



I. PRELIMINARY STAFF RECOMMENDATION:

The staff recommends the Commission adopt the following resolution:

**MOTION:** *I move that the Commission approve Coastal Development Permit No. 6-02-176 pursuant to the staff recommendation.*

**STAFF RECOMMENDATION OF APPROVAL:**

Staff recommends a **YES** vote. Passage of this motion will result in approval of the permit as conditioned and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

**RESOLUTION TO APPROVE THE PERMIT:**

The Commission hereby approves a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act and will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

II. Standard Conditions.

See attached page.

III. Special Conditions.

The permit is subject to the following conditions:

1. Final Plans. **PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicants shall submit to the Executive Director for review and written approval, final site and landscaping plans for the permitted development, that have been approved by the City of San Diego. Said plans shall be in substantial conformance with the concept plans dated 12/23/02 by RBF Consulting submitted with the coastal development permit application, and shall be revised to provide the following:

- a. Only drought tolerant native or non-invasive plant materials shall be utilized.

The permittee shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without an amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

2. Timing of Public Improvements. All public access improvements proposed for the esplanade (landscaping, walkways, etc.), and shown in concept form on Exhibit #3, shall be installed and open for public use prior to, or concurrent with, on-site development, and in no instance later than opening of the lot for use by the public.

3. Drainage and Polluted Runoff Control Plan. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit for the review and approval of the Executive Director, final drainage and runoff control plans approved by the City of San Diego. The plan shall be prepared by a licensed engineer and shall incorporate structural and non-structural Best Management Practices (BMPs) designed to control the volume, velocity and pollutant load of stormwater leaving the site. In addition to the specifications above, the plan shall be in substantial conformance with the following requirements:

- (a) Selected BMPs (or suites of BMPs) shall be designed to treat, infiltrate or filter stormwater from each runoff event, up to and including the 85<sup>th</sup> percentile, 24-hour runoff event for volume-based BMPs, and/or the 85th percentile, 1-hour runoff event, with an appropriate safety factor, for flow-based BMPs.
- (b) Runoff shall be conveyed off site in a non-erosive manner. Energy dissipating measures shall be installed at the terminus of all outflow drains.
- (c) Drainage from the parking areas, driveway areas, and other impervious surfaces shall be directed through vegetative or other media filter devices effective at removing and/or treating contaminants such as petroleum hydrocarbons, heavy metals, and other particulates.
- (d) Opportunities for directing runoff into pervious areas located on-site for infiltration and/or percolation of rainfall through grassy swales or vegetative filter strips, shall be maximized.
- (e) The plan shall include provisions for maintaining the drainage system, including structural BMPs, in a functional condition throughout the life of the approved development. The plan shall include an identification of the party or entity (ies) responsible for maintaining the various drainage systems over its lifetime and shall include written acceptance by the responsible entity (ies). Such maintenance shall include the following: (1) BMPs shall be inspected, cleaned and repaired when necessary prior to and during each rainy season, including conducting an annual inspection no later than September 30<sup>th</sup> each year and (2) should any of the project's surface or subsurface drainage/filtration structures or

other BMPs fail or result in increased erosion, the applicant/landowner or successor-in-interest shall be responsible for any necessary repairs to the drainage/filtration system or BMPs and restoration of the eroded area. Should repairs or restoration become necessary, prior to the commencement of such repair or restoration work, the applicant shall submit a repair and restoration plan to the Executive Director to determine if an amendment to this coastal development permit or a new coastal development permit is legally required to authorize such work.

- (f) All permanent runoff and erosion control devices shall be developed and installed prior to or concurrent with any on-site grading activities. The use of temporary erosion control measures, such as berms, interceptor ditches, sandbagging, filtered inlets, debris basins, and silt traps shall be utilized in conjunction with plantings to minimize soil loss during construction.
- (g) Parking lots susceptible to stormwater should be swept with a vacuum regenerative sweeper on a regular basis.

The permittee shall undertake development in accordance with the approved drainage and runoff control plans. Any proposed changes to the approved drainage and runoff control plans shall be reported to the Executive Director. No changes to the approved plans shall occur without an amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

4. Sign Program. **PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit to the Executive Director for review and written approval, a comprehensive sign program, documenting that only monument signs, not to exceed eight (8) feet in height, or facade signs are proposed. No tall or free-standing pole or roof signs shall be allowed.

The permittee shall undertake development in accordance with the approved sign program. Any proposed changes to the approved sign program shall be reported to the Executive Director. No changes to the sign program shall occur without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

#### IV. Findings and Declarations.

The Commission finds and declares as follows:

1. Detailed Project Description/History. Proposed is the construction of a 1,222-stall parking lot and a small office building for use as long-term airport parking on a vacant lot on the Camp Nimitz side of the former Naval Training Center (NTC). The 15.7-acre parcel is located on the southeast side of the boat channel, on the inland side of Harbor Drive, in the Peninsula community of the City of San Diego. The site is proposed for development as long-term airport parking as an interim use until a hotel development

can be planned and constructed on the site. The project also involves the installation of public access improvements in the esplanade adjacent to the boat channel, and construction of traffic improvements to allow both east and west turns onto Harbor Drive from the subject site.

The former NTC was operated as a military facility by the federal government from 1922 to 1997. In July 1993, the U.S. Navy declared its intention to close the base under the terms of the Base Closure and Realignment Act of 1990, and the City of San Diego began planning for the reuse of the site in 1993.

Demolition of the existing structures on the site has already occurred pursuant to CDP #6-00-167. Development of the proposed parking lot will require approximately 35,000 cubic yards of fill material, which will be obtained from crushed material from the buildings and pavement. The applicant has also submitted a preliminary landscaping plan indicating that numerous shrubs, groundcover and trees will be located throughout the parking lot, with particular emphasis placed on the perimeter of the site.

The City of San Diego has a certified NTC Precise Plan and Local Coastal Program (LCP) covering the 361 acres of NTC that was conveyed to the City, including the subject site. The Precise Plan proposes land uses including residential, educational, mixed-use, office/research, civic, park/open space, and two hotels. The Plan designates the subject site for use as a business-oriented hotel, although the site is zoned "Commercial Community," which is for community-serving commercial services, retail uses, and limited industrial uses. However, the subject site is located on public trust lands and is thus within the Commission's original jurisdiction. Chapter 3 of the Coastal Act is the standard of review, with the certified NTC Precise Plan used as guidance.

2. Public Access and Recreation. The Coastal Act emphasizes the need to protect and provide for public access to and along the coast, and to provide low cost recreational facilities, particularly in new development projects. The following Coastal Act policies are applicable to the proposed development:

Section 30210.

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

Section 30212.

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

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

(2) adequate access exists nearby, or,

(3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

Section 30213.

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

Section 30222.

The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

Section 30250(a).

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

Section 30252.

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation.

Section 30604(c) of the Coastal Act requires that a specific access finding be made in conjunction with any development located between the first public roadway and the sea, indicating that the development is in conformity with the public access and public recreation policies of Chapter 3. In this case, such a finding can be made.

The subject site is adjacent to the area planned to be redeveloped as a public esplanade as part of the overall NTC redevelopment. The certified Precise Plan policies include the following:

- 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...
- Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided...
- 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.

The plan also states:

- On the east side of the channel, for design flexibility the esplanade width may vary, but shall maintain at least an average minimum depth of 150' from the water's edge to the business hotel, with that dimension tapering to 50' at the very north end of the site near the RPSTI, where it is interrupted by existing buildings...

Because the plan envisioned that the final design of the esplanade on the subject site would be developed in conjunction with construction of the business hotel, other plan policies include various design guidelines ensuring that the business hotel would be oriented towards the esplanade.

The proposed parking lot is intended to be an interim use until development of a hotel can take place. However, it will be at least several years before this development may occur. Thus, it is important that the proposed development ensure that the public will be able to use the esplanade and access the waterfront in the meantime.

The applicant has proposed constructing interim improvements to the esplanade including a walkway and landscaping (see Exhibit #3). It does not include full build-out of the 150-foot esplanade-designated area, or undergrounding of the existing steam line, but it will allow public access to the shoreline, will allow for future upgrades associated with a permanent use on the site, and will be compatible with the plans for the esplanade on the adjacent Metropolitan Wastewater Department laboratory site. And in fact, construction of the esplanade could not be finalized at this time, since the Navy still owns the boat

channel and has restricted development for 10-feet back from the top of the channel slope until the boat channel is transferred.

Thus, as proposed, the development will include public access and passive recreational opportunities. These improvements will allow adequate public access opportunities consistent with the Chapter 3 policies of the Coastal Act and the certified NTC Local Coastal Program. Because the plans are still at the concept level at this time, Special Condition #1 requires that the applicant submit final plans, consistent with the submitted preliminary plans, which have been approved by the City of San Diego. In addition, Special Condition #2 requires that the applicant install the improvements prior to or concurrent with on-site development, to ensure that the public is able to use the improvements in a timely matter.

With regard to other impacts on public access, traffic generation on Harbor Drive, a major coastal access route, could potentially have an adverse impact on the ability of the public to access the coast. An Environmental Impact Report performed for the entire NTC redevelopment, envisioning a hotel on the subject site, determined that there would be significant traffic and circulation impacts on the surrounding street system. The majority of these impacts were located on the west side of the boat channel associated with the residential and commercial development on that portion of NTC, not the proposed business hotel. At that time, the Commission found that the overall traffic and circulation impacts of the NTC development could be found consistent with the Coastal Act.

The applicant has submitted an evaluation of the traffic impacts of the proposed parking lot, looking at the trip generation from individual user and the airport shuttle system that will serve the lot (see Exhibit #4). The traffic impacts from the proposed project are substantially less than the previously reviewed hotel project. The daily trips generated from the 650-room hotel are estimated at 5,220 trips, while the estimate trips from the proposed Park & Fly lot are less than 1,445 trips. The projected morning and afternoon traffic peaks are similarly a small fraction of what was anticipated under the hotel development scenario. Thus, the project is not expected to have a significant adverse impact on public access to the coast.

Under an earlier project design, concerns had also been raised regarding impacts to Spanish Landing Park, a public recreational area located across Harbor Drive from the subject site. Previously, the project might have resulted in traffic generated from the project site being directed through the Spanish Landing Park parking lot as a convenient way for lot patrons to access eastbound Harbor Drive. However, the project has been revised to include traffic improvements, including a new traffic signal at the intersection of Harbor Drive and the proposed Lee Drive, to allow patrons of the proposed parking lot direct access onto east and westbound Harbor Drive. Thus, no impacts to public recreation are expected to result.

In summary, the proposed project includes the construction of public access improvements along the boat channel, and given the substantial reduction in traffic

associated with the proposed project compared to the previously reviewed and approved NTC redevelopment, no adverse impacts to public access or recreation are expected from the proposed project. Therefore, the project is consistent with the public access policies of the Coastal Act.

3. Water Quality. The following Coastal Act policies addressing water quality are most applicable to the subject proposal, and state, in part:

Section 30230

Marine resources shall be maintained, enhanced, and where feasible, restored...Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters....

Section 30231

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum population of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment...

In addition, the NTC Precise Plan includes the following policies:

- 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.
- 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.

- 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.
- 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.

There have been on-going concerns in past years about the water quality of San Diego Bay. The Bay is the "end of the line" for surface runoff for much of the developed urban areas of San Diego, including a great deal of industrial and military development, and thus receives vast quantities of stormwater (some of it polluted) through the City's existing storm drain system that includes numerous outfalls around the bay. The boat channel on the subject site connects directly to San Diego Bay, and is itself a polluted water body, since it receives direct discharge from various military and civilian facilities. The channel is currently being studied to determine what level of contamination exists and how to remediate it, before the Navy can convey this remainder of the old training center to the City of San Diego.

Any new development that results in the conversion of currently pervious surfaces to impervious ones, accelerates runoff and reduces filtering of runoff, if not mitigated through appropriate design and maintenance. In this particular case, the majority of the site is already paved as a result of its past military use, which included the construction of numerous large buildings. The subject project is not expected to result in a significant change in the total amount of impervious surfaces on this site. However, parking lots in particular can contain pollutants such as heavy metals, oil and grease, and polycyclic aromatic hydrocarbons that deposit on these surfaces from motor vehicle traffic.

As cited above, the NTC Precise Plan has specific requirements for water quality Best Management Practices (BMPs) that must be met. The applicant has submitted a preliminary stormwater plan with BMPs for stormwater filtering and drainage. However, Special Condition #3 has been attached to ensure that all BMPs meet the requirements of the Precise Plan are met and maintained. The Commission's water quality staff has reviewed the project and determined that, as conditioned, the project will be consistent with the water quality protection policies of the Coastal Act. Therefore, as conditioned, the proposed project is consistent with the resource protection policies of the Coastal Act.

4. Visual Impacts. Section 30251 of the Coastal Act addresses visual resources, and states, in part:

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

The proposed parking lot will not block any public views or interfere with any of the view corridors identified in the certified precise plan. The site is partially visible from Harbor Drive, a major coastal access route, and from the proposed esplanade on both sides of the boat channel. The applicant has proposed substantial amounts of landscaping consisting of shrubs, groundcover and trees with special emphasis placed on providing trees around the perimeter of the site and along the boat channel, which will help shield the site from public views. In addition, the applicant is proposing to landscape the area around the public esplanade. Special Condition #1 requires that the applicant use native or non-invasive plant material in the landscaping, to ensure that invasive plants do not enter the marine environment.

Typically the Commission has restricted the size, number and extent of signage of commercial developments to protect against visual blight that could result from excessive or large signage. As such, Special Condition #4 is attached which requires the submission of a sign program that details that only monument signs less than 8 feet in height or facade signs are proposed, and that prohibits tall freestanding signs. With this condition, the Commission can be assured that any proposed signage will not adversely affect the visual character of the surrounding community and will be consistent with other commercial signage restrictions in the coastal zone. Therefore, as proposed, the development will be consistent with the visual resource policies of Section 30251 of the Coastal Act.

5. Local Coastal Planning. Section 30604(a) also requires that a coastal development permit shall be issued only if the Commission finds that the permitted development will not prejudice the ability of the local government to prepare a Local Coastal Program (LCP) in conformity with the provisions of Chapter 3 of the Coastal Act. In this case, such a finding can be made.

The proposed project is located on a site that was previously a U.S. Naval Training Center under the jurisdiction of the federal government. The majority of the site has now been transferred to the City of San Diego. However, the subject site will remain within the Commission's original coastal permit jurisdiction as public trust lands.

As discussed above, the proposed project is consistent with the public access and water quality protection policies of the Coastal Act. As conditioned, no impacts to coastal

resources will result from the proposed project. Therefore, the Commission finds that approval of the proposed development will not prejudice the ability of the City of San Diego to continue implementing its certified Local Coastal Program for the area.

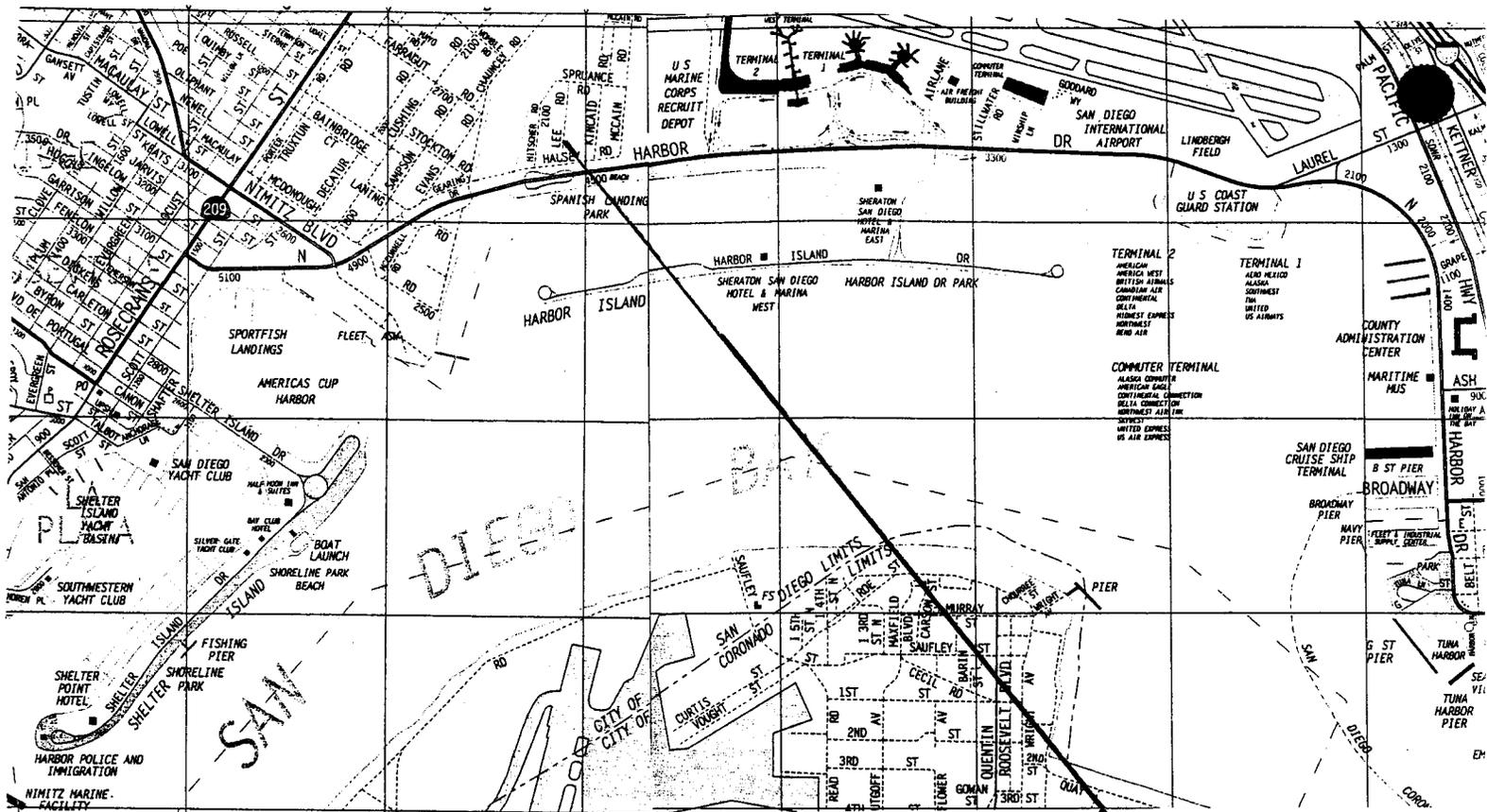
6. Consistency with the California Environmental Quality Act (CEQA).

Section 13096 of the Commission's Code of Regulations requires Commission approval of Coastal Development Permits to be supported by a finding showing the permit, as conditioned, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

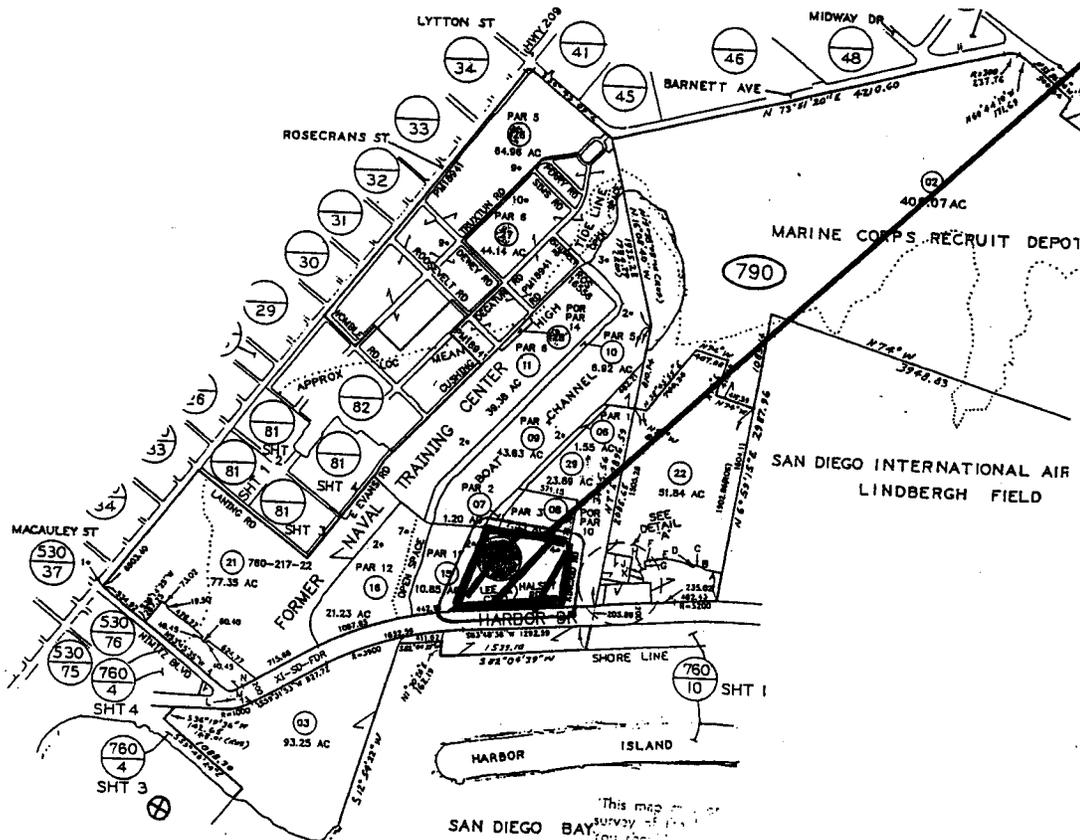
The proposed project has been conditioned in order to be found consistent with the public access and water quality protection policies of the Coastal Act. Mitigation measures, including implementation of a Best Management Program will minimize all adverse environmental impacts. As conditioned, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the Commission finds that the proposed project is the least environmentally-damaging feasible alternative and is consistent with the requirements of the Coastal Act to conform to CEQA.

STANDARD CONDITIONS:

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
4. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.



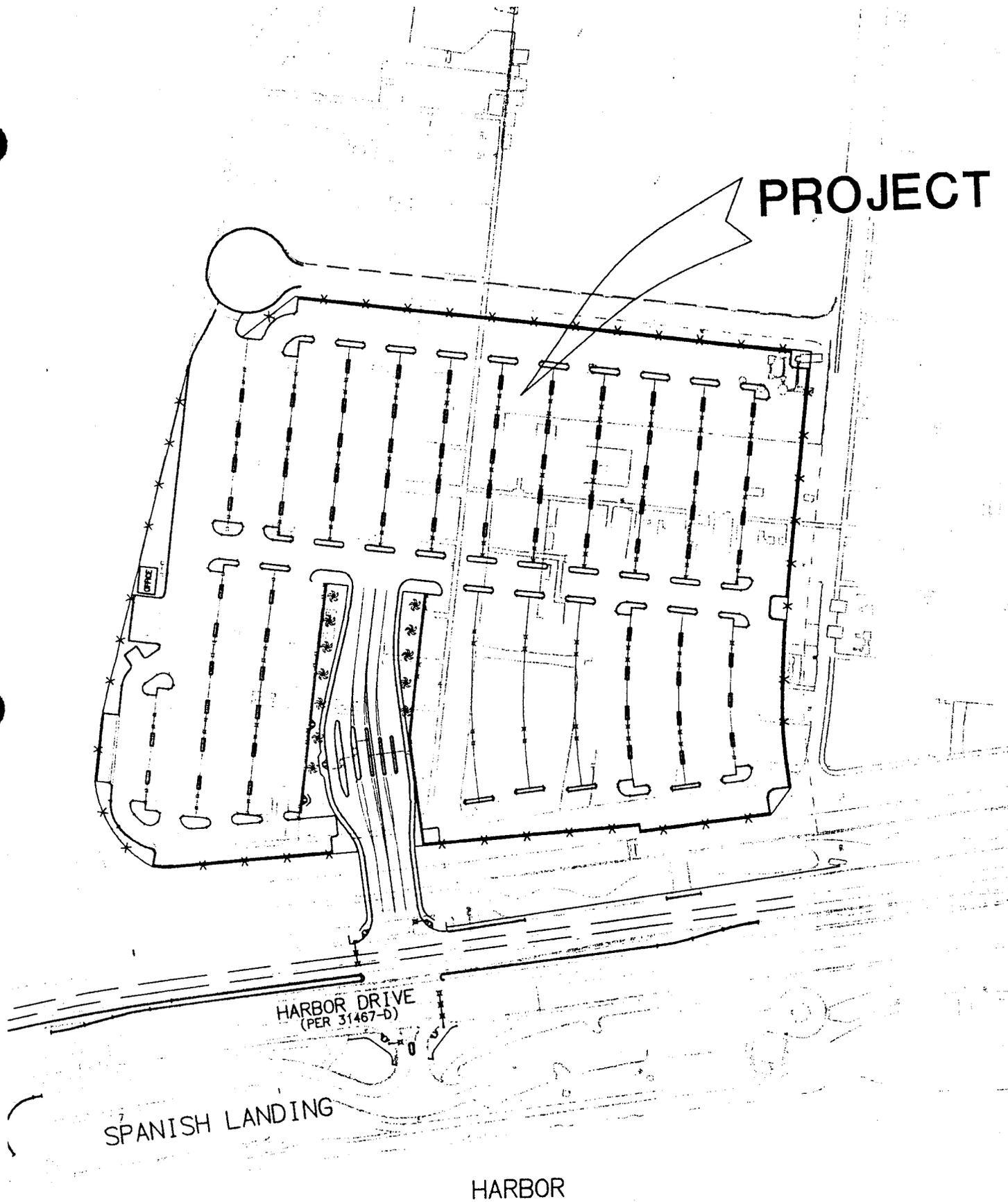
**SITE**



**EXHIBIT NO. 1**  
**APPLICATION NO.**  
**6-02-176**  
**Location Map**



**PROJECT**

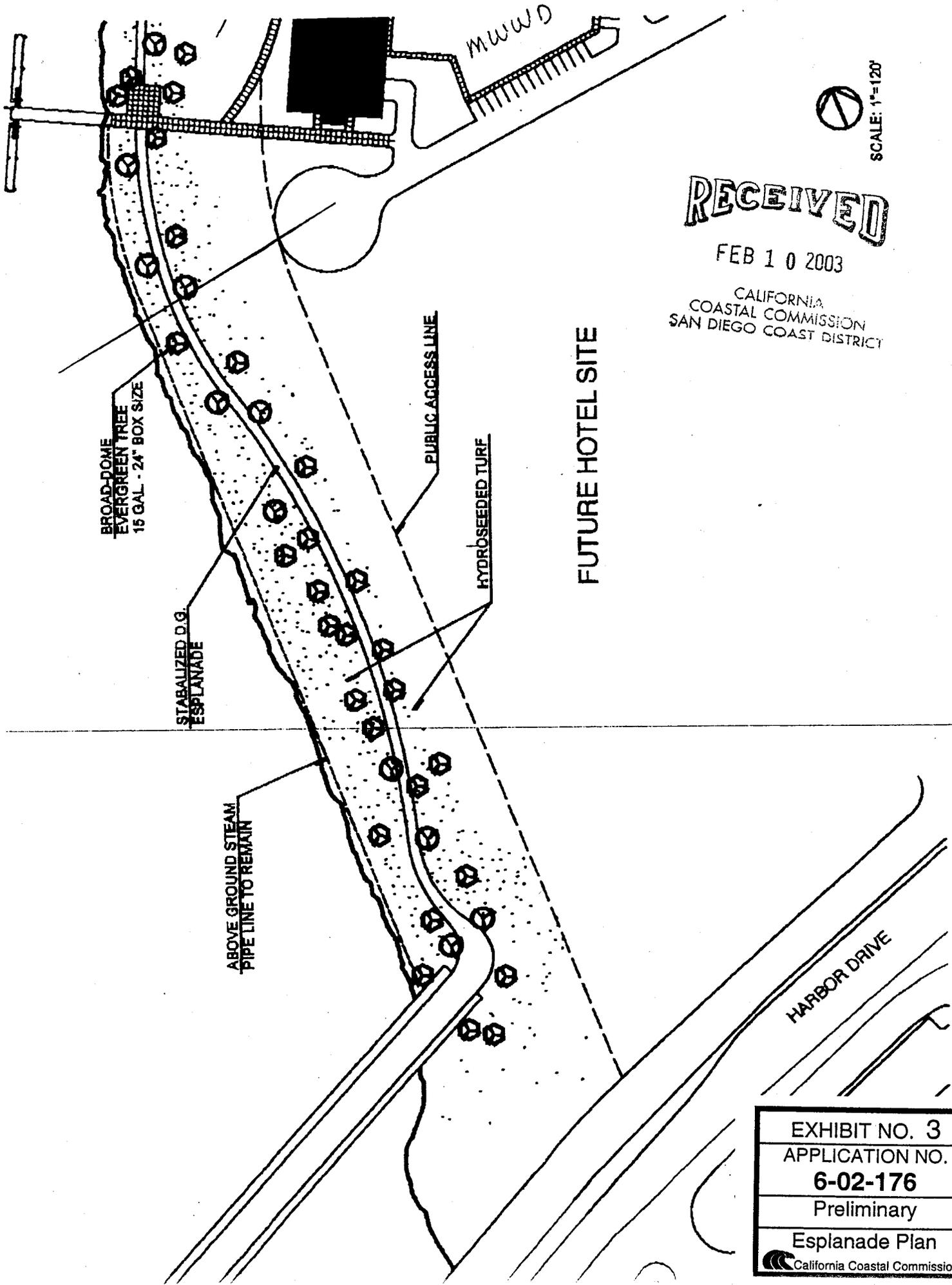


# INDEX MAP

SCALE: 100

EXHIBIT NO. 2
APPLICATION NO.
<b>6-02-176</b>
Site Plan
 California Coastal Commission

REGISTERED PROFESSIONAL  
ROBERT R. GENNA  
No. 45717  
Exp. 12/31/00



MWWD



SCALE: 1"=120'

**RECEIVED**

FEB 10 2003

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

FUTURE HOTEL SITE

BROAD-DOME  
EVERGREEN TREE  
15 GAL - 24" BOX SIZE

STABILIZED D.G.  
ESPLANADE

PUBLIC ACCESS LINE

HYDROSEEDED TURF

ABOVE GROUND STEAM  
PIPE LINE TO REMAIN

HARBOR DRIVE

EXHIBIT NO. 3
APPLICATION NO.
<b>6-02-176</b>
Preliminary
Esplanade Plan
 California Coastal Commission

NTC PARCEL 8 CONCEPTUAL  
TEMPORARY ESPLANADE IMPROVEMENT EXHIBIT



Kimley-Horn  
and Associates, Inc.

**RECEIVED**

FEB 10 2003

February 6, 2003

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

Suite 301  
517 Fourth Avenue  
San Diego, California  
92101

Ms. Kathi Riser  
The Corky McMillin Companies  
2727 Hoover Avenue  
National City, California 91950

Re: Park & Fly Lot at Liberty Station

Dear Kathi:

At your request, we have evaluated the traffic impacts of the proposed Park & Fly lot to be located in the Camp Nimitz portion of Liberty Station. The project will be located on the site where the 650-room hotel will ultimately be built. According to studies prepared for the Liberty Station Precise Plan, that hotel was assumed to generate approximately 5,200 daily trips with 260 and 360 trips per hour in the morning and afternoon peak hours, respectively.

The proposed Park & Fly lot would contain 1,285 parking spaces and would provide long term passenger parking for Lindbergh Field International Airport. The attached table shows trip generation assumptions for the parking use. A comparison of the hotel use and the park and fly use is shown below:

<u>Use</u>	<u>Daily Trips</u>	<u>AM Peak</u>	<u>PM Peak</u>
650-room hotel	5,220	260	364
1,285-space Park & Fly	<u>1,445</u>	<u>111</u>	<u>111</u>
Difference	-3,775	-149	-253
Percentage	28%	43%	30%

As shown in the above comparison, the Park & Fly lot will generate much less traffic than the approved hotel use. We have discussed this use with staff from the City of San Diego and have agreed that further studies of the Park & Fly are not necessary.

Sincerely,  
Kimley-Horn and Associates, Inc.

David Sorenson, P.E.  
Vice President

Cc: Labib Qasem, City of San Diego  
Attachment: Trip Generation Table

TEL 619 234 9411  
FAX 619 234 9433

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EXHIBIT NO. 4
APPLICATION NO. <b>6-02-176</b>
Traffic Study
Page 1 of 2
California Coastal Commission

### Trip Generation for Park & Fly Lot at Liberty Station

Park & Fly Operations	Amount	Daily Trips	AM Peak Hour		PM Peak Hour	
			In	Out	In	Out
Patrons <sup>1</sup>	1285 spaces	1285	82	21	62	41
Shuttle Vehicles <sup>2</sup>	every 15 minutes	160	4	4	4	4
<b>Total Trips</b>		<b>1445</b>	<b>86</b>	<b>25</b>	<b>66</b>	<b>45</b>

<sup>1</sup> Parking is assumed to turn over every other day for this use. This results in 1/2 trip in and 1/2 trip out per space. Peak hour traffic is assumed to be 8% of the daily volume. During the morning peak, 80% is assumed inbound. During the afternoon peak, 40% of the traffic is assumed to be inbound.

<sup>2</sup> Shuttle vehicles are expected to serve the site on a 15 minute frequency. Each shuttle vehicle enter and exit the site, creating a total of 8 trips per hour. Shuttle operation is assumed for a 20-hour per day period.

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