

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA
METROPOLITAN DRIVE, SUITE 103
SAN DIEGO, CA 92108-4402
(619) 767-2370



RECORD PACKET COPY

August 23, 2001

TO: COMMISSIONERS AND INTERESTED PARTIES**Tue 7b****FROM: PETER DOUGLAS, EXECUTIVE DIRECTOR****SUBJECT: EXECUTIVE DIRECTOR'S DETERMINATION** that the City of San Diego's action, certifying the City's Local Coastal Program Amendment #6-2000A (Naval Training Center), is adequate to effectively certify its local coastal program (for Commission review at its meeting of September 11-14, 2001)**BACKGROUND**

At its June 12, 2001 meeting, the Coastal Commission certified, with suggested modifications, the City of San Diego Local Coastal Program Amendment #6-2000A, regarding the incorporation of a new LCP planning segment for the former Naval Training Center. By its action adopting Resolution No. R-295164 on July 17, 2001, the City Council has acknowledged and accepted all of the Commission's suggested modifications. By its letter dated August 23, 2001 signed by Marcel Escobar-Eck, Deputy Director (Exhibit A), City staff has indicated that minor clarifications made to the suggested modifications by the Commission at the hearing adopting the Revised Findings on August 7, 2001 are not substantive revisions and do not require further action by the City Council.

Since City staff scheduled City Council action on the suggested modifications prior to Commission adoption of the revised modifications and findings in support of its 6/12/01 action, the suggested modifications attached to the City Council resolution do not reflect the clarifications made by the Commission at the August 7, 2001 hearing on the Revised Findings. At that hearing, the Commission made two minor revisions to the suggested modifications to clarify the intent of its 6/12/01 action including: 1) that Navy Buildings A, B, C and D must be leased for a museum and such short-term uses as bed and breakfasts, short-term rentals or private residential leases (Suggested Modification #12); and, 2) that Navy Building 623 must be made available to public and community use at little or no cost (Suggested Modification #15).

As stated, these clarifications are not reflected in the suggested modifications accepted by the City Council and attached to the City resolution. Therefore, the Executive Director must accept both the resolution and the 8/23/01 letter as evidence of City Council acceptance of the suggested modifications. Additionally, the City has acknowledged several typographic errors, minor revisions to exhibit numbers necessary for proper sequencing, and two additional areas where word changes are necessary to conform to the Commission action and do not modify the intent or require any further Council review. The modifications as approved by the Commission are attached to the certification letter (Exhibit C). A revised NTC Precise Plan

and Local Coastal Program dated September 2001 and submitted 8/23/01 has incorporated all of the approved changes and clarifications to the satisfaction of the Executive Director.

Modifications to the LCP amendment approved by the Commission expand the Visitor and Community Emphasis Overlay (VCEO) and limit business and office professional uses to the second floor of a portion of the overlay zone. The purpose of the VCEO is to encourage visitor-serving and community-oriented uses in the areas adjacent to the pedestrian promenade and within the historical district and Commercial Arts and Culture Precinct. The Commission also required that the four residences known as Navy Buildings A, B, C and D be retained by the City and leased for use as a museum and such short-term uses as bed and breakfast, short term rentals or private residential leases. Lease revenues from three buildings must be used in whole or in part to support the museum, with the remaining funds to be allocated to the NTC foundation or a successor non-profit organization to support the activities of the Commercial Arts and Culture Precinct. The Commission also required that use of the Navy chapel (Navy Bldg. 623) on the Visitor Hotel site be reserved 50% of the time for civic, community and public uses and be made available for such uses at little or no cost. Other 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; and, limit uses in biological sensitive areas.

The City already has the authority to issue coastal development permits in areas outside the NTC segment and is requesting to assume the authority to issue permits over the NTC geographic area on September 17, 2001.

As provided for in Section 13544 of the Commission's Code of Regulations, the Executive Director must determine if the action of the City of San Diego is legally sufficient to finalize Commission review of the LCP amendment. The City's actions have been reviewed and determined to be adequate by the Executive Director. Section 13554 of the Commission's Code of Regulations then requires this determination be reported to the Commission for its concurrence.

RECOMMENDATION

Staff recommends that the Commission **CONCUR** with the Executive Director's determination as set forth in the attached letter (to be sent after Commission endorsement).

CALIFORNIA COASTAL COMMISSION

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SAN DIEGO, CA 92108-4402
(619) 767-2370



September 13, 2001

Mayor Dick Murphy
City of San Diego
202 C Street, 11th Floor
San Diego, CA 92101

RE: Certification of the City of San Diego Local Coastal Program Amendment
#6-2000 (Naval Training Center)

Dear Mayor Murphy:

The California Coastal Commission has reviewed the City's Resolution No. R-295164 together with the Commission's action of June 12, 2001 certifying the City of San Diego Local Coastal Program Amendment #6-2000A pertaining to incorporation of a new LCP planning segment for the former Naval Training Center. In accordance with Section 13544 of the Commission's Code of Regulations, I have made the determination that the City's actions are legally adequate, and the Commission has concurred at its meeting of September 11, 2001.

By its action on July 17, 2001 the City has formally acknowledged and accepted the Commission's certification of the Local Coastal Program Amendment including all suggested modifications. By its letter dated August 23, 2001 signed by Marcela Escobar-Eck, City staff has indicated that minor clarifications made to the suggested modifications by the Commission at the hearing adopting the Revised Findings on August 7, 2001 are not substantive revisions and do not require further action by the City Council. These revisions include a clarification that Navy Building 623 must be made available to public and community use at little or no cost; and that Navy Buildings A, B, C and D must be leased for a museum and such short-term uses as bed and breakfasts, short-term rentals or private residential leases.

Other modifications approved by the Commission expand the Visitor and Community Emphasis Overlay (VCEO) and limit business and office professional uses to encourage visitor-serving and community-oriented uses in the areas adjacent to the pedestrian promenade and within the historical district and Commercial Arts and Culture Precinct; address 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; and limit uses in biological sensitive areas.

All of the Commission's suggested modifications as clarified on August 7, 2001 are fully and accurately incorporated into the revised NTC Precise Plan and Local Coastal Program dated September 2001 and submitted to the Commission on 8/23/01. The City intends to assume the authority to issue coastal development permits for the NTC segment on September 17, 2001. In conclusion, I would like to congratulate you and all other elected or appointed officials, staff and concerned citizens for continuing to work towards full implementation of the Coastal Act. We remain available to assist you and your staff in any way possible as you continue to develop and implement the City's local coastal program.

Sincerely,

Peter Douglas
Executive Director

cc: Marcela Escobar



RECEIVED

August 23, 2001

THE CITY OF SAN DIEGO

AUG 23 2001

California Coastal Commission
Attn: Ms. Sherilyn Sarb, District Manager
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108-4402

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

SUBJECT: Certification of Major Amendment #6-2000A (NAVAL TRAINING CENTER)

Dear Sherilyn:

Please accept this letter as a formal request for effective certification of Major Amendment #6-2000A (NAVAL TRAINING CENTER), as outlined in the attached City Council Resolution Number R-295164 and in the suggested modifications as adopted by the City Council on July 17, 2001. Although the City Council took action prior to the Coastal Commission adopting the revised Findings in support of its June 12, 2001 action, the changes to the suggested modifications made by the Commission on August 7, 2001 are considered minor clarifications and are not substantive revisions and there is no need to return to the City Council for any further action. Specifically, clarifying language added by the Commission regarded use and intended durations of use of Navy Buildings A, B, C and D, and regarding Navy Building 623, language was added to clarify that community, civic, and/or public uses are to be given first priority of the Naval structure and that the building shall be made available at little or no cost.

In the final editing of the document, two additional clarifications were made to correspond to the Commission's approval: 1) Modification 23 (Coastal Element, B. Background and Plan Summary, sixth paragraph, third sentence) – the parenthetical statement "(which has not yet been transferred to the City)" has been added, and 2) Modification 26 (Implementation, Water Quality Standards, Item 3, third sentence) – the word "should" was mistakenly changed to "shall", but has been revised to correspond with the Commission's approval. Beside the addition of the above clarifying language, two typographic or grammatical errors were corrected, including, 1) Modification 23 (Coastal Element, Program for Development, Standards of Review, Item "F", second paragraph, fourth sentence) - the sentence was restructured for clarity, and 2) Modification 28 – an erroneous reference to footnote (7) with the swap meet use in Appendix B was deleted. These four revisions are also considered minor clarifications and are not substantive revisions and there is no need to return to the City Council for any further action. The *NTC Precise Plan and Local Coastal Plan* document will be reprinted in its entirety to reflect the approved modifications, and a new copy will be delivered to your office today.

We look forward to receiving Executive Director check-off at the September Coastal Commission hearing and assuming we are approved, we would like to start issuing permits on September 17, 2001. We very much appreciate you and your staff's hard work and diligence in assisting us in the process of incorporating the Naval Training Center into the City's Local Coastal Program.

Sincerely,

Marcela Escobar-Eck
Deputy Director, Project Management

Enc: City Council Resolution Number R-295164
Modifications as adopted by the City Council on July 17, 2001
Development Services

1222 First Avenue, MS 302 • San Diego, CA 92101-4153
Tel (619) 446-5210 Fax (619) 446-5245

| |
|-------------------------------|
| EXHIBIT NO. A |
| City of San Diego LC |
| #6-2000A NTC |
| Letter from City |
| California Coastal Commission |



07/12/01

RESOLUTION NUMBER R- 295164

ADOPTED ON JUL 17 2001

RECEIVED

1312
AUG 10 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTR

RESOLUTION ACCEPTING CALIFORNIA COASTAL COMMISSION SUGGESTED MODIFICATIONS FOR CERTIFICATION OF LOCAL COASTAL PROGRAM AMENDMENTS TO THE PROGRESS GUIDE AND GENERAL PLAN, THE PENINSULA COMMUNITY PLAN, THE NAVAL TRAINING CENTER PRECISE PLAN, AND LOCAL COASTAL PROGRAM.

WHEREAS, on October 3, 2000, the Council of the City of San Diego held a public hearing and approved an amendment to the Progress Guide and General Plan and the Peninsula Community Plan, and adoption of a Naval Training Center Precise Plan and Local Coastal Program; and

WHEREAS, the affected area is within the coastal zone and, therefore, requires certification by the California Coastal Commission to become effective; and

WHEREAS, the California Coastal Commission conducted a public hearing on June 12, 2001, to review the proposed amendment to the Progress Guide and General Plan and the Peninsula Community Plan, and adoption of a Naval Training Center Precise Plan and Local Coastal Program; and

WHEREAS, the California Coastal Commission certified the proposed amendment to the Progress Guide and General Plan and the Peninsula Community Plan, and adoption of a Naval Training Center Precise Plan and Local Coastal Program subject to modifications; and

| |
|--|
| EXHIBIT NO. B |
| City of San Diego LCPA #6-2000A NTC |
| City Resolution |

WHEREAS, on October 3, 2000, the City Council held a public hearing and approved Vesting Tentative Map No. 99-1076 by Resolution Number R-293939, approved Master Planned Development Permit/Coastal Development Permit No. 99-1076 by Resolution Number R-293940, and approved Site Development Permit/Environmentally Sensitive Lands Permit No. 40-0750 by Resolution Number R-293942; and

WHEREAS, on October 16, 2000, the City Council held a public hearing and adopted Ordinance Number O-18871, Ordinance Number O-18872, and Ordinance Number O-18873; and

WHEREAS, modifications suggested by the California Coastal Commission did not affect the actions described in Resolution Numbers R-293939, R-293940, and R-293942, or Ordinance Numbers O-18871, O-18872, and O-18873; and

WHEREAS, the Council of the City of San Diego desires to adopt the modifications suggested by the California Coastal Commission and 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 in conformance with the suggested modifications of the California Coastal Commission, a copy of which is on file in the office of the City Clerk as Document No. RR- 295164 -/
2. That it adopts amendments to the Naval Training Center Precise Plan and Local Coastal Program in conformance with the suggested modifications of the California Coastal

Commission, a copy of which is on file in the office of the City Clerk as Document No.

RR- 295164-2

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.

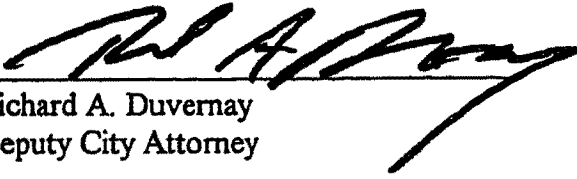
6. That the City will assume and accepts Local Coastal Program permit issuing authority within the area of the project which will be incorporated into the City's Certified Local Coastal Program immediately upon the California Coastal Commission effective certification of the Local Coastal Program Amendments.

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, V, and VII.

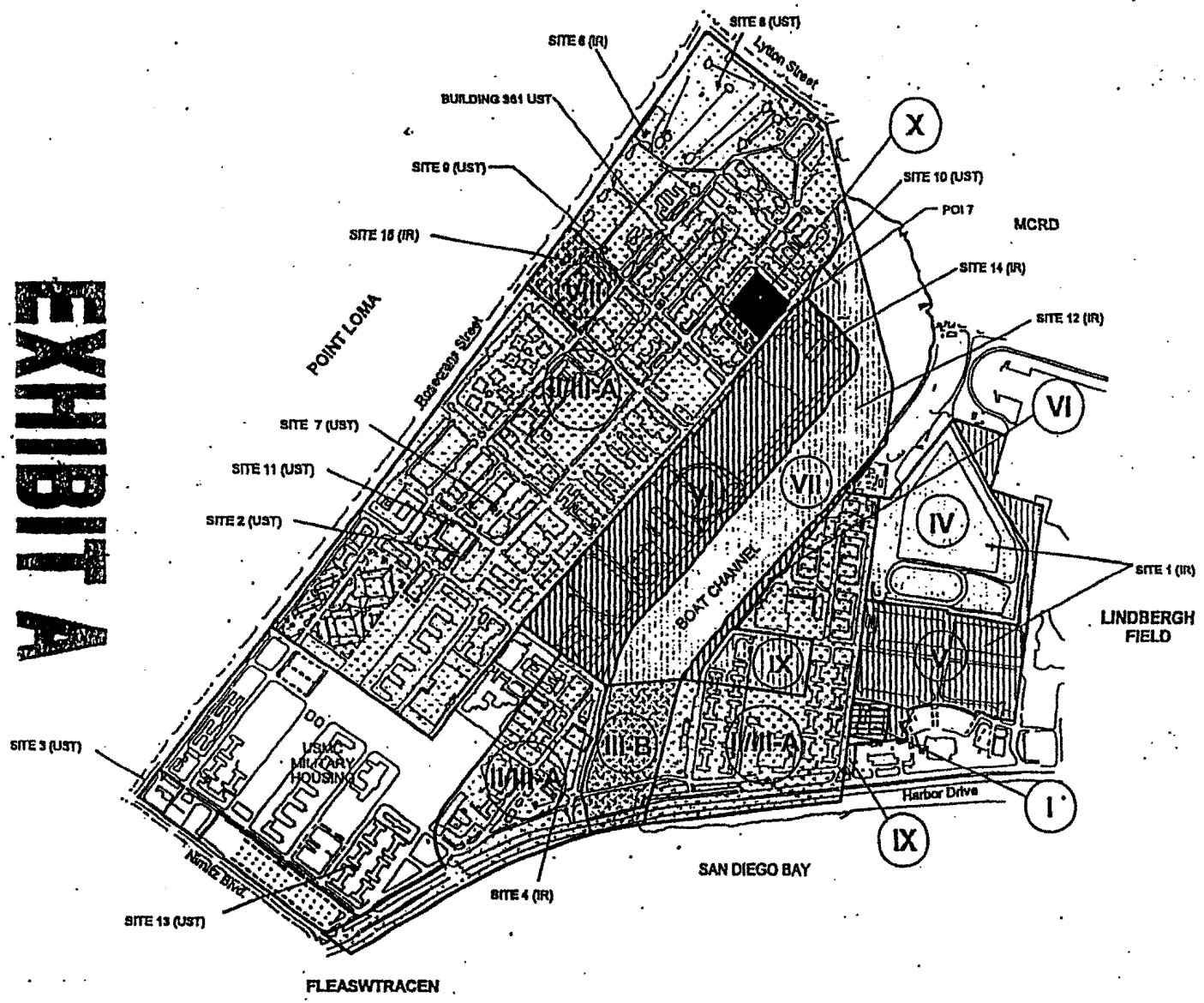
APPROVED: CASEY GWINN, City Attorney

By


Richard A. Duvernay
Deputy City Attorney

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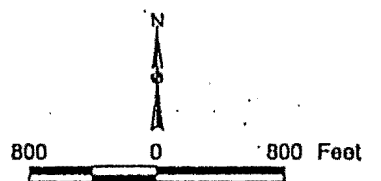
EXHIBIT A



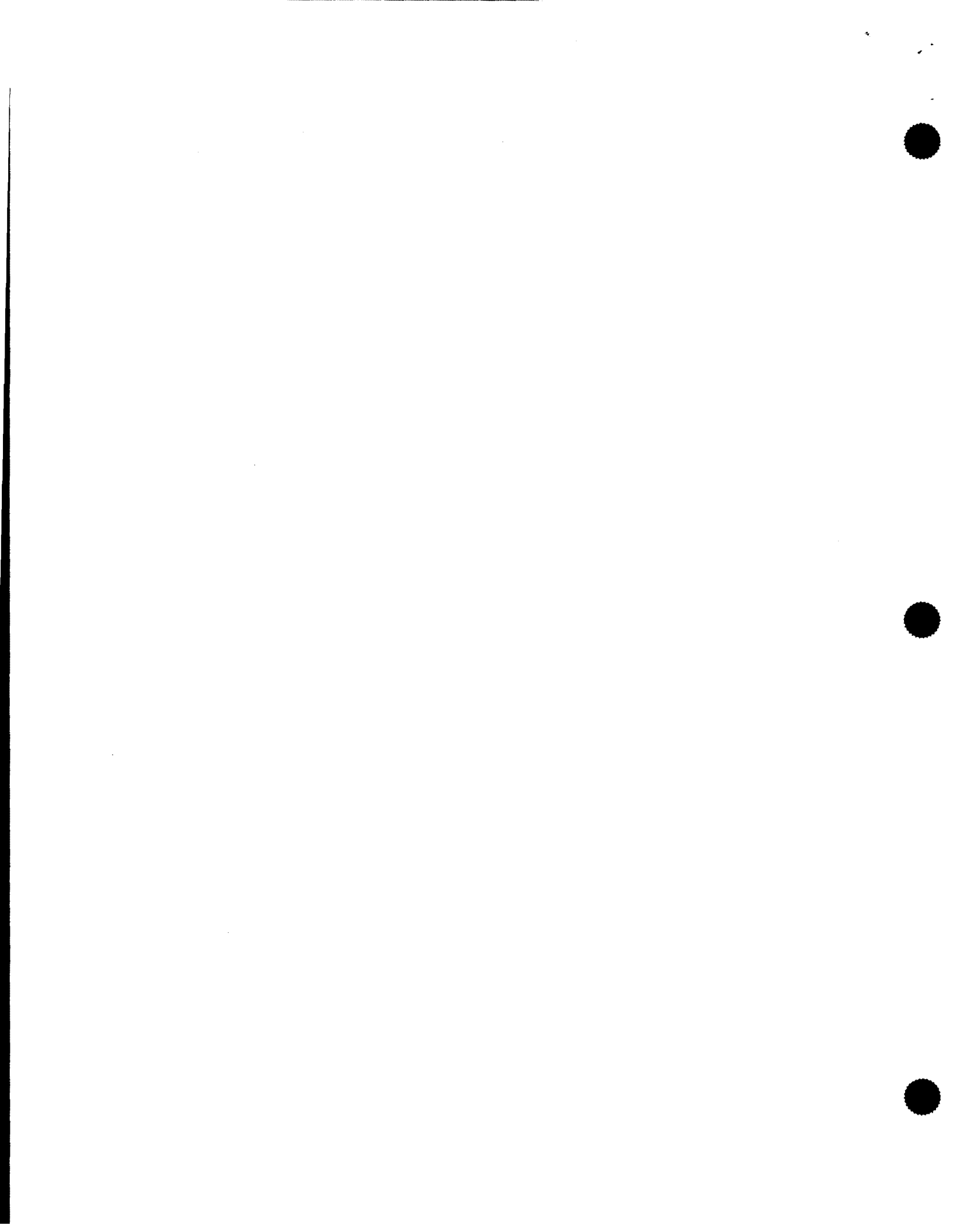
LEGEND

- UST SITE
- IR SITE
- POINT OF INTEREST
- BUILDINGS
- PARCEL BOUNDARY
- NTC BOUNDARY
- ECONOMIC DEVELOPMENT CONVEYANCE
- FEDERAL TRANSFER
- PUBLIC BENEFIT CONVEYANCE
- PARCEL DESIGNATION

NOTE:
PARCEL 1 TRANSFERRED IN 1998.



| | | |
|---|-----------------|-----------------|
| Southwest Division Naval Facilities Engineering Command Former Naval Training Center, San Diego, CA | | |
| Map of Disposal Parcels | | |
| File No. 144L6516 | FIGURE 2 | Date 3/20/01 |



CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA
 575 METROPOLITAN DRIVE, SUITE 103
 SAN DIEGO, CA 92108-4402
 (619) 767-2370



August 23, 2001

Marcela Escobar-Eck
 Deputy Director, Project Management
 Development Services Department
 City of San Diego

Re: Certification of Major Amendment #6-2000A (NAVAL TRAINING CENTER)

Dear Ms. Escobar-Eck:

This certification letter is to replace the letter dated July 23, 2001 and previously sent to you regarding Coastal Commission action on the above referenced amendment request. As you know, on June 12, 2001 the California Coastal Commission approved the above referenced amendment request. The approved amendment to the City of San Diego LCP establishes a new planning segment for the former Naval Training Center that includes residential, commercial, arts/culture uses, visitor-serving, mixed-use, educational and public land uses.

At the June 12, 2001 hearing, the Commission made changes to the staff recommendation that include: revising the permitted uses in the VCEO to allow general commercial uses on the second floor within the area designated as Zone B; allowing one 58-foot high building in the office/R&D area; requiring that one of the existing officer's quarters buildings be used for an NTC museum and that the revenue from the leases of the other three buildings be used for the support of the museum and the proposed Civic Arts and Culture Precinct non-profit organization; and requiring that the meeting room next to the visitor hotel (Building 623) be made available for community, civic and/or public uses for an annual average of 50%, spread throughout the year (seasonally and weekends). As a result of these changes, the Commission had to adopt revised findings in support of the June 12 action. The revised suggested modifications and findings, as interpreted by Commission staff, were those attached to the July 23, 2001 letter. At the August 7, 2001 Commission hearing addressing the revised findings, the Commission adopted two minor clarifications to the suggested modifications #12 and #15. As a result, the suggested modifications which were attached to the July 23, 2001 letter have been changed. The attached modifications contain the final changes adopted by the Commission.

Before the amendment request can become effectively certified, the Executive Director must determine that implementation of the approved amendment will be consistent with the Commission's certification order. This is necessary because the amendment was certified with suggested modifications.

In order for the Executive Director to make this determination, the local government must formally acknowledge receipt of the Commission's resolution of certification, including terms or suggested modifications; and take any formal action that is required to satisfy such as rezonings or other ordinance revisions.

EXHIBIT NO. C

City of San Diego LCP,
 #6-2000A NTC

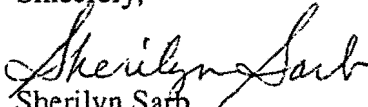
Certification Letter
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 adopted by the
 Commission 8/7/01

August 23, 2001

Page 2

Once the necessary documentation has been received in this office and accepted by the Executive Director as consistent with the Commission's certification order, the Executive Director will report his determination to the Commission at the next available meeting. If you have any questions about the Commission's action or this final certification procedure, please contact our office. Thank you and the other staff members who worked on this planning effort. We remain available to assist you and your staff in any way possible to continue the successful implementation of the local coastal program.

Sincerely,


Sherilyn Sarb
District Manager

cc: P.J. Fitzgerald, City of San Diego

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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

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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 (SHPO) for a determination of consistency with the *U.S. Secretary of the Interior's Standards and Criteria* if requested by SHPO, and shall be reviewed by the City of San Diego Historical Resources Board for a recommendation before final approval by the decision making body of the required permit.

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', 45' and 58' (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 legend on the Figure shall be revised as follows:

HEIGHT ZONES

- A 40' Maximum
- B 45' Maximum
- C ~~60' Maximum~~ 58' Maximum (One Structure Only)

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.

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[...]

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, 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. [...]

b. Commercial Precinct

Uses within the commercial precinct include all those eligible for the CACP, plus for-profit office uses, retail establishments, restaurants, recreational uses and activities, light industrial uses, and special educational uses. Special provisions are to be made for Navy Buildings A, B, C, and D, which are the four officers' quarters depicted on Figure 2.5b, Commercial Precinct. Because of the historic character of these buildings, the City shall lease at least one of the four to function as a museum open to the public. The other three may be leased and made available to the public for such short term uses as a bed-and-breakfast, short-term rentals, or private residential leases. Revenues from the museum operation, as well as lease revenues from the other three buildings, shall be used in whole or in part to support the museum, with the remaining funds to be allocated to the non-profit foundation that will operate and manage the CACP. A non-profit organization shall be designated to implement this arrangement.

c. Golf Course Precinct

A public golf course has been operational at NTC for many years. It is anticipated that the area devoted to golf may be enlarged so that additional or reconfigured holes and a driving range may be constructed. Ancillary uses on the course are expected to include a club house, pro shop, and restaurant. Any future permit to expand the golf course within the boundaries of the Historic District will be evaluated in accordance with *NTC Guidelines for the Treatment of Historic Properties*. The course shall remain open 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. Under a set of guidelines to be prepared by the City Planning Director, the building shall be made available at little or no cost for community, civic and/or public uses for an annual average of 50% of the time, spread throughout the year (seasonally and weekends).

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.

18.5 Page IV: URBAN DESIGN – 3 shall be modified as follows:

Community Connection

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

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

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'

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workshops, live/work areas, recreational uses, restaurants and other visitor-serving uses- allows uses that can adapt to the setting and special circumstances of the area.

- Public park and open space uses are designated along the waterfront. NTC will provide a local-serving recreational function for Peninsula residents and a major new waterfront park for all San Diegans. The park and open space at NTC could form the southernmost element in the proposed Bay-to-Bay link. A public promenade in the form of an urban plaza, greenbelt or linear park will traverse the length of the site tying uses together.
- The boat channel itself covers approximately 54 acres. Additional study and planning are required to determine how the boat channel will be used, whether the sides of the channel - which are now covered with rip-rap - should be altered, and what kind of channel maintenance is necessary.
- Hotels are proposed to be sited adjacent to the water on Harbor Drive on each side of the boat channel. The waterfront location, visibility, and ease of access to the airport make these sites logical for hotel use. Family-oriented hotel use is proposed on the west side of the channel and a business-oriented hotel is proposed on the east side near the airport.
- An ocean monitoring laboratory to be built by the Metropolitan Wastewater Department (MWWD) requires a waterfront location. This site is proposed to be located on the east side of the boat channel between the business hotel and a Regional Public Safety Training Institute. The 100,000 square foot facility will be built in stages and may include a pier and boat dock which would extend into the boat channel. An additional 30,000 square foot coastal water laboratory is proposed on the site at a later time.
- Regional Public Safety Training Institute (RPSTI) is designated for the site adjacent to the water testing laboratory. The RPSTI is a training facility operated by a coalition of law enforcement, fire protection, and life safety agencies. It will use many of the existing buildings and proposes to construct a number of specialty buildings including but not limited to an indoor firing range and a fire training tower.

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

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

boat channel have been put in place by the Navy and will remain in force until the boat channel is conveyed to the City.

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

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

If a provision of the City of San Diego Land Development Code conflicts with a requirement of this NTC Precise Plan, the requirement of 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 shall be added to the Implementation Plan and the Land Use Plan.

APPENDIX B TO THE LAND USE PLAN AND IMPLEMENTATION PLAN

**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.

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

| Open Space | Zone A | Zone B |
|---|---------------|---------------|
| Agricultural Equipment Repair Shops | No | No |
| Residential, including Separately Regulated Uses | | |
| Multiple Dwelling Units | No | No |
| Boarder & Lodger Accommodations | No | No |
| Fraternities, Sororities & Student Dormitories | No | No |
| Home Occupations | No | No |
| Housing for Senior Citizens | No | No |
| Live/Work Quarters | Yes (1) | Yes (1) |
| Residential Care | No | No |
| Transition Housing | No | No |

Institutional Separately Regulated Uses

| | | |
|--|---------|---------|
| Airports | No | No |
| Botanical Gardens | Yes | Yes |
| Cemeteries | No | No |
| Churches | No | Yes (2) |
| Communication Antennas: Minor Facility | No | Yes |
| Communication Antennas: Major/Satellite Facility | No | No |
| Educational Facility K-12 | No | No |
| Educational Facility, College/University | Yes (3) | No |
| Educational Facility, Vocational & Trade School | Yes (4) | Yes (4) |
| Energy General/Distribution | No | No |
| Exhibit Halls & Convention Facilities | Yes | Yes |
| Flood Control Facilities | No | No |
| Homeless Facilities | No | No |
| Hospitals & Nursing Facilities | No | No |
| Museums | Yes | Yes |
| Major Transmission Switching Stations | No | No |
| Social Service Institutions | Yes (5) | Yes (5) |

Retail Sales, including Separately Regulated Uses

| | | |
|---|---------|-----|
| Building Supplies & Equipment | No | No |
| Food, Beverages and Groceries | Yes | Yes |
| Consumer Goods, Furniture, Art & Decorative Items | Yes (6) | Yes |
| Pet & Pet Supplies | No | No |
| Sundries, Pharmaceuticals & Convenience Sales | Yes | Yes |
| Wearing Apparel & Accessories | Yes | Yes |
| Alcoholic Beverage Outlets | Yes | Yes |
| Swap Meetings & Large Outdoor Retail Facilities | No | No |
| Farmer's Markets | Yes | Yes |
| Craft Fairs | Yes | Yes |

Commercial Services, including Separately Regulated Uses

| | | |
|---------------------------------------|-----|---------|
| Building Services | No | No |
| Business Support | No | Yes (4) |
| Eating & Drinking Establishments | Yes | Yes |
| Financial Institutions >500 SF | No | Yes (4) |
| Funeral and Mortuary Services | No | No |
| Maintenance & Repair (Consumer Goods) | No | No |
| Offsite Services | No | No |
| Personal Services | Yes | Yes |
| Assembly & Entertainment | Yes | Yes |
| Public Radio and Television Studios | Yes | No |
| Visitor Accommodations | Yes | Yes |
| Adult Entertainment Establishments | No | No |

| | | |
|--|---------|---------|
| Bed & Breakfast Facilities | Yes | Yes |
| Hostels | Yes | Yes |
| Boarding Kennels | No | No |
| Camping Parks | No | No |
| Child Care Centers | Yes | Yes |
| Small/Large Family Day Care Homes | No | No |
| Eating & Drinking Establishments | Yes | Yes |
| Fairgrounds | No | No |
| Golf Courses, Driving Ranges, Pitch & Putt | Yes | No |
| Helicopter Landing Facilities | No | No |
| Instructional Studios | Yes | Yes (4) |
| Massage Establishments, Specialized Practice | No | No |
| Nightclubs & Bars (>5,000 SF) | Yes | Yes |
| Outpatient Medical Clinics | No | No |
| Parking Facilities as a primary use | Yes | Yes |
| Private Clubs, Lodges, Fraternal Organizations | Yes (5) | Yes (5) |
| Privately Operated Outdoor Recreation Facilities | Yes | Yes |
| Pushcarts | Yes | Yes |
| Recycling Facilities | Yes (7) | Yes (7) |
| Sidewalk Cafes | Yes | Yes |
| Sports Arenas & Stadiums | No | No |
| Theaters that are outdoor or > 5,000 SF | Yes | Yes |
| Veterinary Clinics & Hospitals | No | Yes |
| Zoological Parks | No | No |

Offices, including Separately Regulated Uses

| | | |
|---------------------------------------|---------|---------|
| Non-Profit Organizations | Yes (5) | Yes (5) |
| Business and Professional | No | Yes (4) |
| Government | Yes (8) | No |
| Medical, Dental & Health Practitioner | No | Yes (4) |
| Regional & Corporate Headquarters | No | No |
| Onsite Sales and Leasing Offices | Yes | Yes |
| Sex Offender Treatment & Counseling | No | No |

Vehicle & Vehicular Equipment Sales & Service, including Separately Regulated Uses

| | | |
|--|----|-----|
| Commercial Vehicle Repair & Maintenance | No | No |
| Commercial Vehicle Sales & Rentals | No | No |
| Personal Vehicle Repair & Maintenance | No | No |
| Personal Vehicle Sales & Rentals | No | No |
| Vehicle Equipment & Supplies Sales & Rentals | No | No |
| Automobile Service Stations | No | Yes |
| Outdoor Storage & Display of new vehicles | No | No |

Wholesale, Distribution, Storage

| | | |
|--------------------------------------|----|----|
| Temporary Construction Storage Yards | No | No |
|--------------------------------------|----|----|

Industrial

| | | |
|------------------------|----|----|
| Research & Development | No | No |
|------------------------|----|----|

| | | |
|---------------------------------------|----|----|
| Trucking and Transportation Terminals | No | No |
|---------------------------------------|----|----|

| | | |
|------------------------------------|----|----|
| Marine Uses in the Commercial Zone | No | No |
|------------------------------------|----|----|

| | | |
|---|----|----|
| Processing & Packaging of Plant/Animal Products | No | No |
|---|----|----|

Signs

| | | |
|-----------------|-----|-----|
| Allowable Signs | Yes | Yes |
|-----------------|-----|-----|

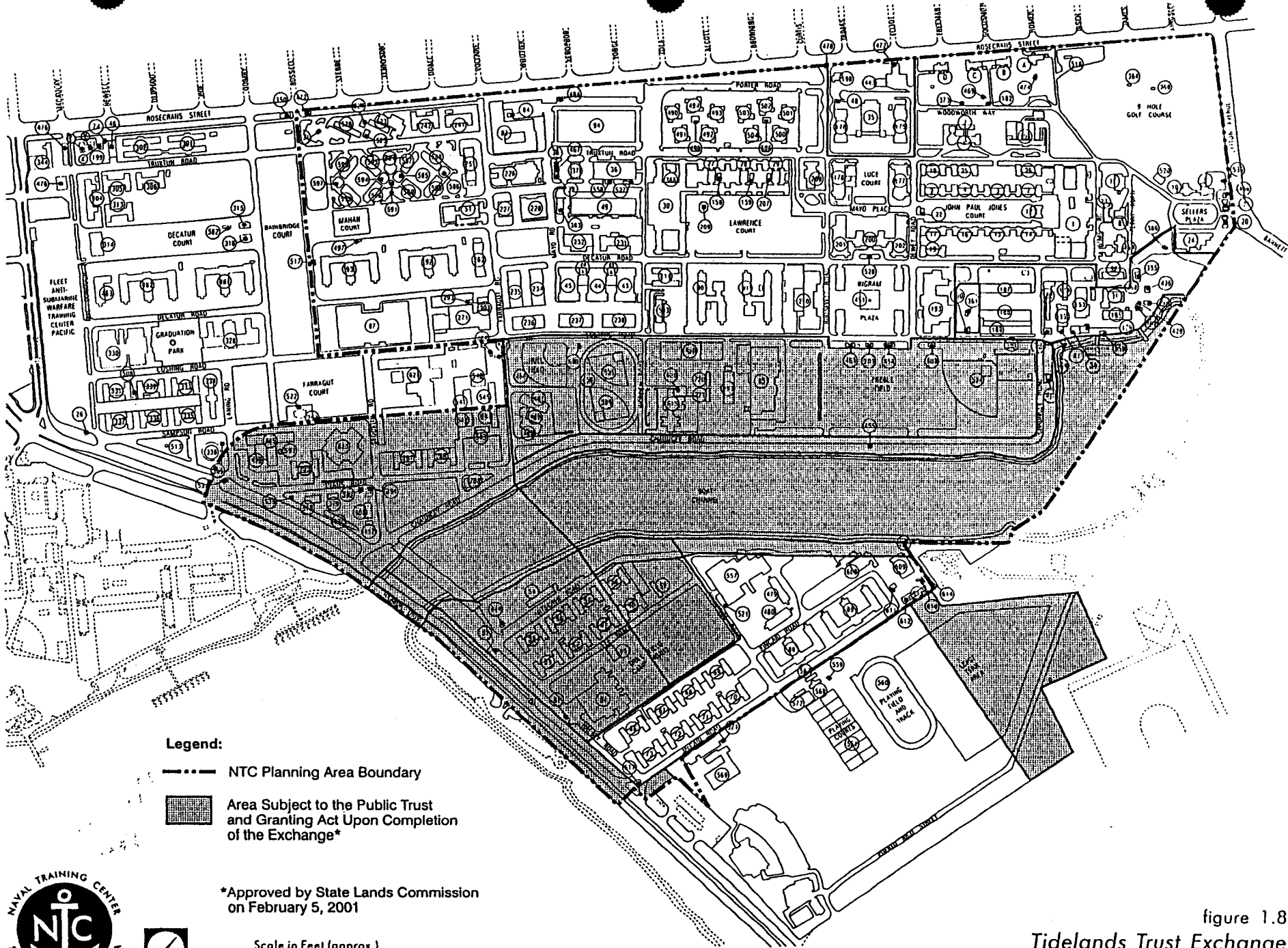
| | | |
|-------------------------------------|-----|-----|
| Reallocation of Sign Area Allowance | Yes | Yes |
|-------------------------------------|-----|-----|

| | | |
|----------------------------|----|----|
| Revolving Projecting Signs | No | No |
|----------------------------|----|----|

| | | |
|------------------------------------|-----|-----|
| Signs with Automatic Changing Copy | Yes | Yes |
|------------------------------------|-----|-----|

| | | |
|------------------|-----|-----|
| Theater Marquees | Yes | Yes |
|------------------|-----|-----|

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



Legend:

--- NTC Planning Area Boundary

▨ Area Subject to the Public Trust and Granting Act Upon Completion of the Exchange*

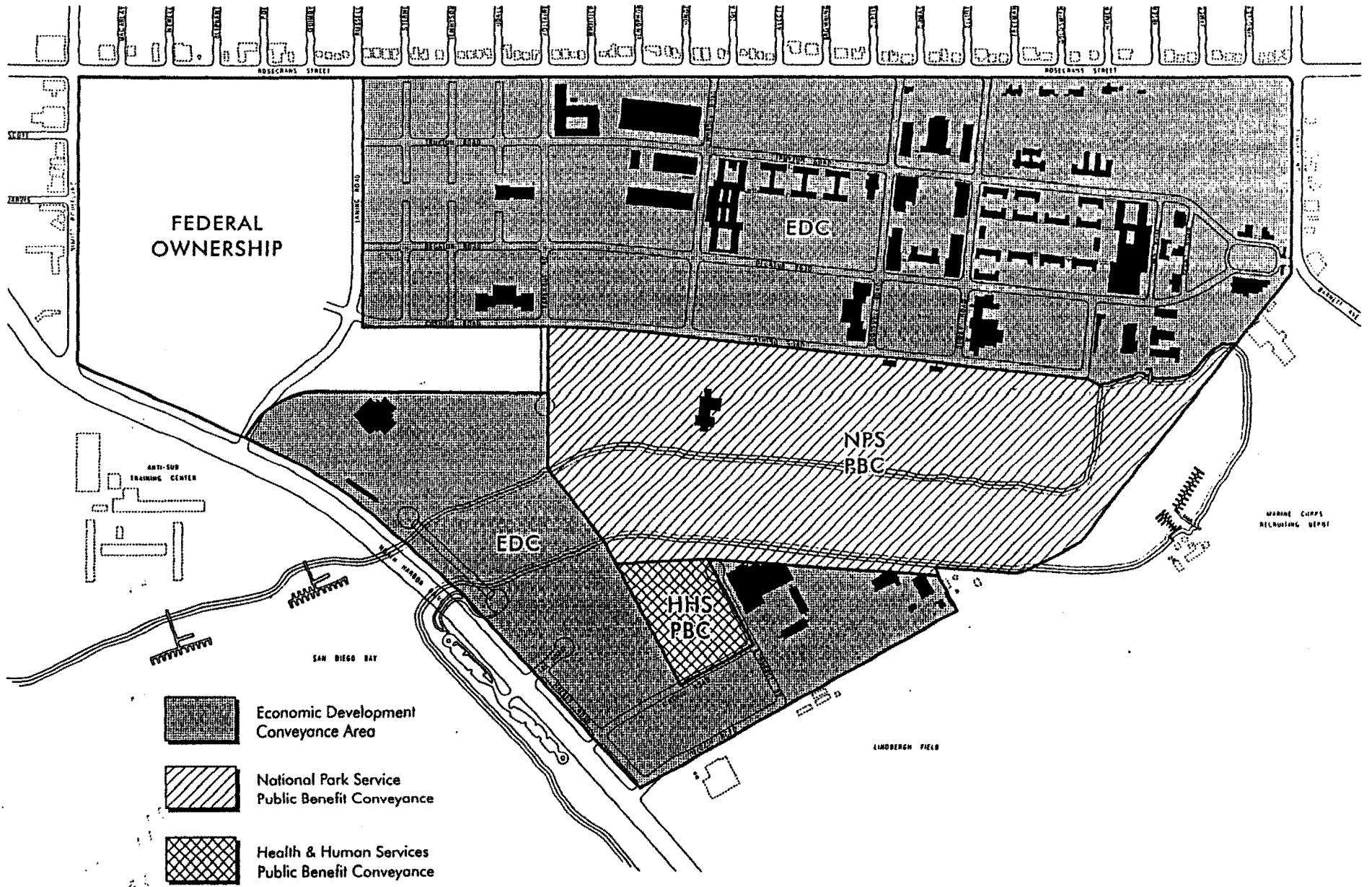
*Approved by State Lands Commission on February 5, 2001






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



figure 1.8
 Tidelands Trust Exchange
 NTC Precise Plan

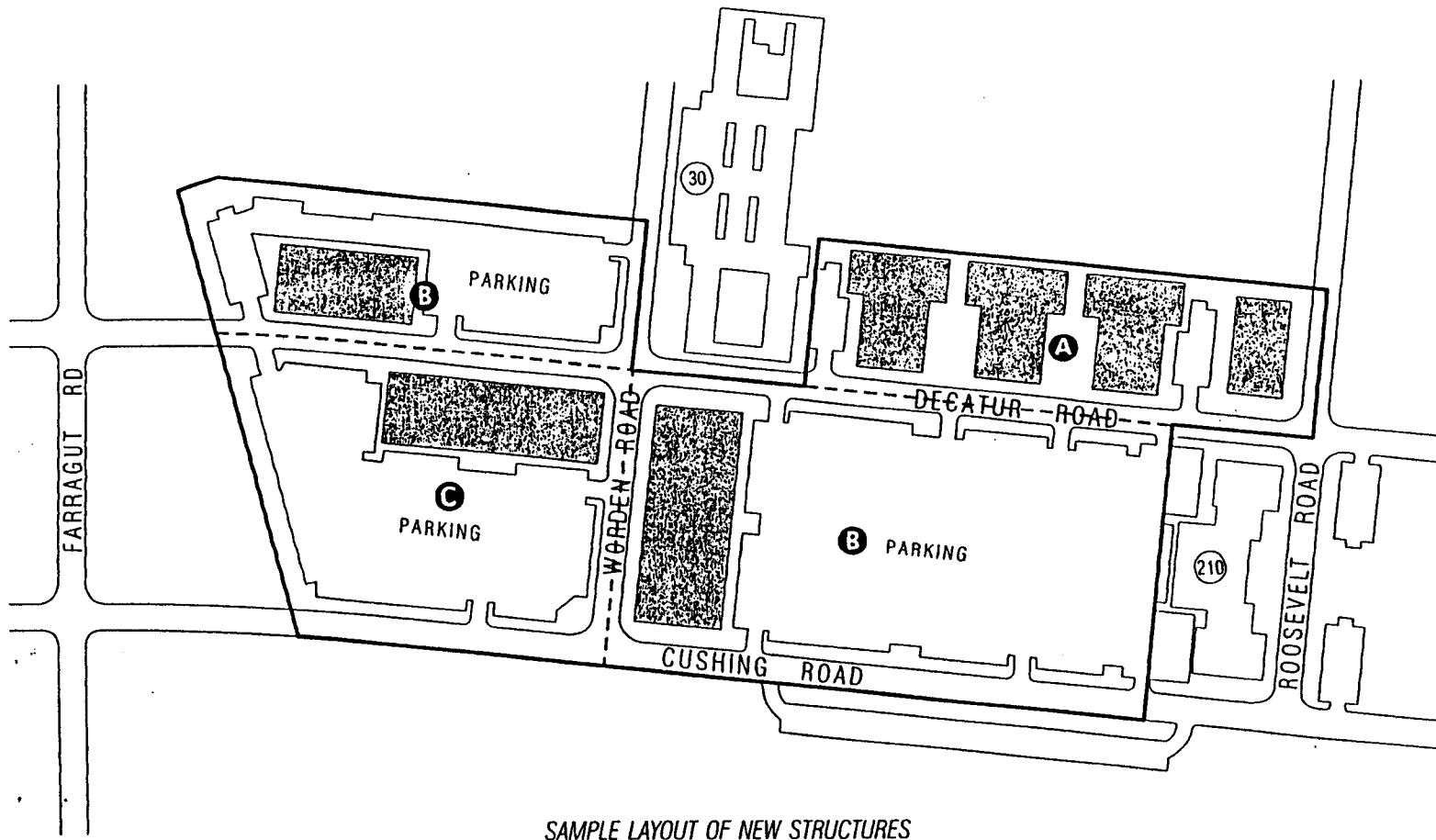


-  Economic Development Conveyance Area
-  National Park Service Public Benefit Conveyance
-  Health & Human Services Public Benefit Conveyance



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

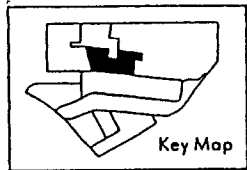
figure 1.9
 Federal Property Conveyance Areas
 NTC Precise Plan



SAMPLE LAYOUT OF NEW STRUCTURES

HEIGHT ZONES

- A** 40' Maximum
- B** 45' Maximum
- C** 58' Maximum



Key Map

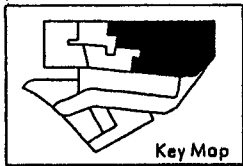
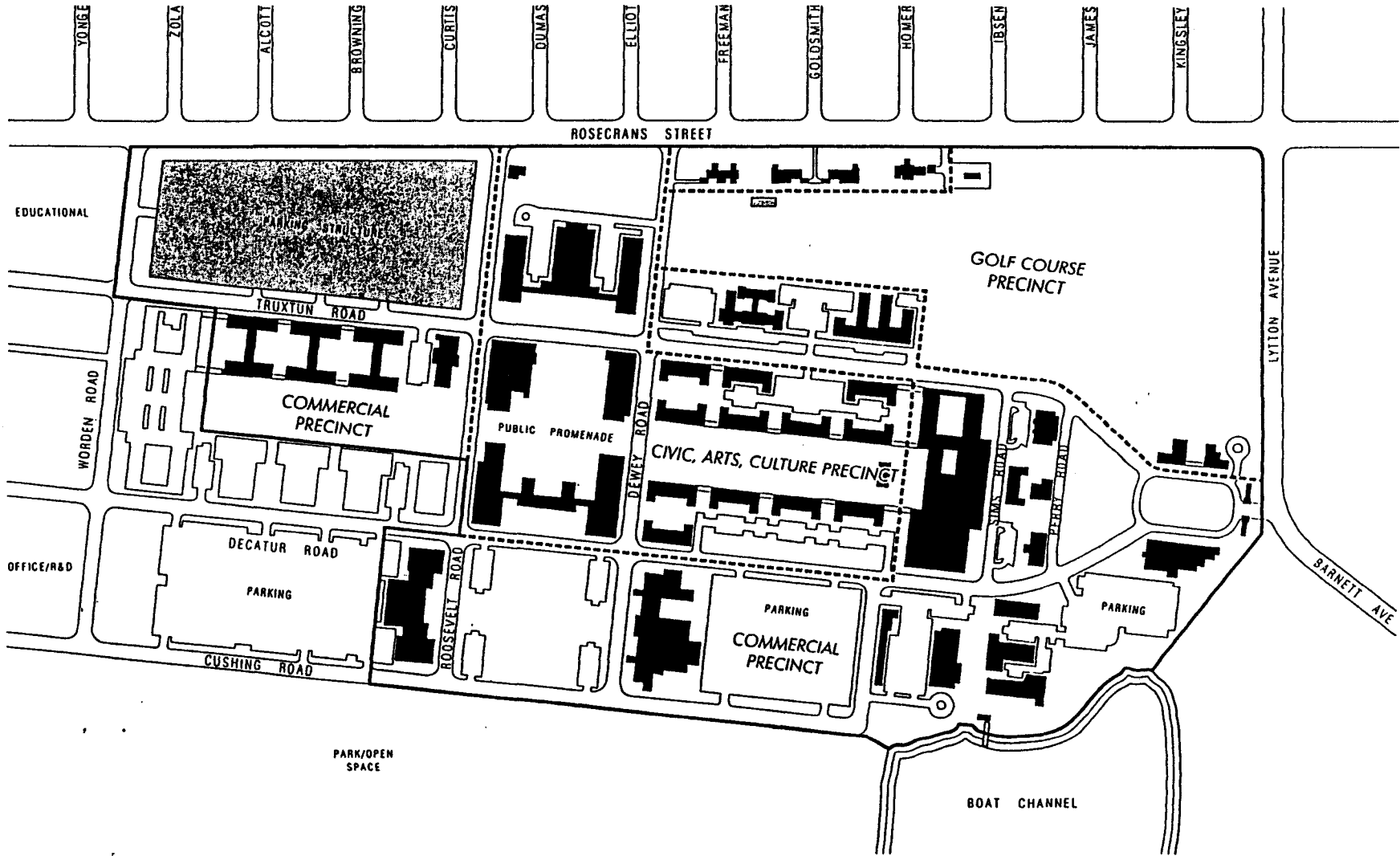


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Rick Planning Group 6-25-01



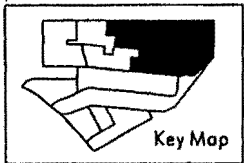
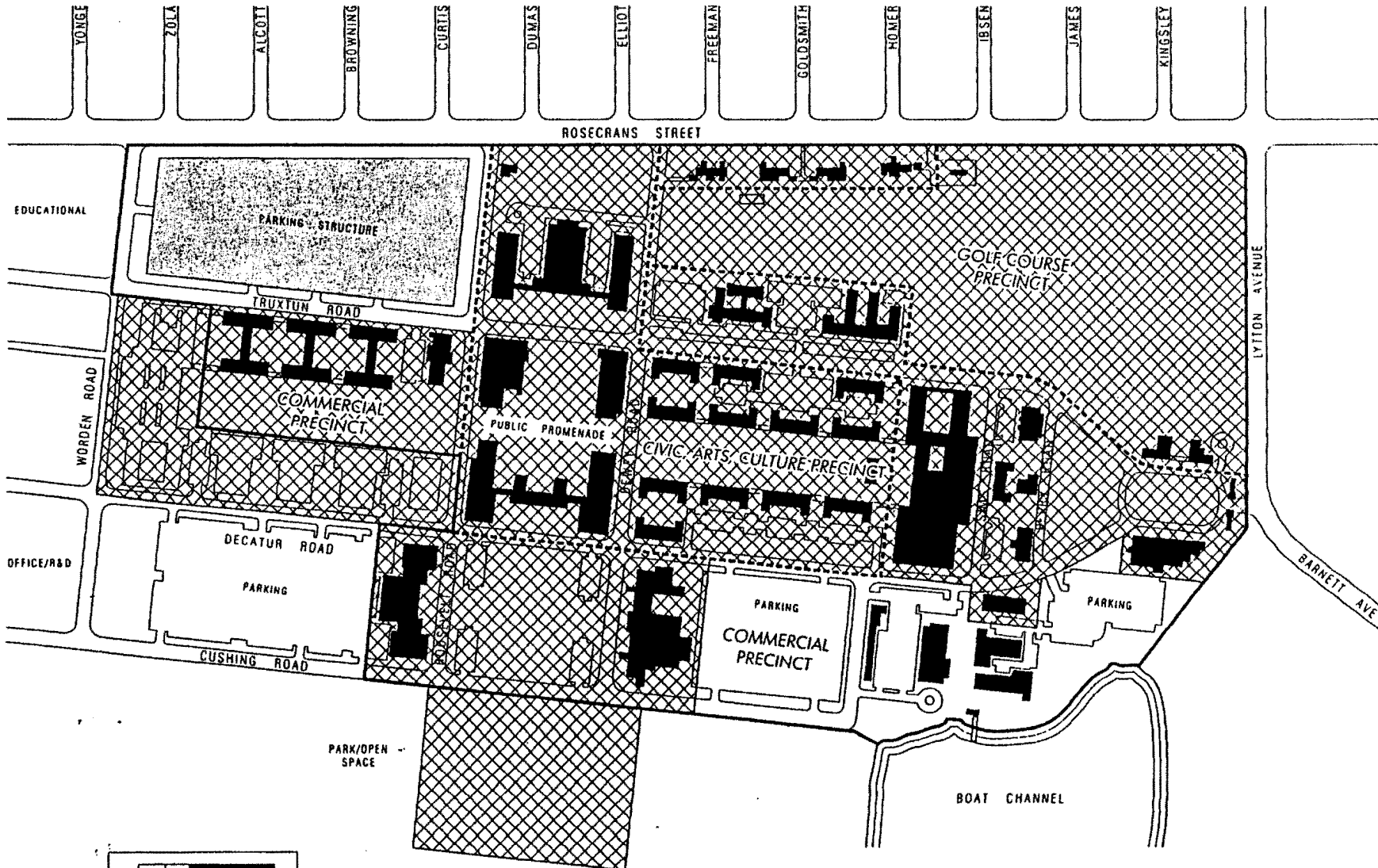
SI-11

figure 2.4
Office/Research & Development Area
NTC Precise Plan



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Rick Planning Group 4-27-01

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



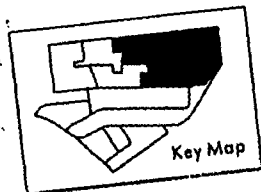
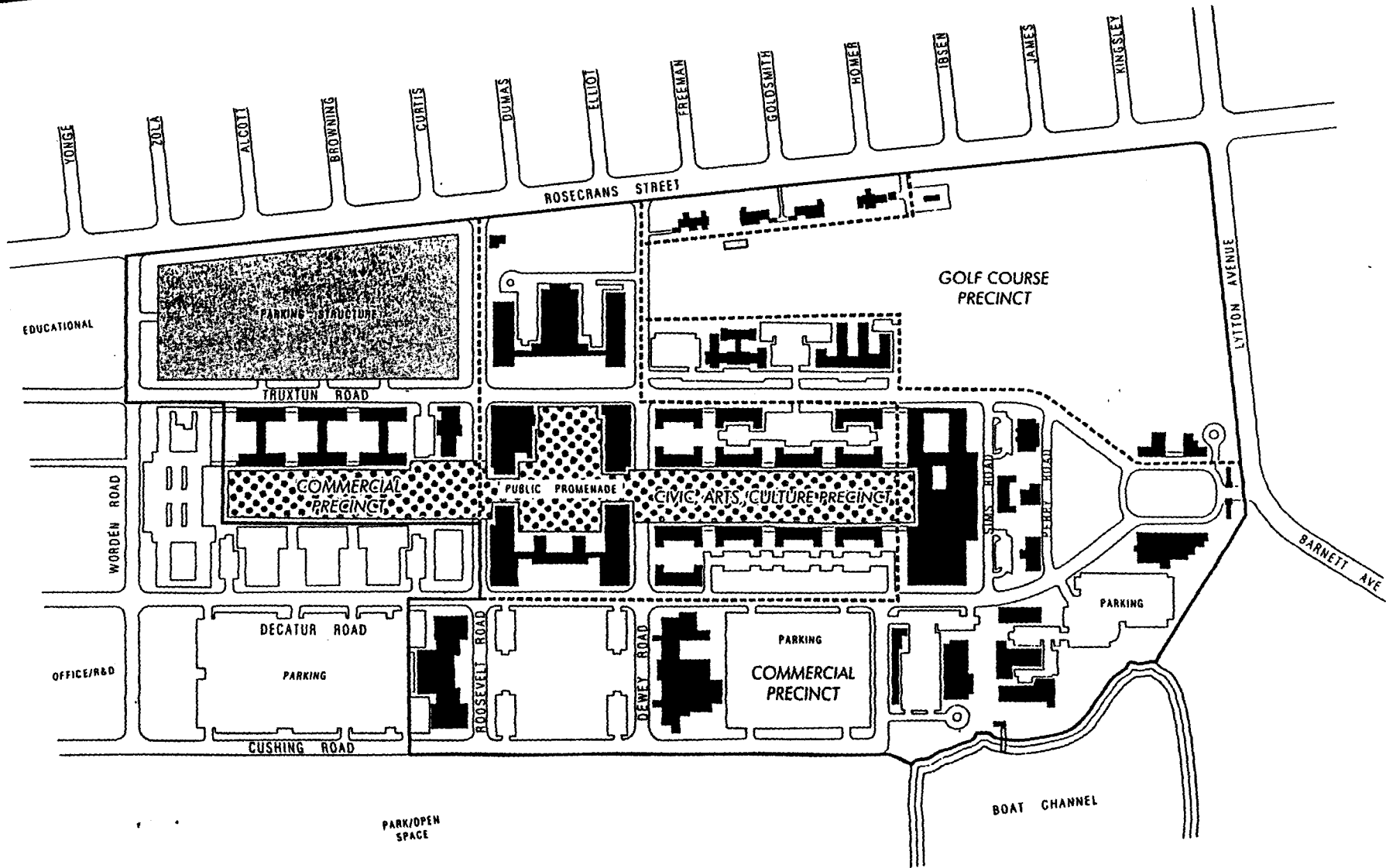
 Historic District



Not To Scale
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figure 2.5(2)
Mixed Use Area with Historic District
NTC Precise Plan






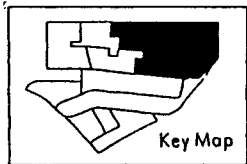
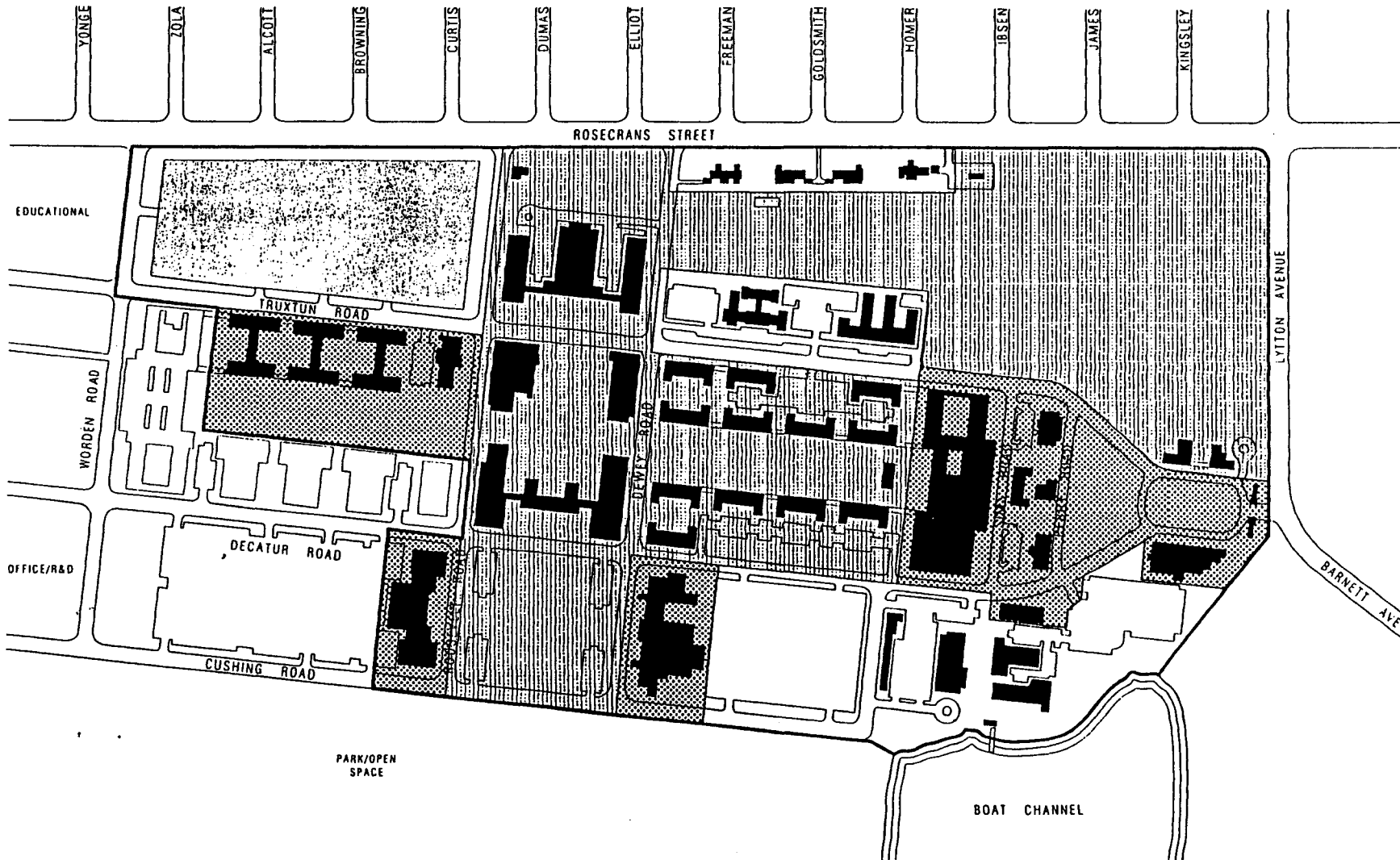
 Public Promenade Overlay

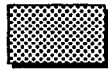
figure 2.5(3)
Mixed Use Area with Public Promenade Overlay
NTC Precise Plan



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Zone A



Zone B



Not To Scale

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

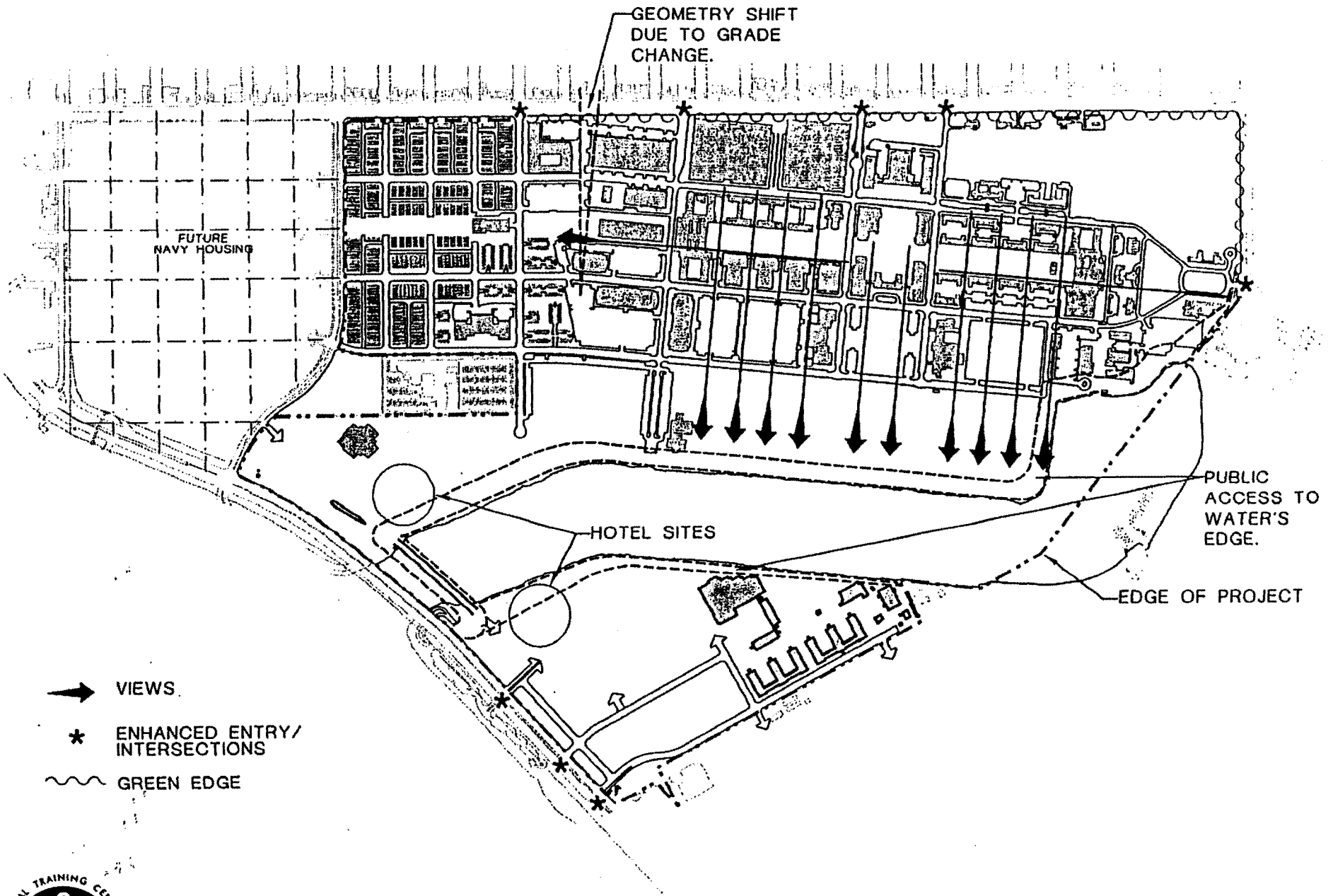
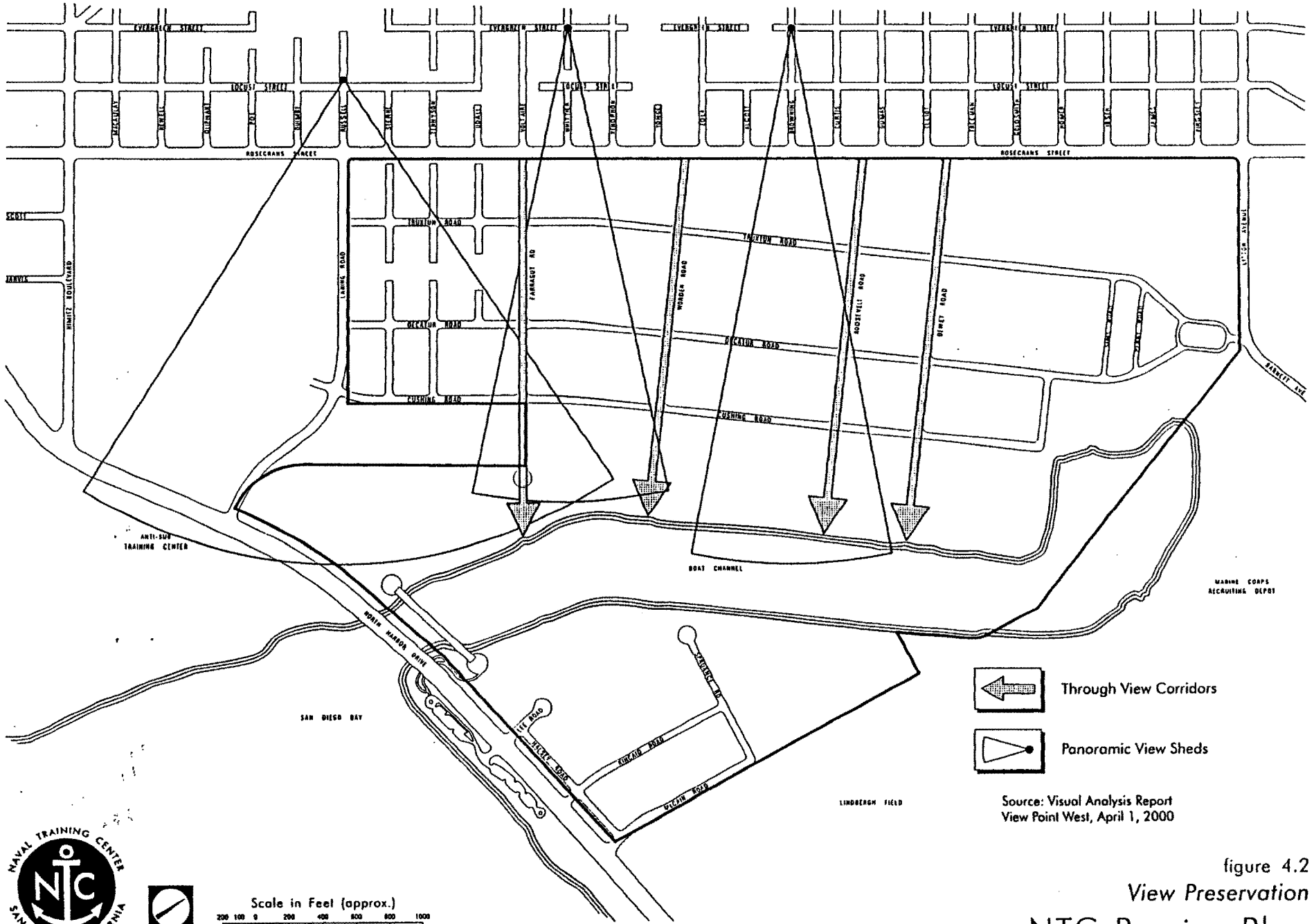


figure 4.1
 Urban Design Concept Plan
 NTC Precise Plan





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

figure 4.2
View Preservation
NTC Precise Plan



Scale in Feet (approx.)
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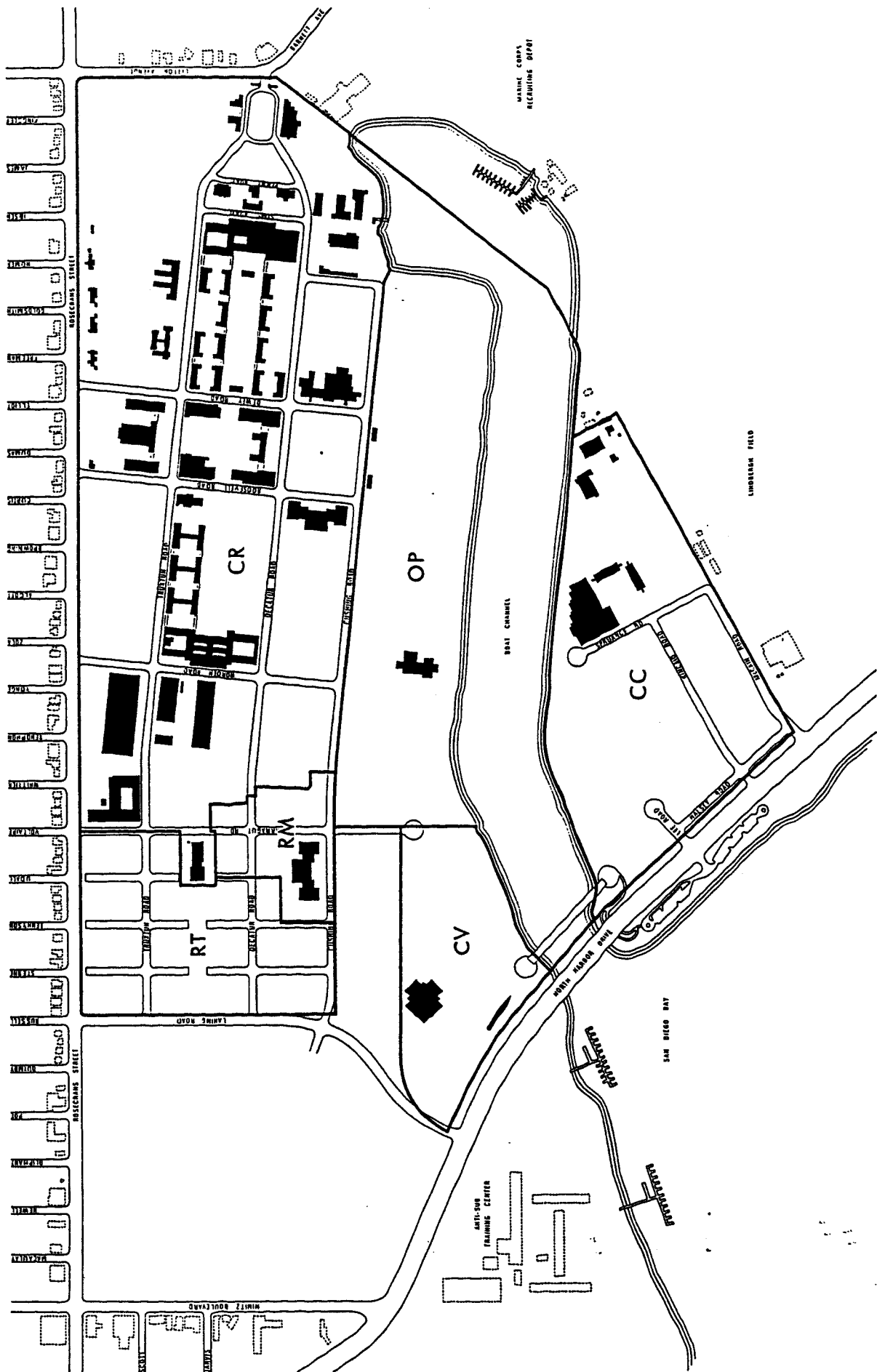


figure 6.1
 Implementation Zoning
 NTC Precise Plan

Scale in Feet (approx.)
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 Rick Planning Group 6-25-01



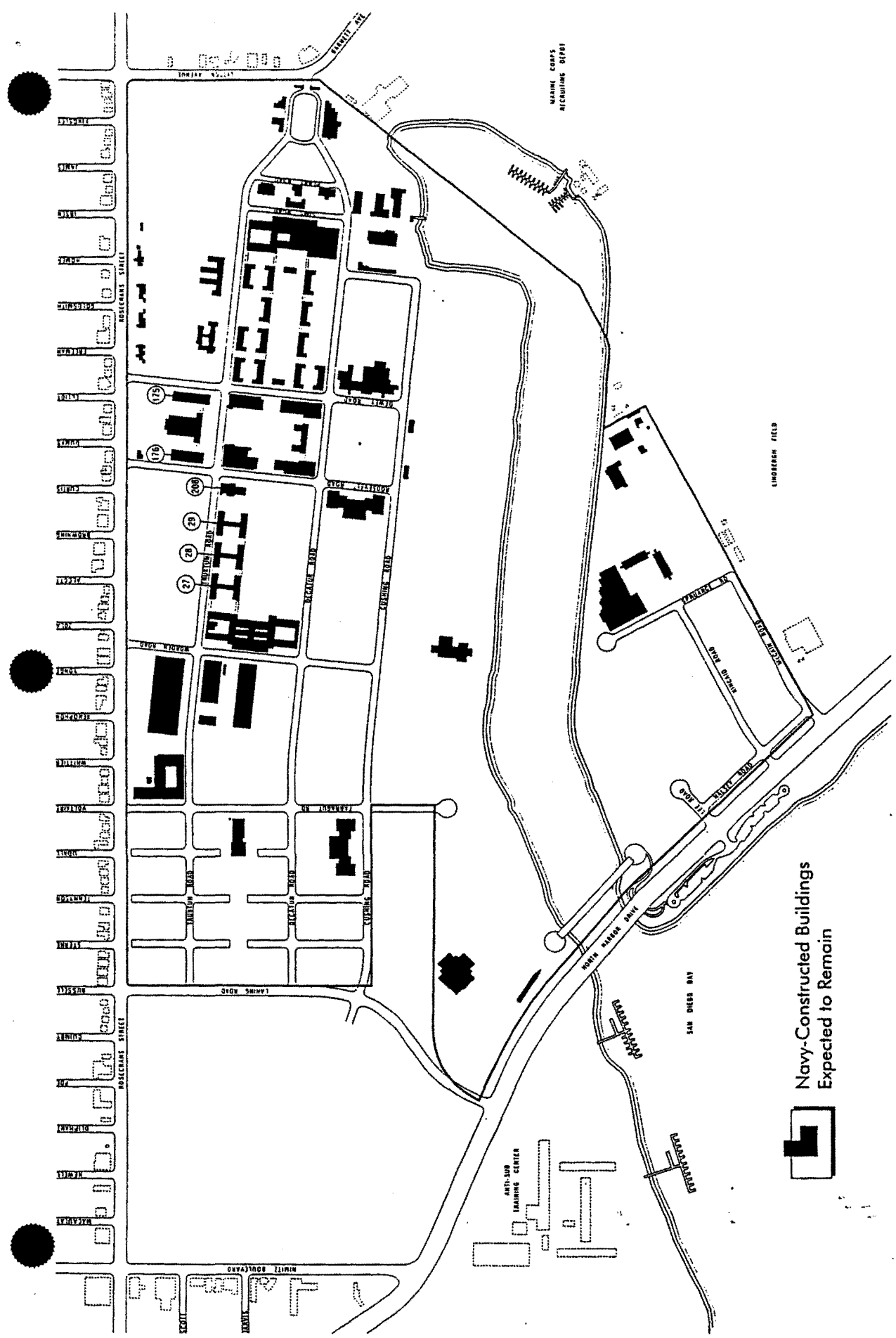
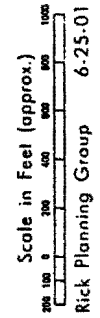


figure B
Buildings Referenced in Appendix B
NTC Precise Plan

Navy-Constructed Buildings
Expected to Remain



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