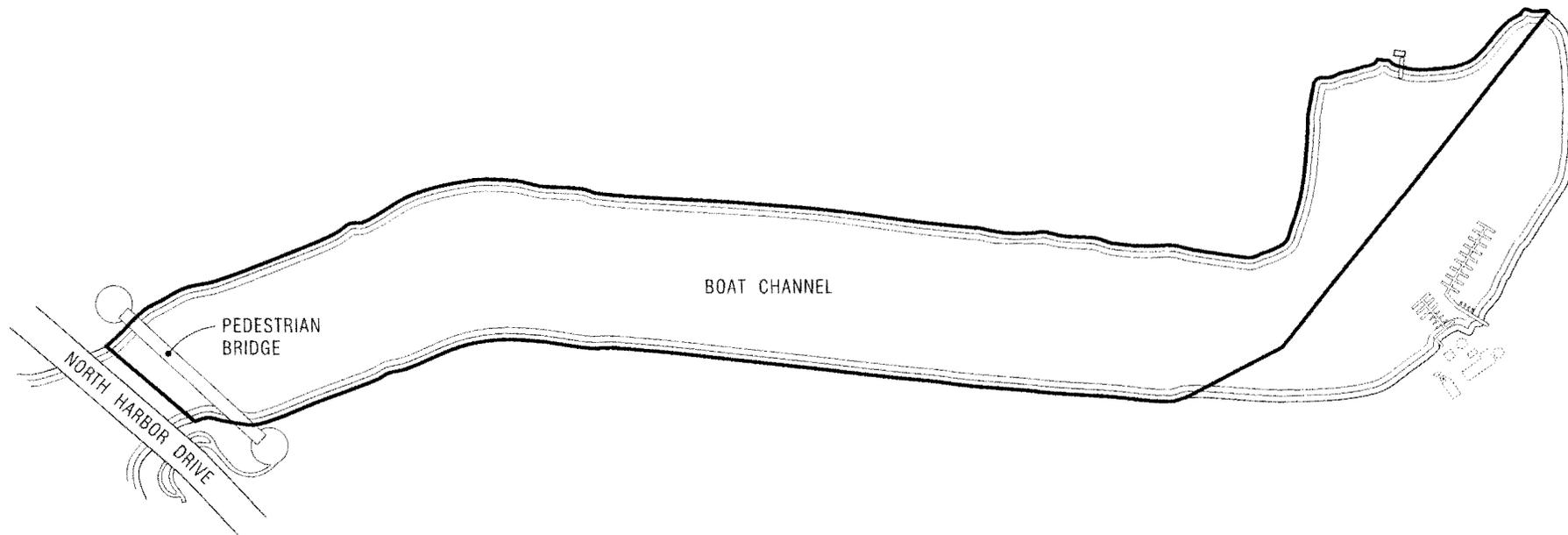
**TABLE 2.10:
PARK/OPEN SPACE DEVELOPMENT PROGRAM**

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.



Key Map



Not To Scale
Rick Planning Group

9-10-00



II-30

figure 2.7
Boat Channel
NTC Precise Plan

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.

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 will 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

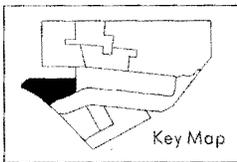
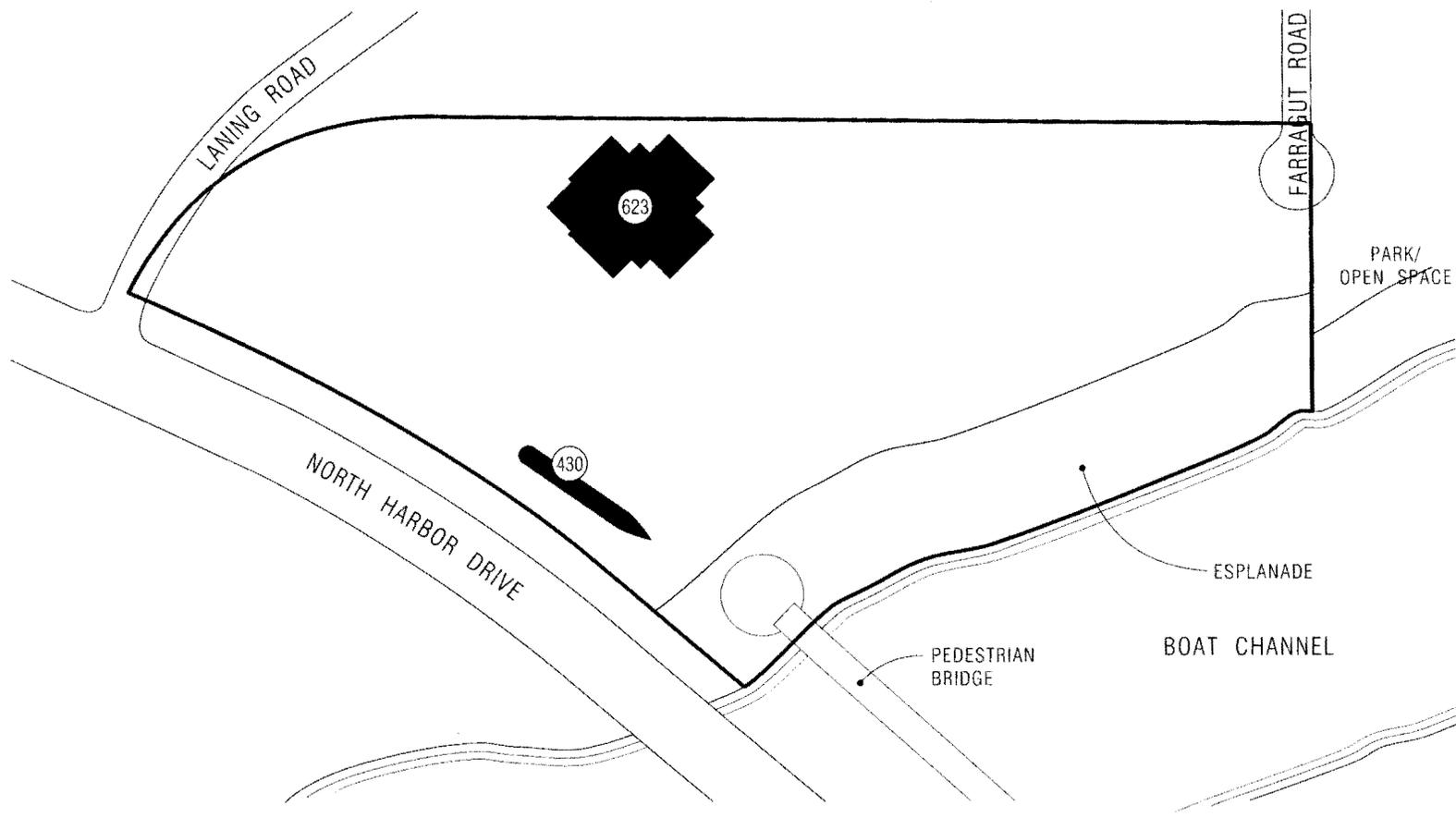
Recommendations for the boat channel have included enhancement to support wildlife, passive enjoyment, and recreation; creation of a "soft" edge along some or all of the channel; and incorporating the channel as an element of the Bay-to-Bay link.

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.

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.



Not To Scale
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II-32

figure 2.8
Visitor Hotel
NTC Precise Plan

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.

**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

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 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.

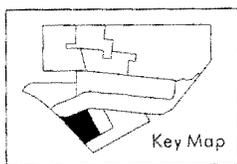
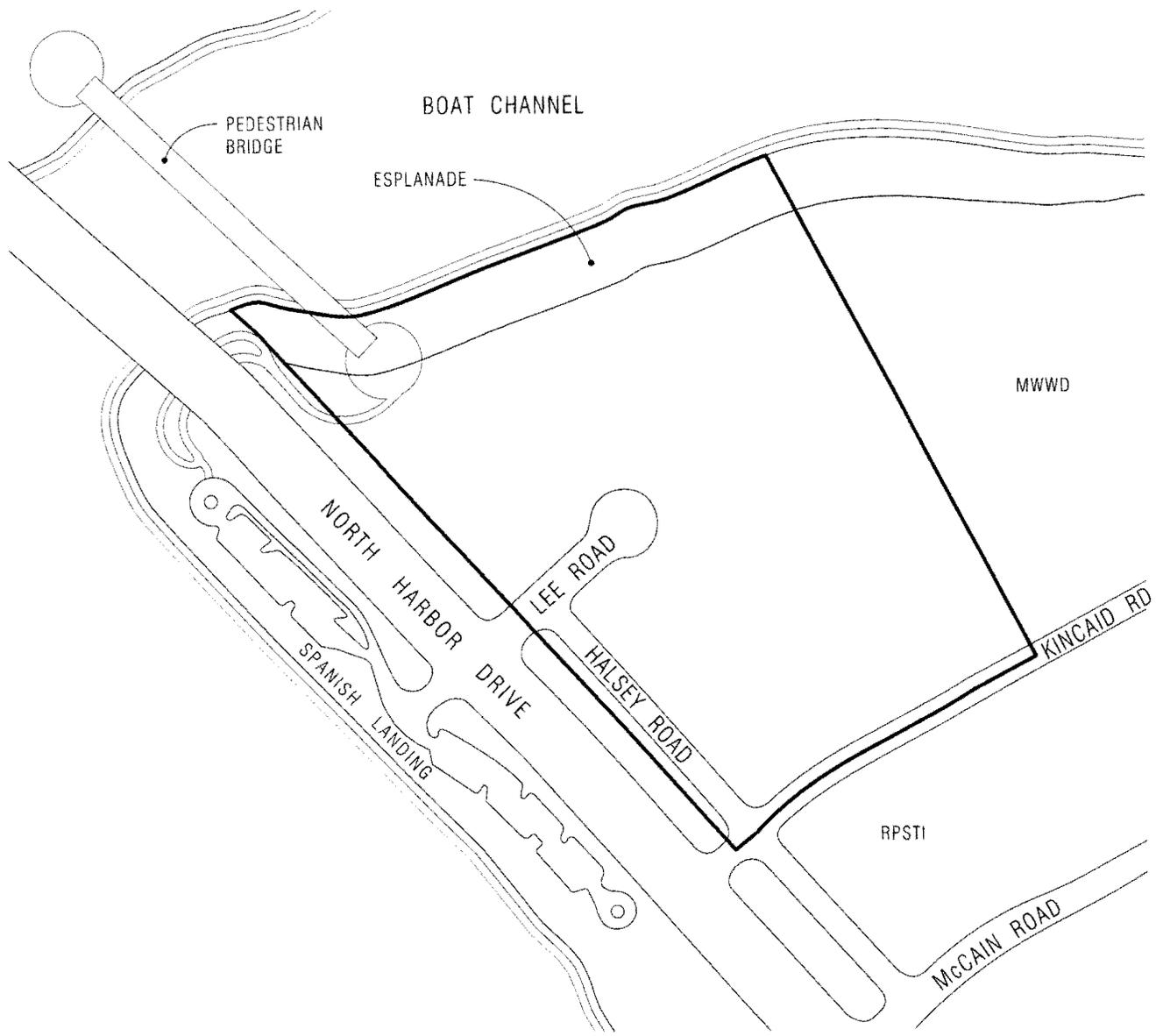
Amenities typically associated with a business hotel - conference facilities, restaurants, recreation facilities, visitor commercial retail establishments - are permitted within the hotel or on separate pads. The hotel may include a dock in the boat channel for small boat rentals.

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.

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.



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figure 2.9
 Business Hotel Site
 NTC Precise Plan
 II-35

**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.

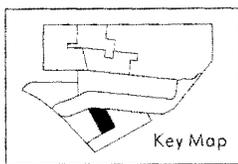
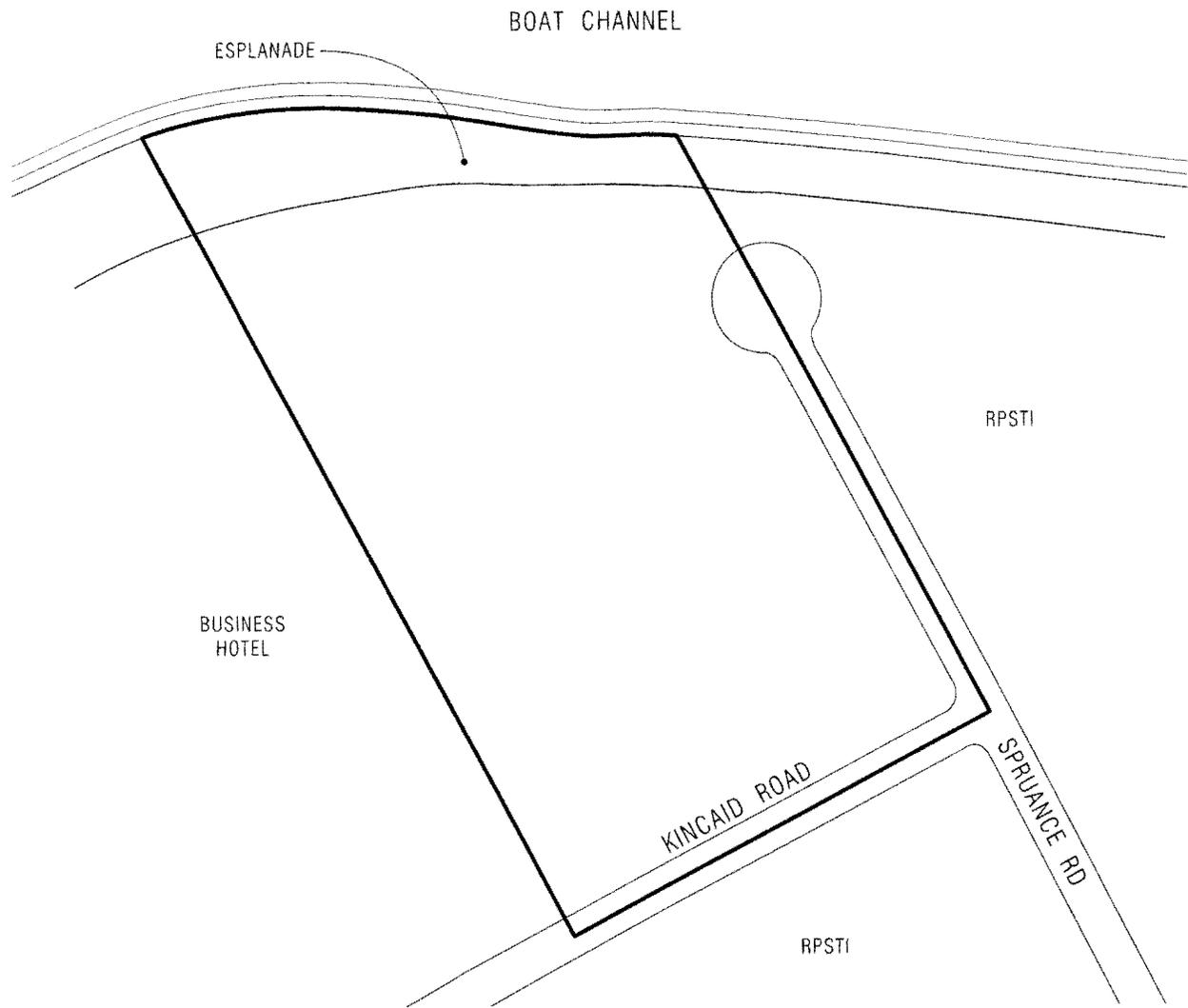
Priority Uses are office, research and development, and marine-related activities.

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.



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figure 2.10
MWWWD Site
NTC Precise Plan
II-37

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.

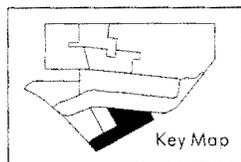
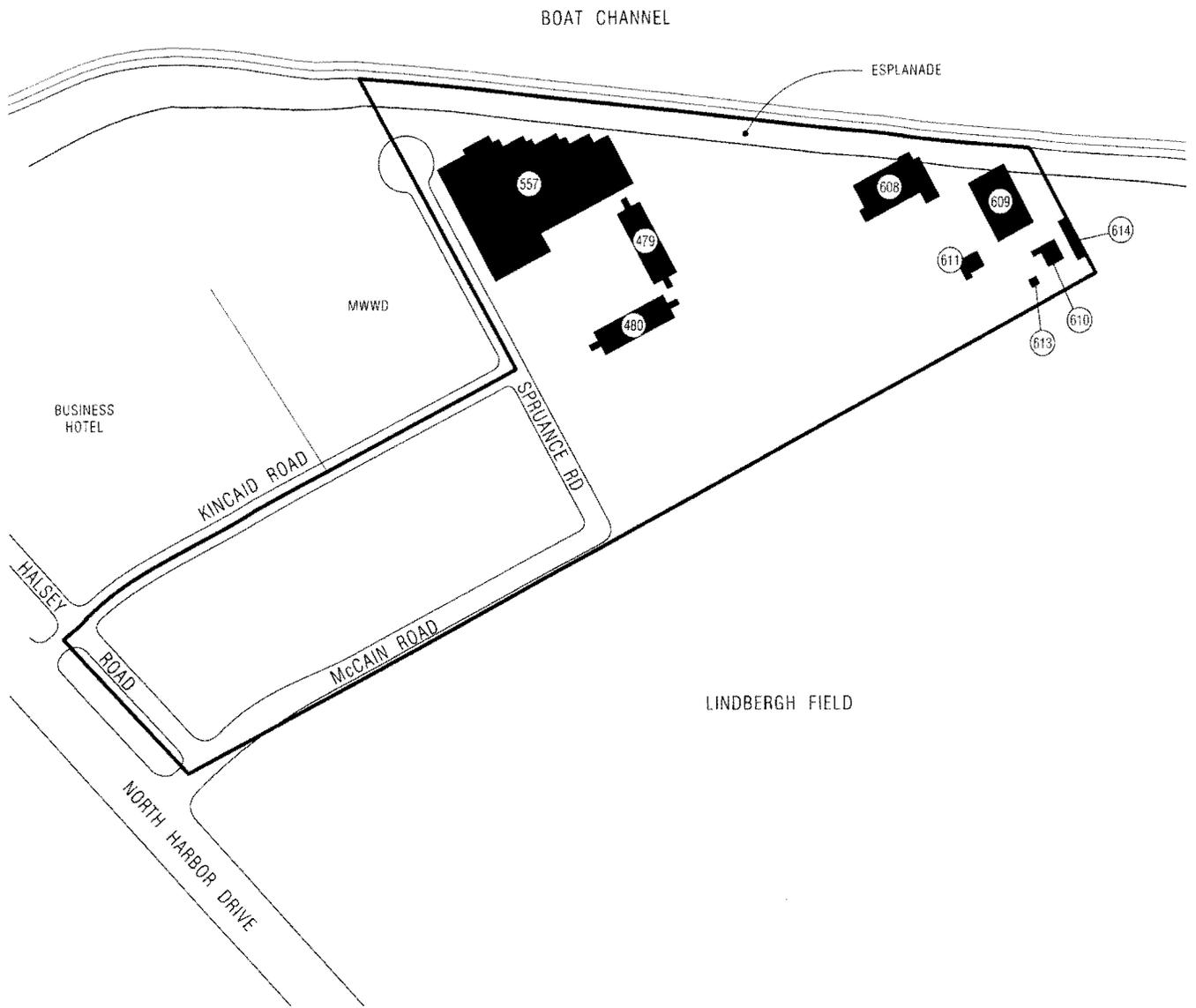
**TABLE 2.14:
MWWD DEVELOPMENT PROGRAM**

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

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,



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figure 2.11
RPSTI Site
NTC Precise Plan
II-39

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 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.

**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.

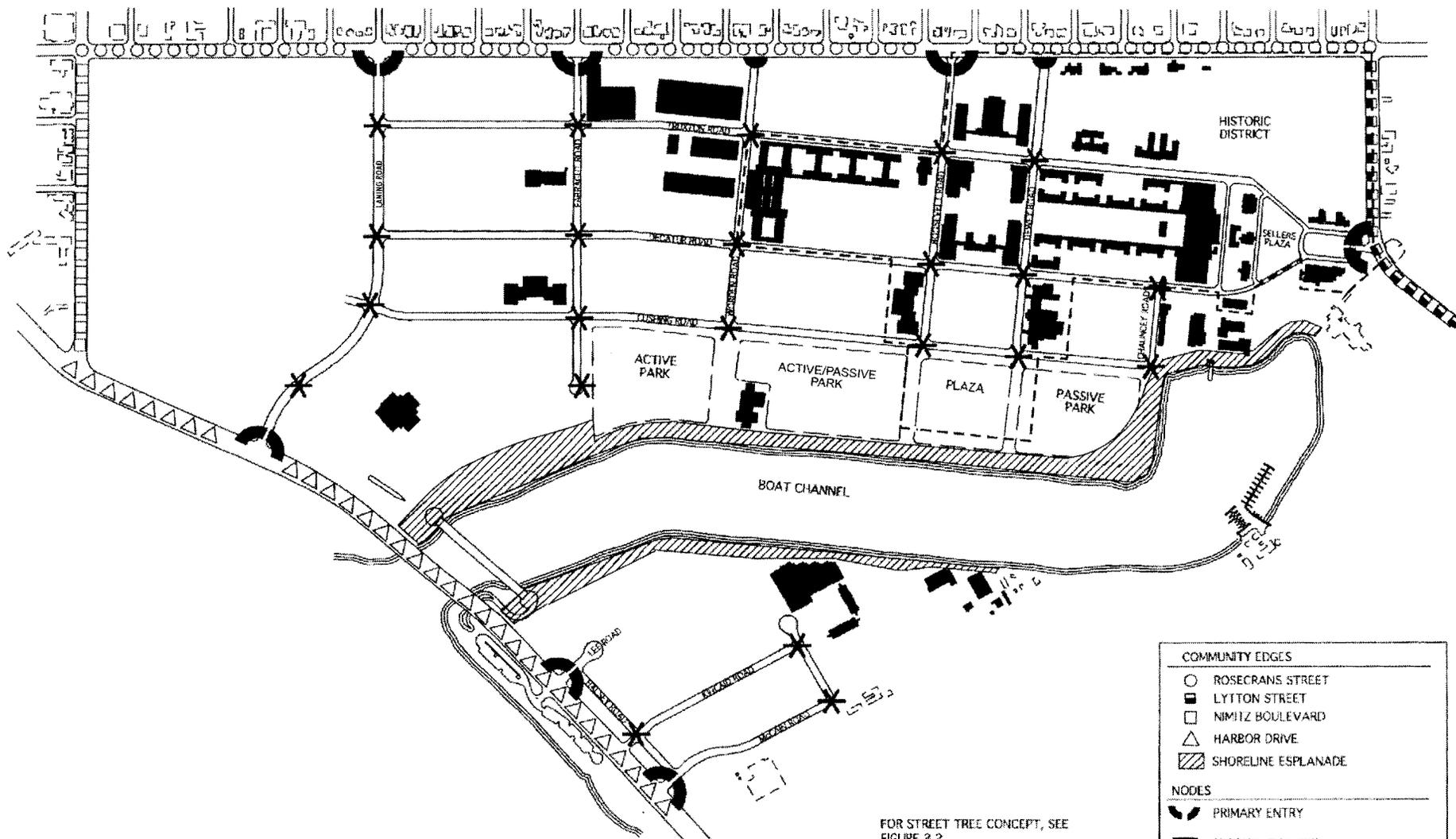
3. Nodes

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.



COMMUNITY EDGES	
○	ROSECRANS STREET
■	LYTTON STREET
□	NIMITZ BOULEVARD
△	HARBOR DRIVE
▨	SHORELINE ESPLANADE
NODES	
◐	PRIMARY ENTRY
◑	SECONDARY ENTRY
✱	NEIGHBORHOOD INTERSECTION

FOR STREET TREE CONCEPT, SEE FIGURE 3.2
 - - - - - HISTORIC DISTRICT

figure 3.1
 General Landscape Plan
 NTC Precise Plan



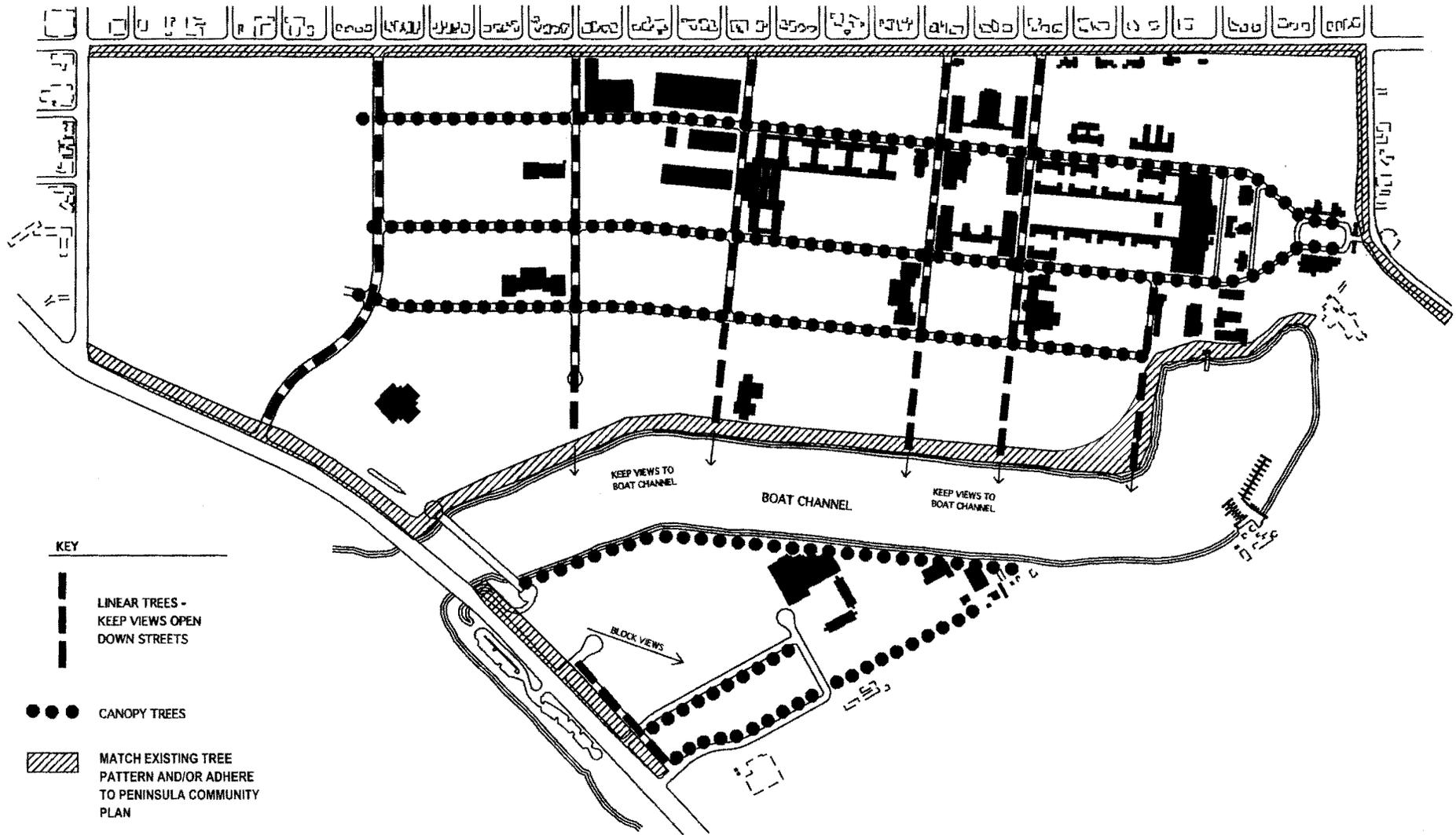


figure 3.2
 Street Tree Concept
 NTC Precise Plan

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

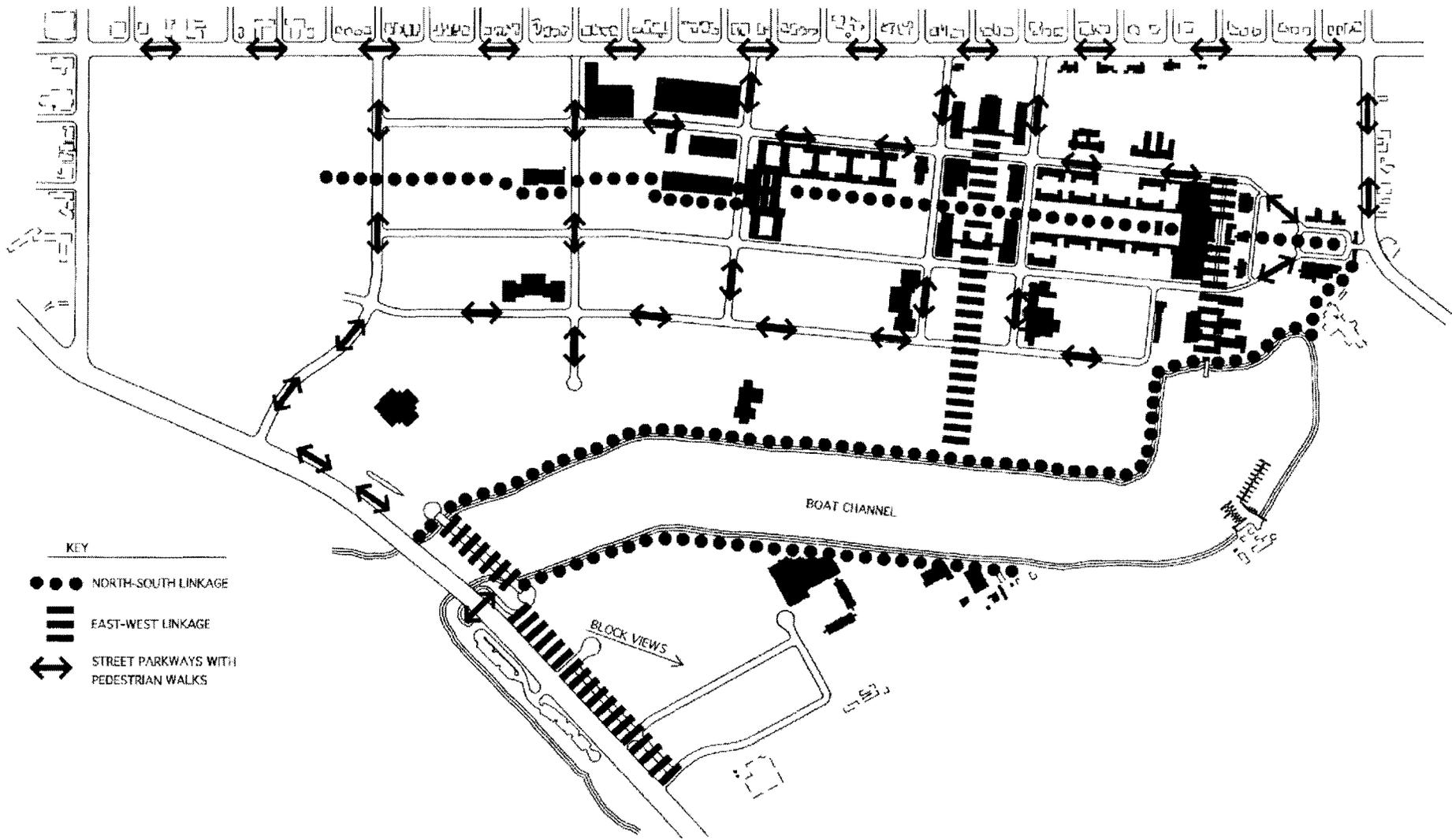
The esplanade, while part of the open space system, is also an integral part of the pedestrian circulation system. It provides pedestrian access to the boat channel, allow pedestrians to conveniently cross from NTC to Spanish Landing, and represents the first portion of the bay-to-bay pedestrian path.

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

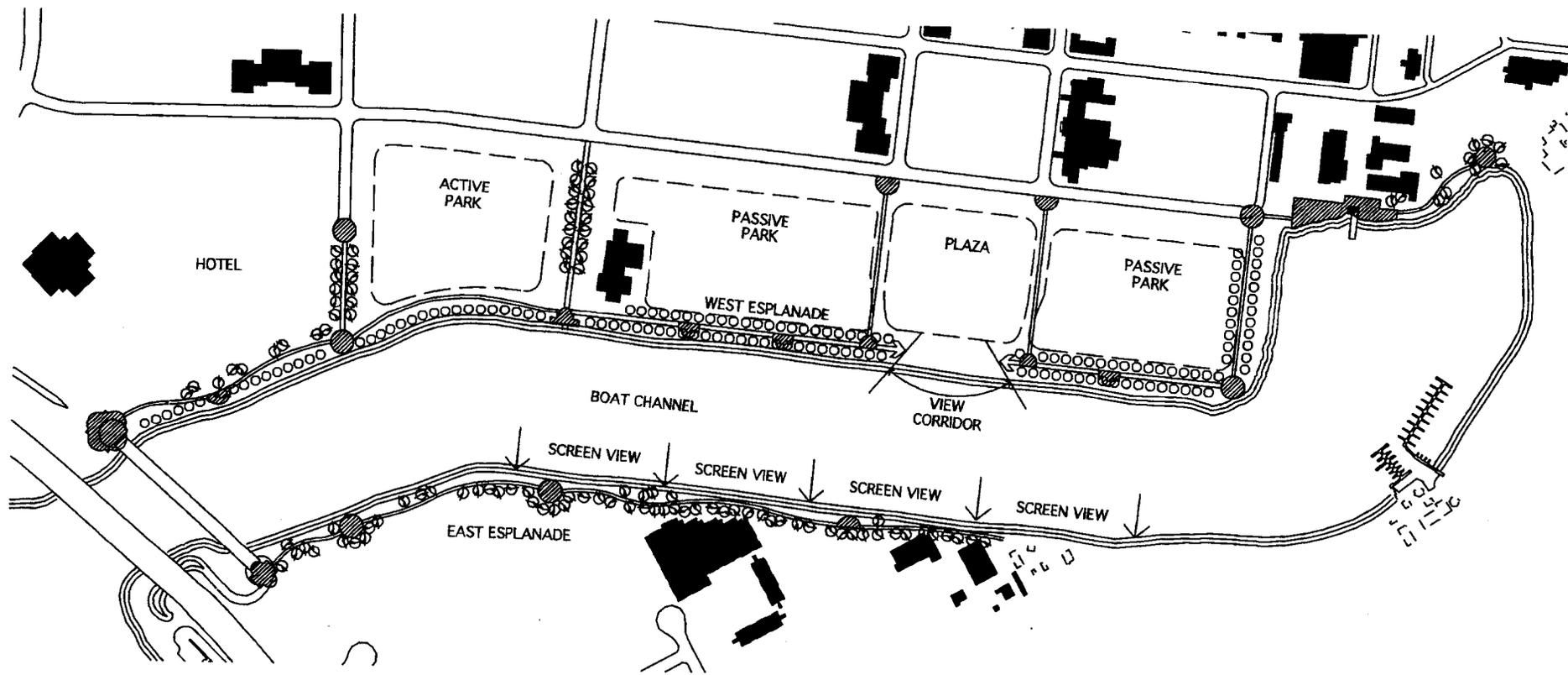
Along Truxtun, Decatur, and Cushing Roads are landscaped parkways and covered public walkways in the form of arcades to accommodate pedestrian traffic.



- 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



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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

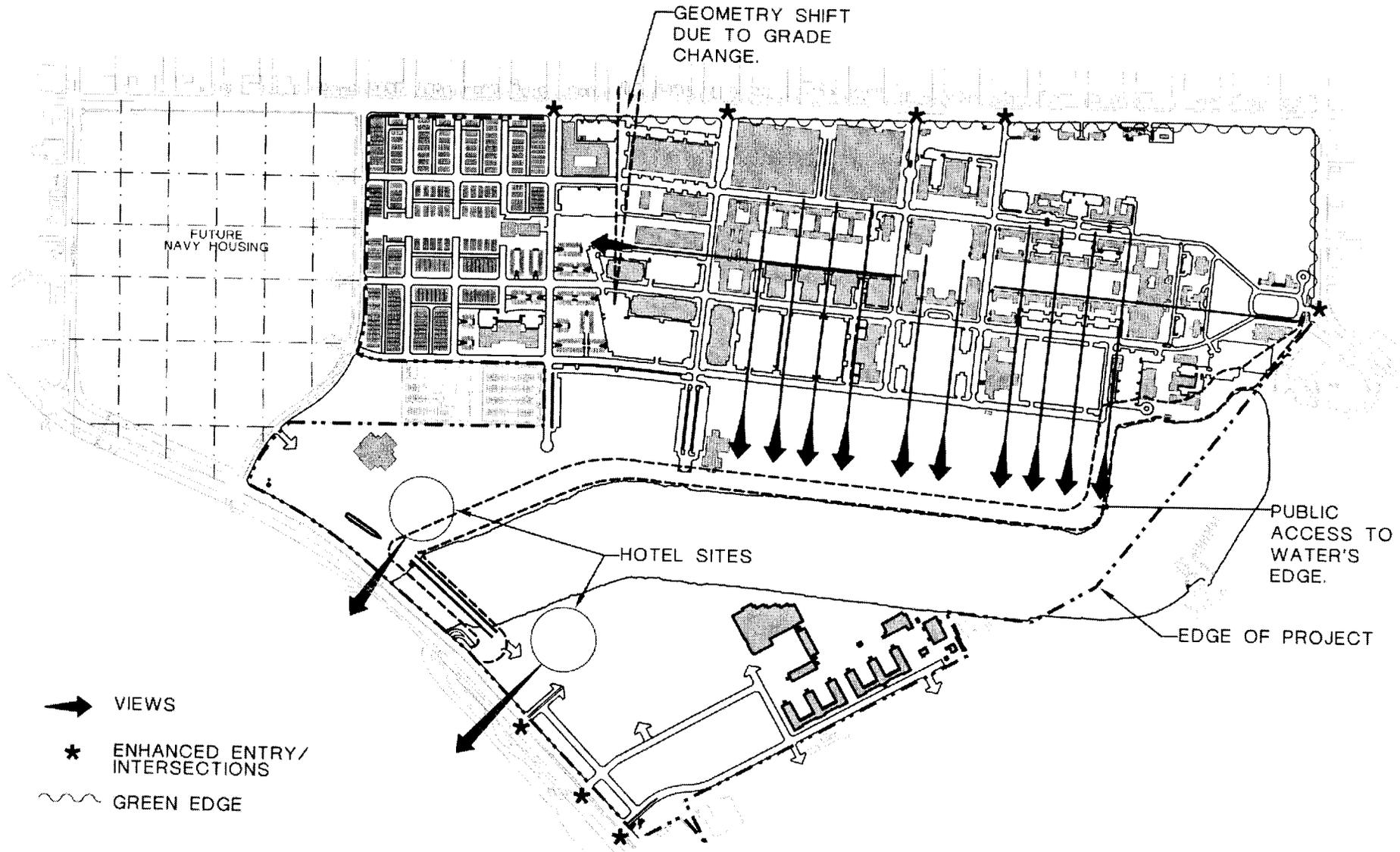


figure 4.1
 Urban Design Concept Plan
 NTC Precise Plan



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.

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.

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 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, the esplanade should maintain a minimum depth of 150' from the

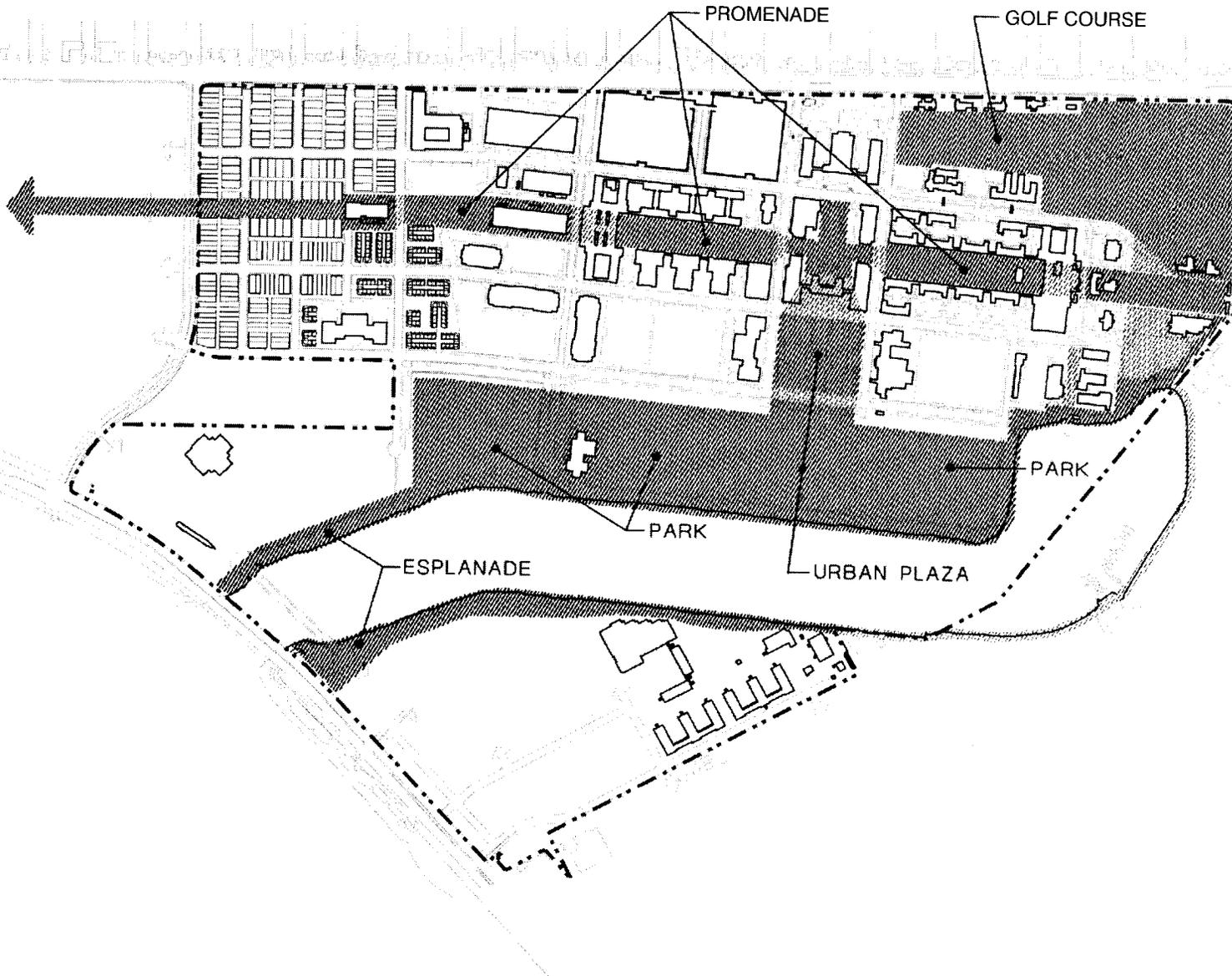
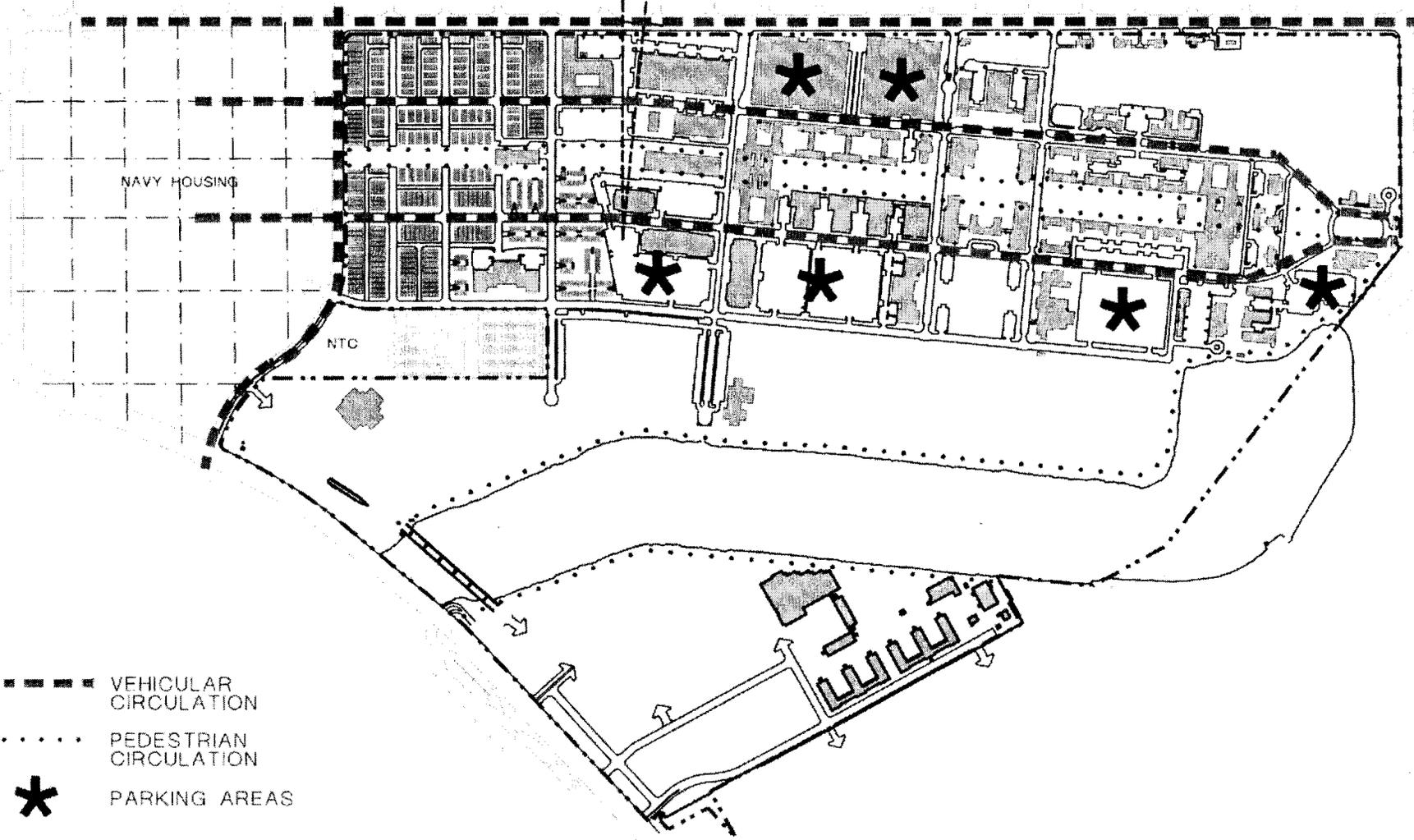


figure 4.2
 Open Space Concept Plan
 NTC Precise Plan

IV-5



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

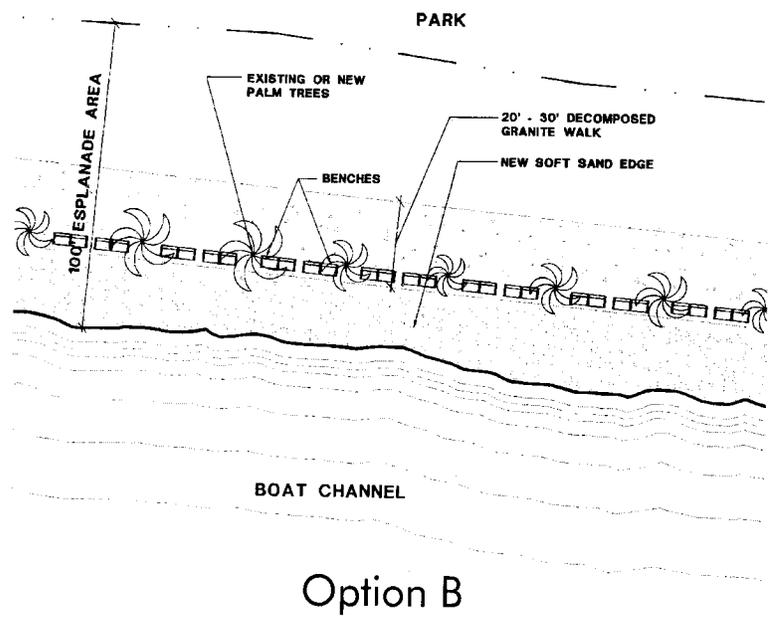
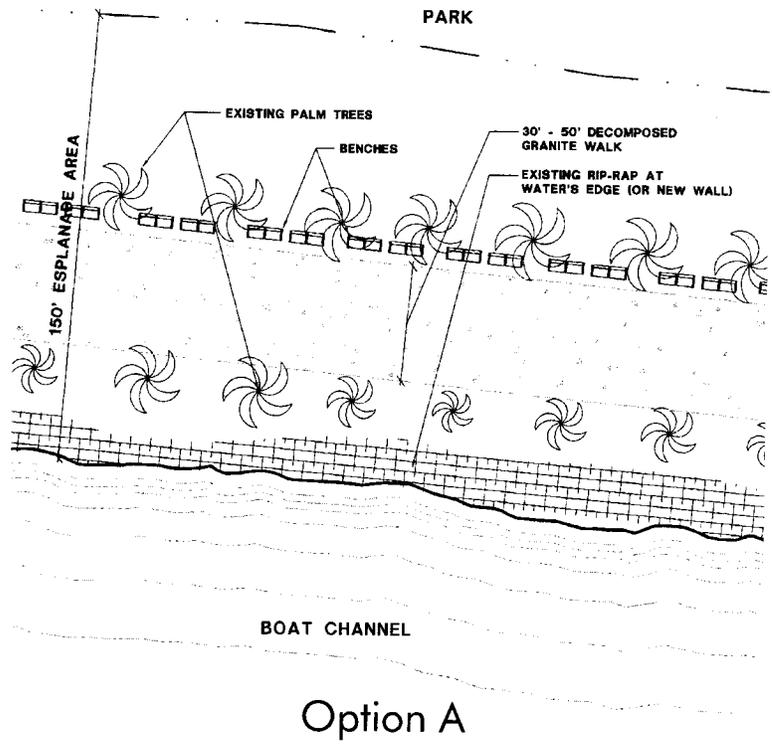


- VEHICULAR CIRCULATION
- PEDESTRIAN CIRCULATION
- * PARKING AREAS



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 M.W. Steele Group 11-1-00

figure 4.3
 Circulation Concept Plan
 NTC Precise Plan



SAMPLE LAYOUT



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 M.W. Steele Group 7-20-00

figure 4.4
 Esplanade Character Sketches
 NTC Precise Plan
 IV-7

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 4.4, *Esplanade Character Sketches*.

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.

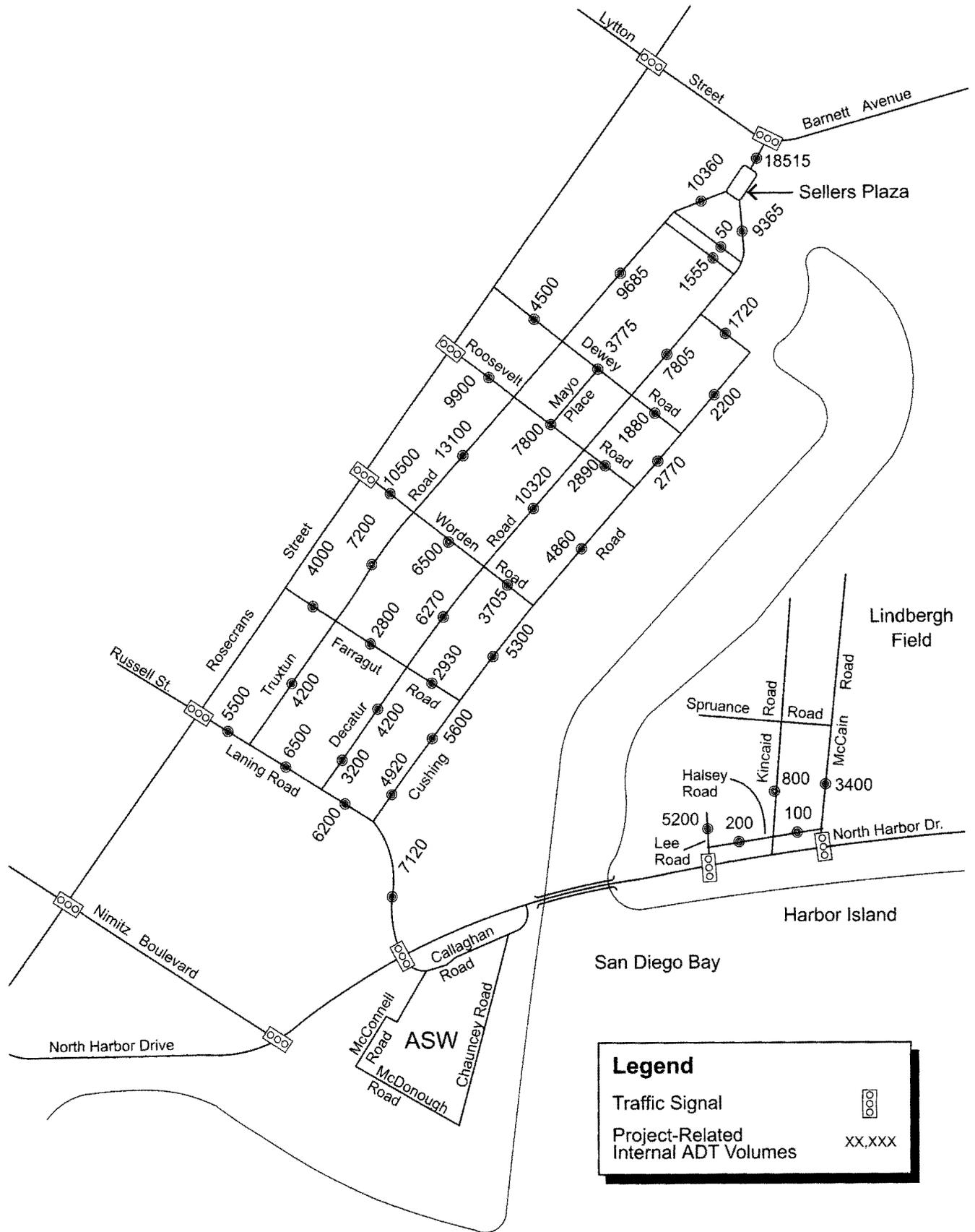
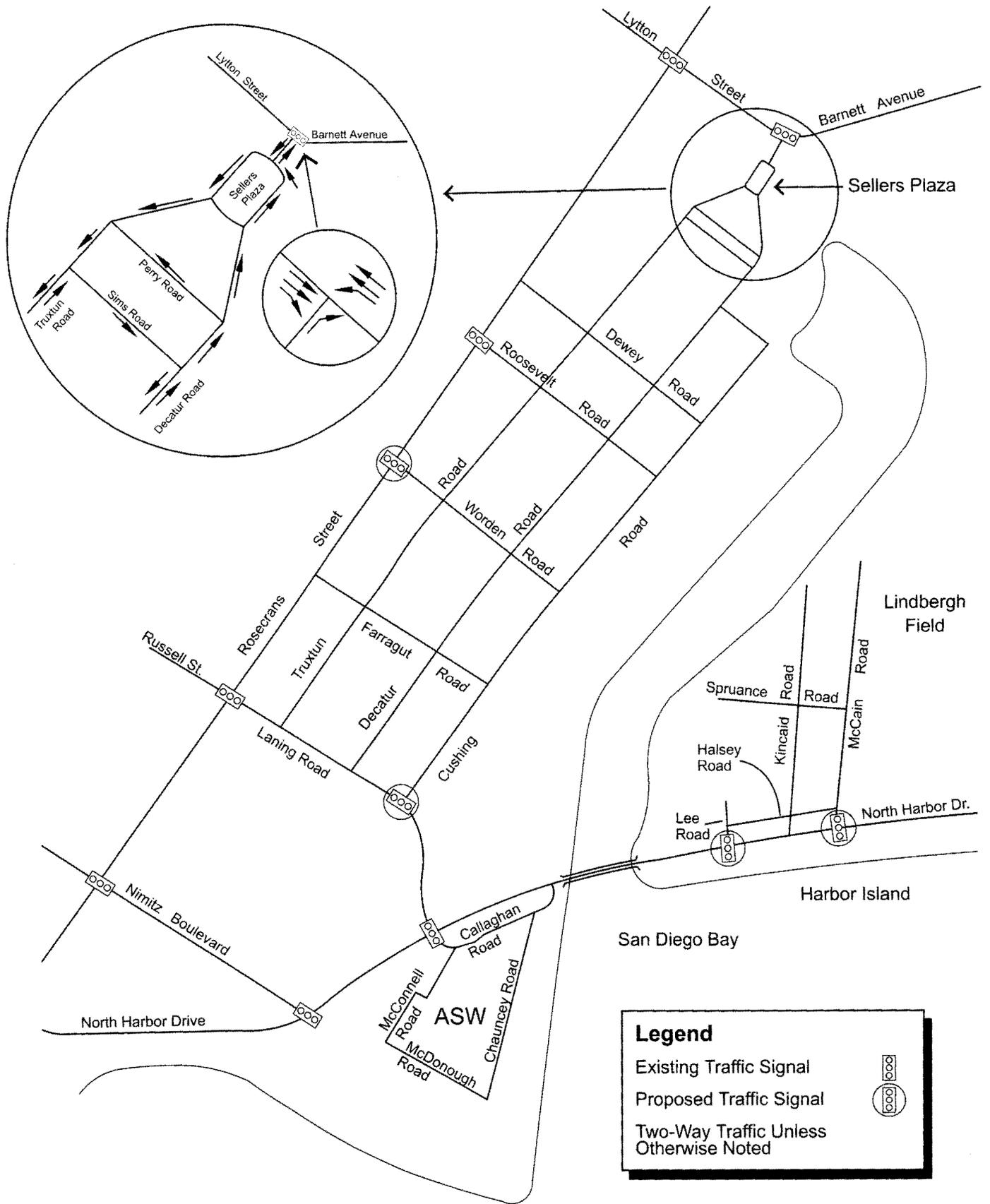


figure 5.1
 Project Related Daily Traffic Volumes
 (With Parking Structure)

NTC Precise Plan





Legend

- Existing Traffic Signal 
- Proposed Traffic Signal 
- Two-Way Traffic Unless Otherwise Noted



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

figure 5.2
 Anticipated Internal Street Network
 NTC Precise Plan
 V-3

**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 to determine the 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.

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

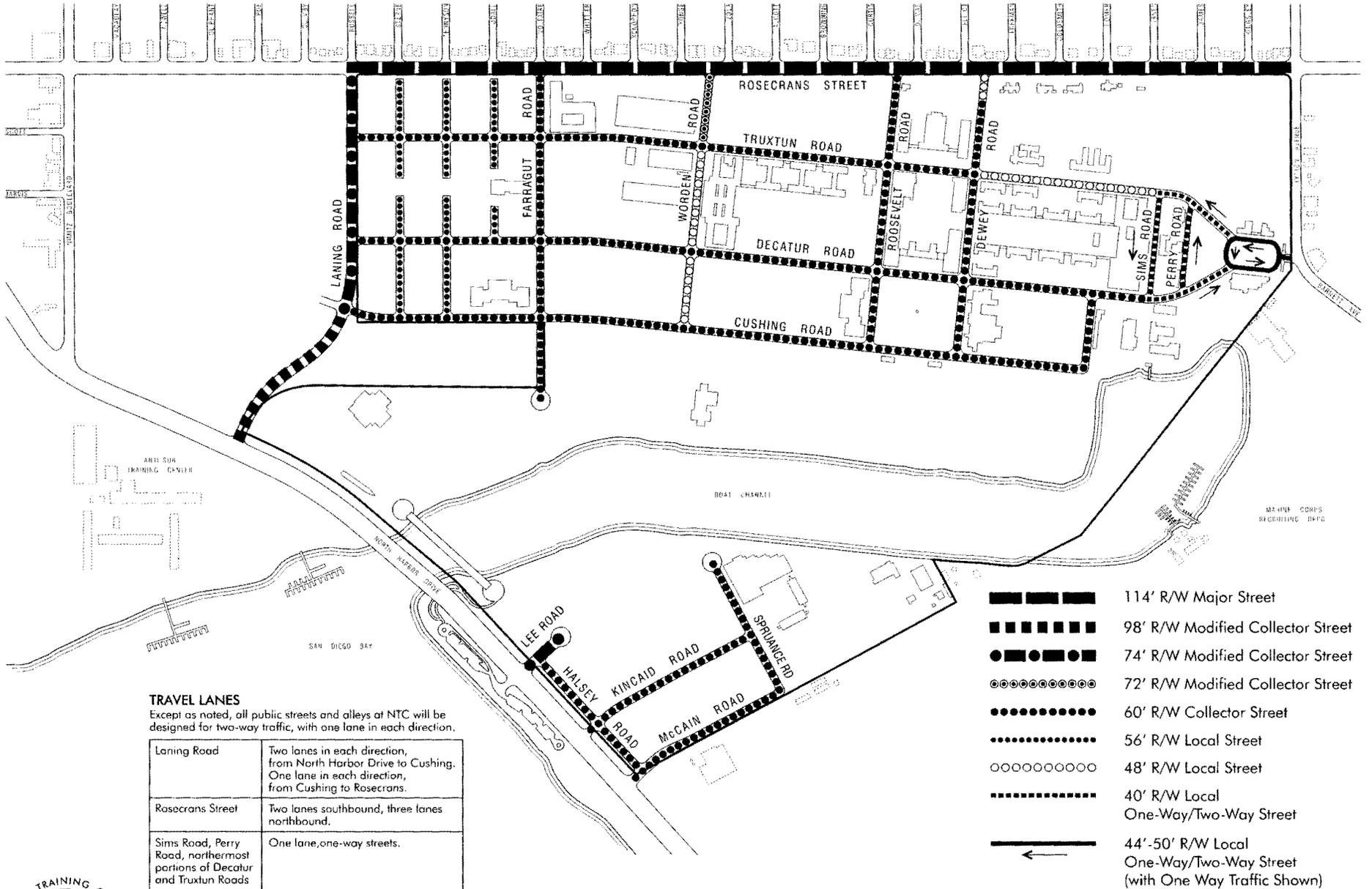
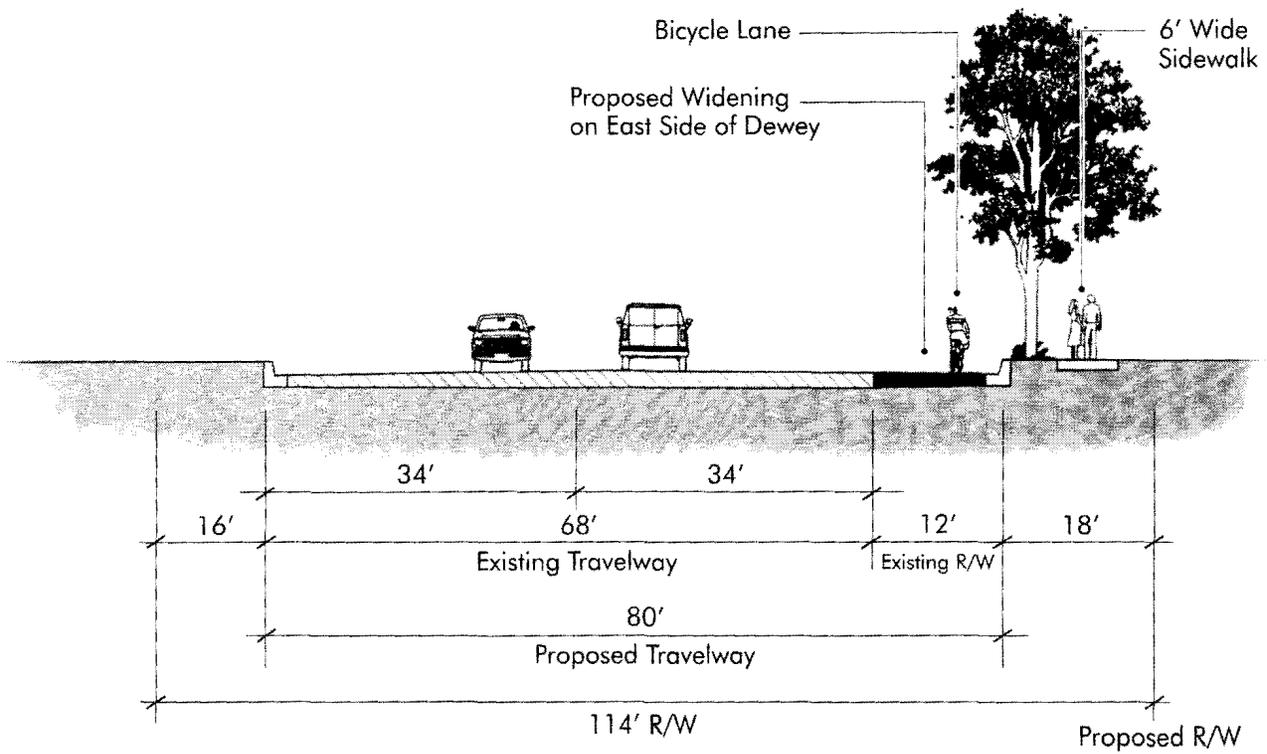


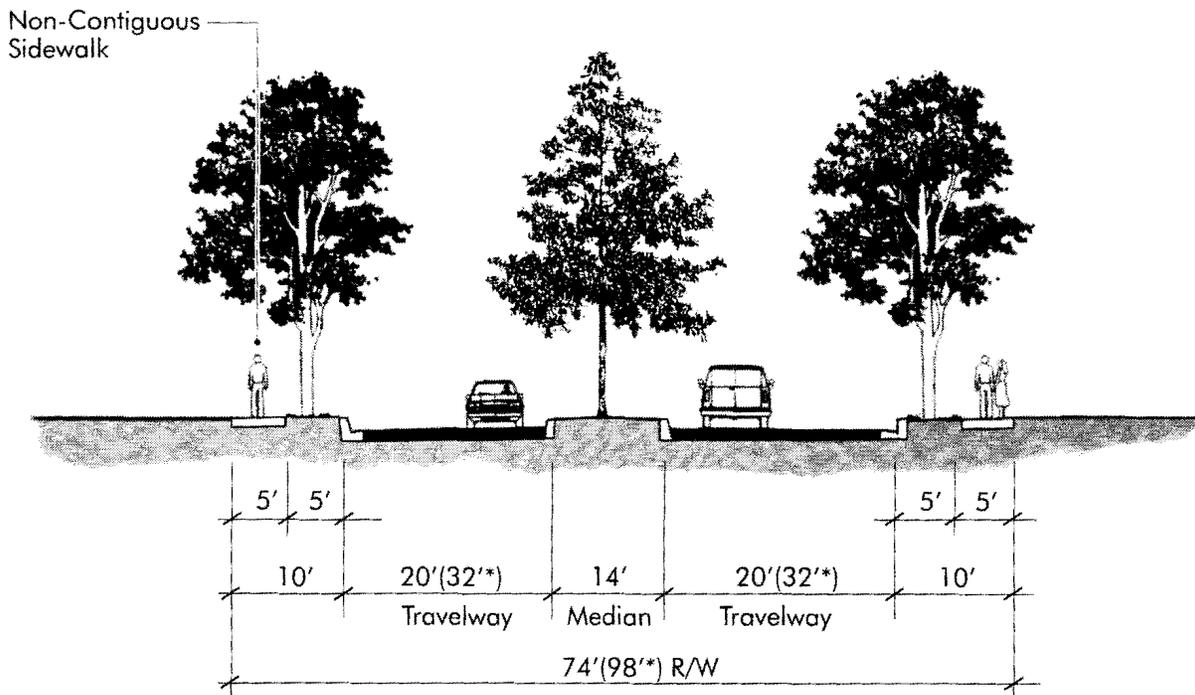
figure 5.3
 Anticipated Circulation System
 NTC Precise Plan



Scale in Feet (approx.)
 200 100 0 200 400 600 800 1000
 Rick Planning Group 9-10-00



Major Street
Rosecrans Street



Modified Collector Street

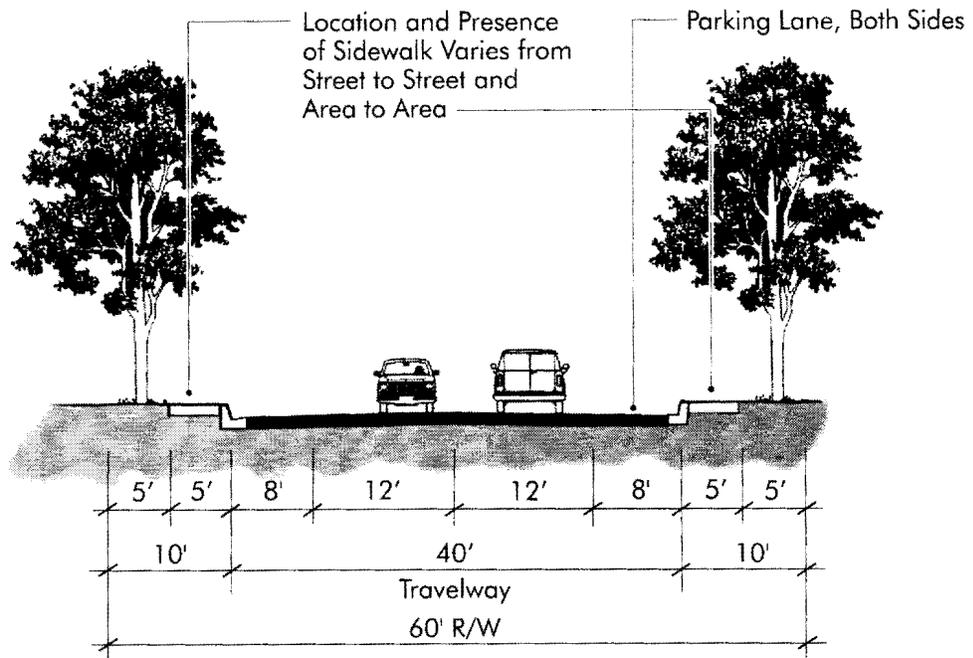
Laning Road

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



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Rick Planning Group 9-10-00

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



Collector Street

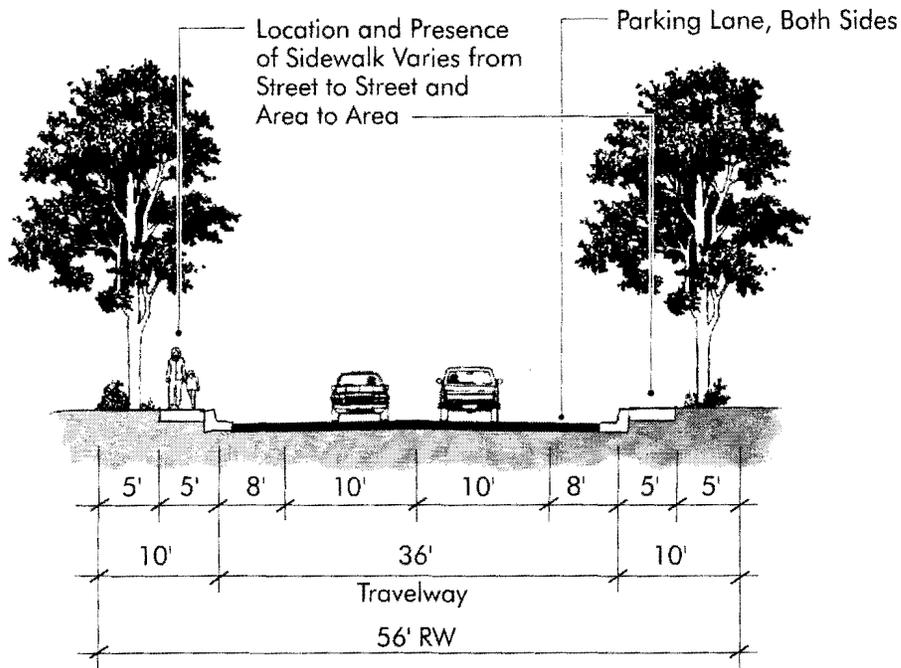
Portions of Truxtun, Decatur, Cushing, Farragut, Roosevelt, Dewey, McCain, Spruance, Kincaid, Halsey and Lee Roads



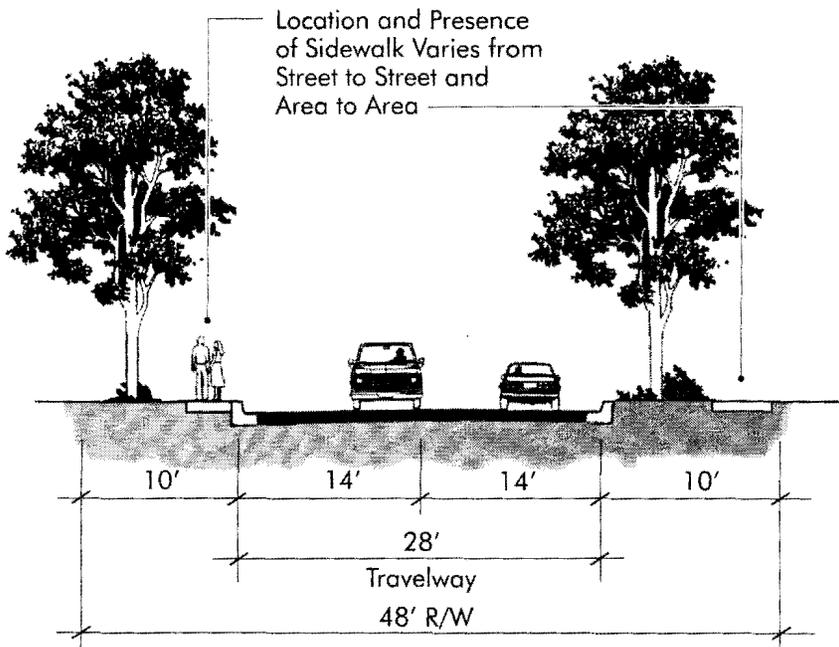
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figure 5.4b
Anticipated Street Cross-Sections
Collector Street

NTC Precise Plan



Local Residential Street



Local Street

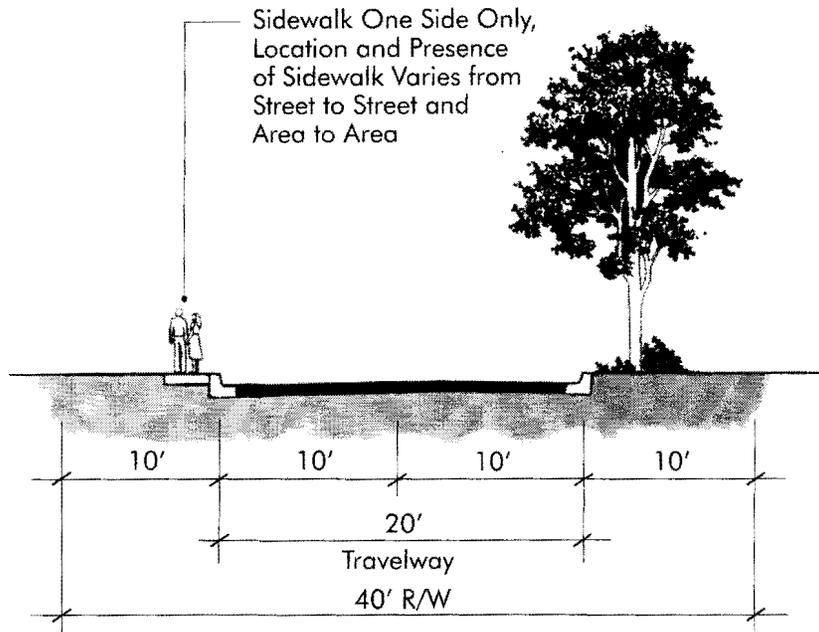
All of Chauncy and portions of Dewey, Truxtun and Warden Roads



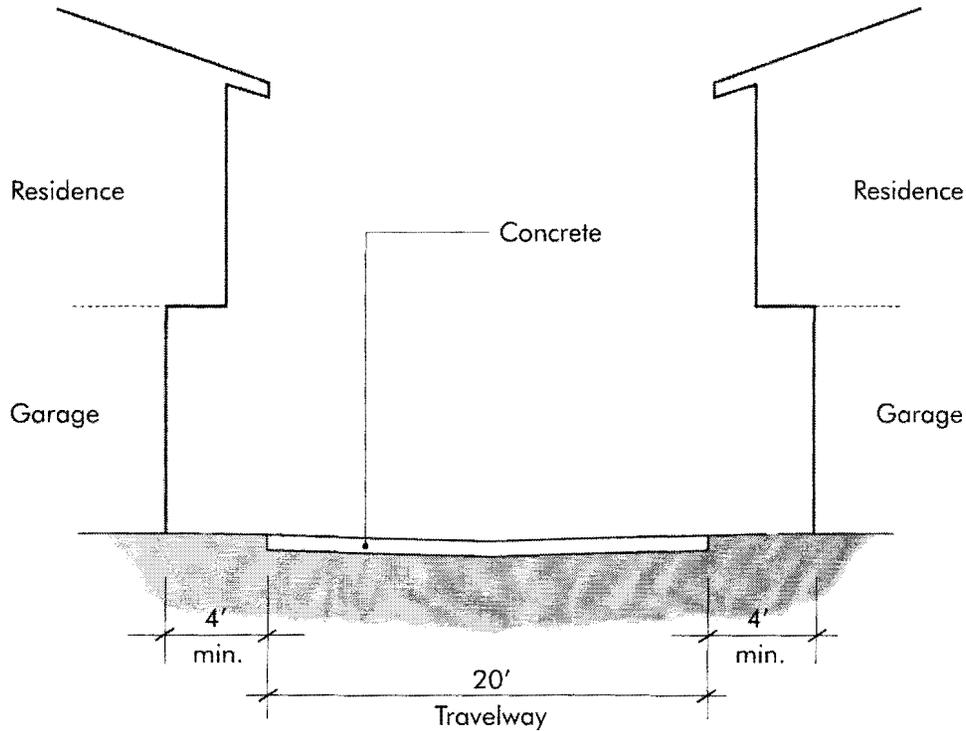
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figure 5.4c
Anticipated Street Cross-Sections
Local Street

NTC Precise Plan



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



Alley

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



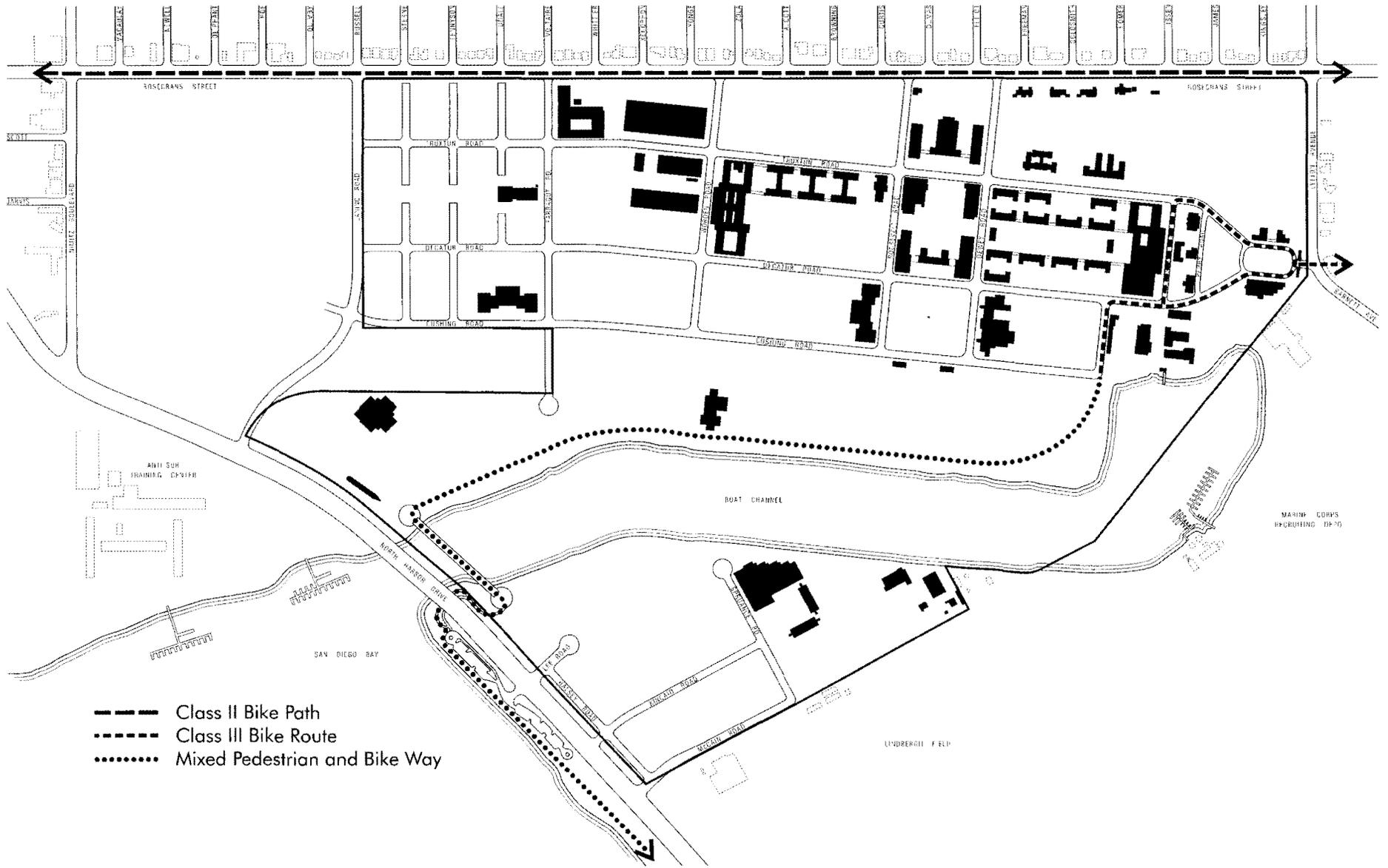


figure 5.5
 Bicycle Circulation
 NTC Precise Plan

V-13



Scale in Feet (approx.)
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 Rick Planning Group 9-10-00

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.

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 Udall*, 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.

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: 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 MMWD, 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 6.1, *Anticipated Implementation Procedures at NTC*, shows the proposed zoning and discretionary permits anticipated for each land use type.

**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.

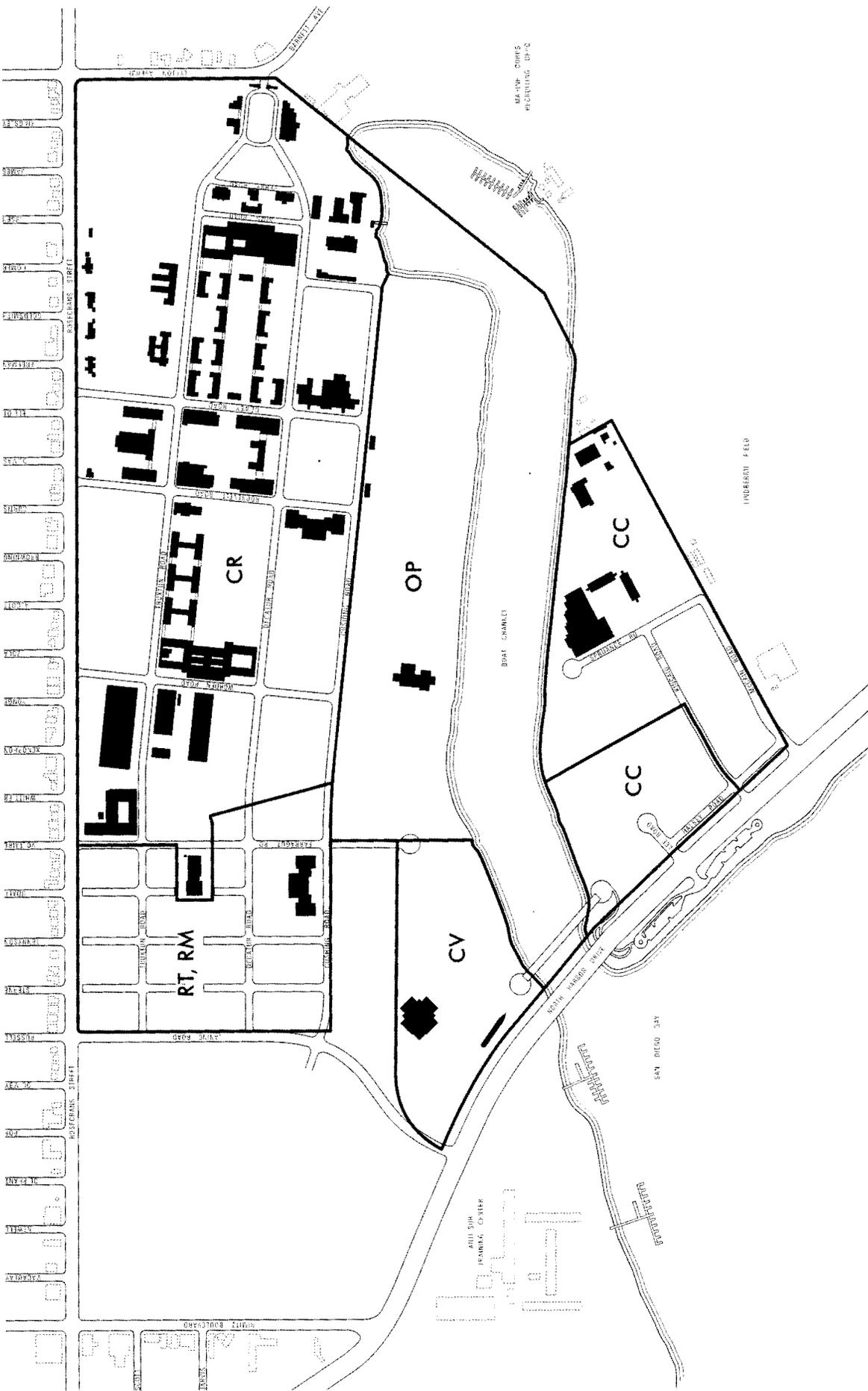
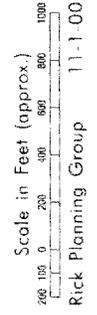


figure 6.1
 Zoning Implementation
 NTC Precise Plan



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

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.

**TABLE 6.2
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 MWW and Regional Public Safety Training Institute (RPSTI) Site Development Plans. MWW 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

APPENDIX A

USE RESTRICTIONS FOR 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
Fraternalities, 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.

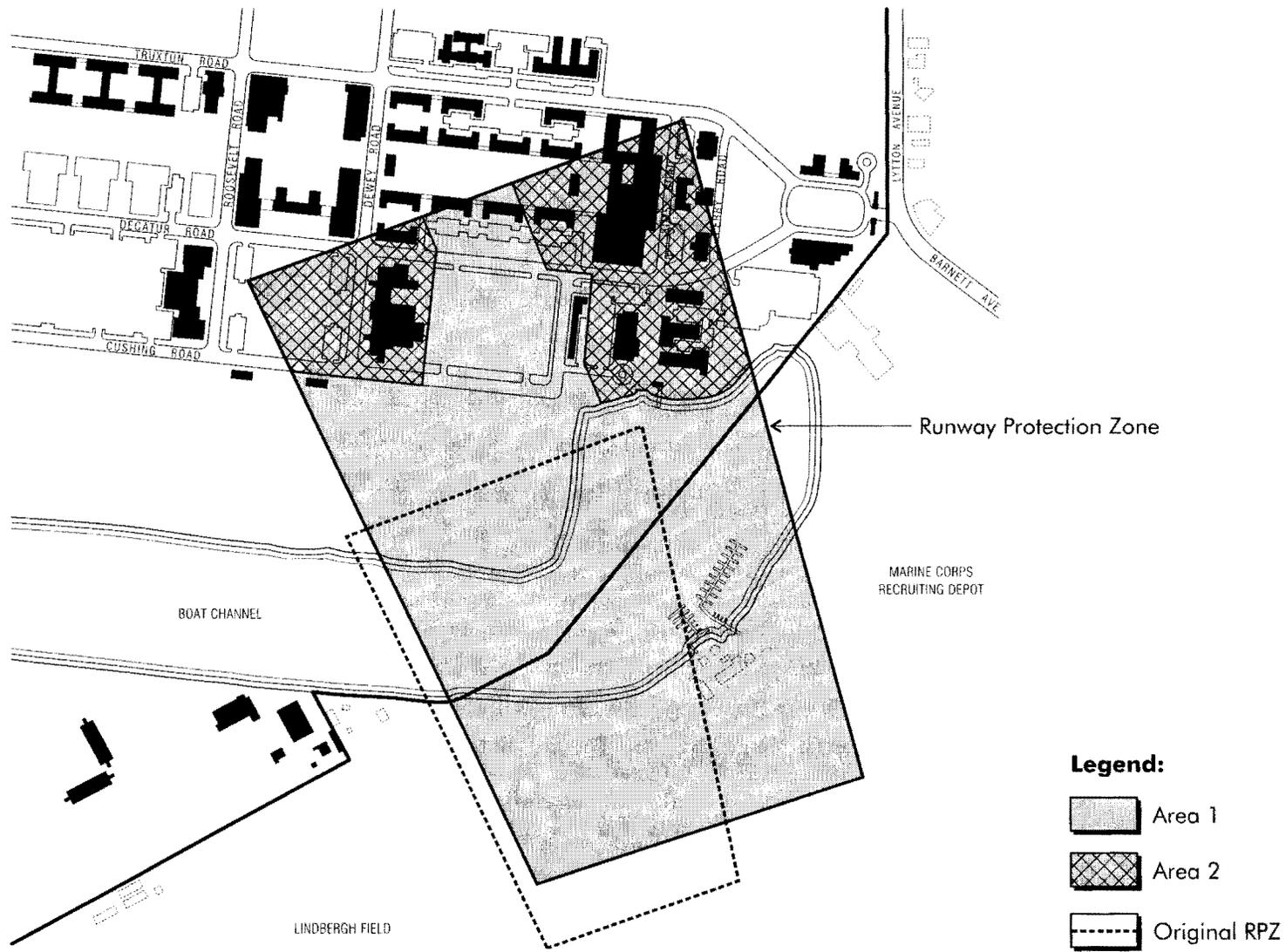
- Assembly and Entertainment (*Permitted only in Area 2*)
- Camping Parks
- Boarding Kennels
- Botanical Gardens and Arboretums
- Cemeteries
- Community Gardens
- Eating and Drinking Establishments (*Permitted only in Area 2*)
- Exhibit Halls
- Flood Control Facilities
- Funeral and Mortuary Services
- 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.



Not To Scale
Rick Planning Group 11-2-00

Figure A
NTC Runway Protection Zone