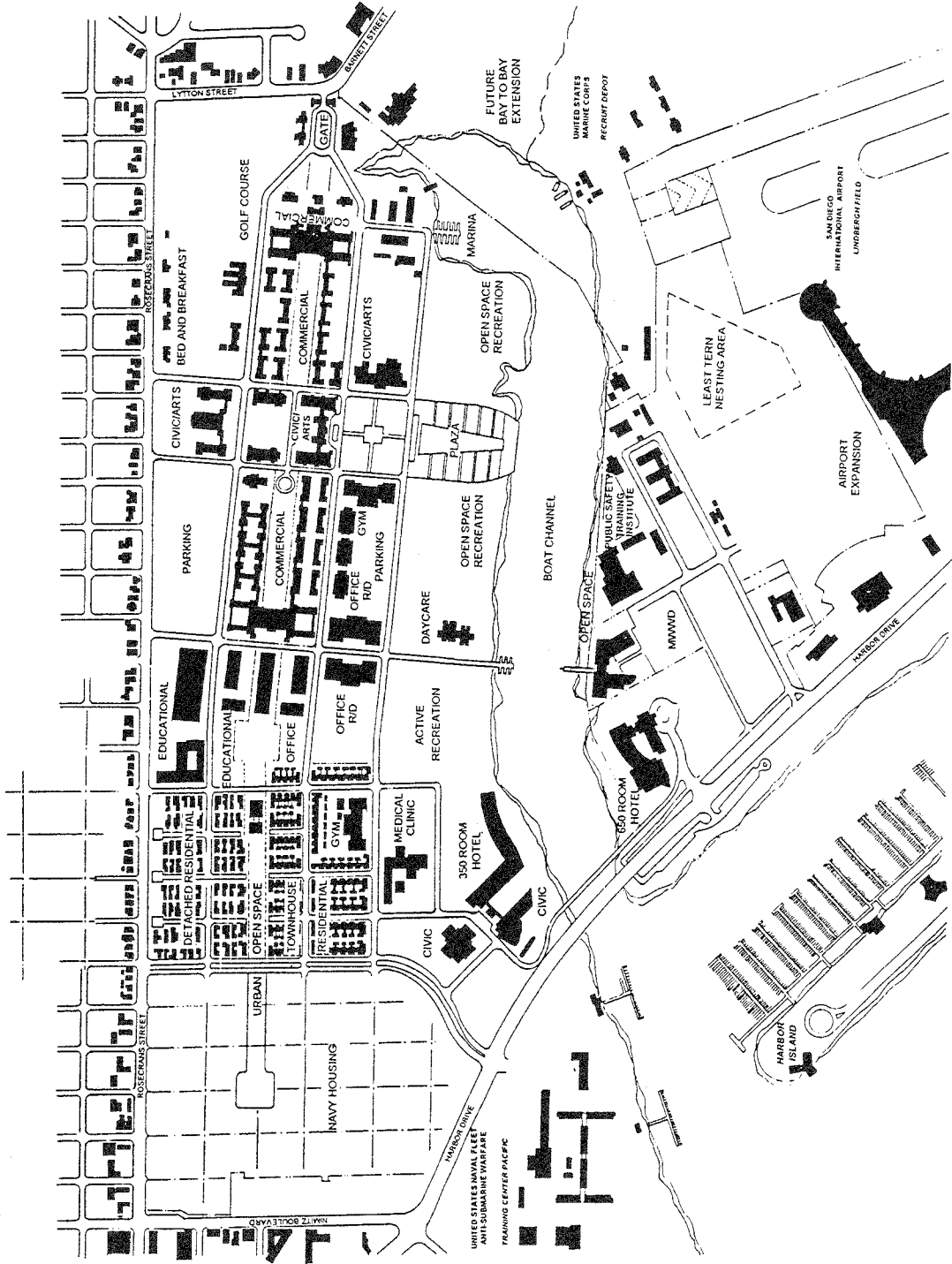


3. LAND USE PLAN

LAND USE TABULATIONS

Office / R&D	428,000 s.f.
Commercial Market, Restaurant, Retail, Livework	387,300 s.f.
Educational	436,000 s.f.
Civic / Arts	176,600 s.f.
Housing	350 dwellings
Hospitality	1030 rooms
Park / Golf Course	70 acres

FLOOR AREAS ARE APPROXIMATE



LAND USE PLAN

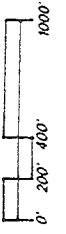


FIG. 8

- *Residential use* is proposed on the southerly third of the site on the only portion of NTC outside the high noise impact area and beyond restrictions on private ownership imposed by the tidelands trust. Thus, it is the only place on NTC where residential use and home ownership is possible.
- *Educational use* is proposed on central portions of NTC where the Navy conducted training classes and where structures lend themselves to adaptive reuse. The educational use area contains buildings which come closest to "move-in" condition.
- *Mixed use* is proposed in the northern half of the site in an area designated an Historic District by federal and state governments. Given the age of structures within the District and the high aircraft noise level, building rehabilitation costs may exceed \$125 SF to fully mitigate noise impacts, or even exceed \$50 SF for minimal mitigation. "Mixed Use" therefore allows maximum opportunity *to find uses* that can adapt to the setting and circumstance. Commercial and civic uses and establishment of a regional arts and culture center are considered to be among the most promising, but many other uses are considered appropriate, e.g., offices, retail, museums, art studios, live/work spaces, and restaurants.
- *Office/Research and Development* uses are specifically proposed on portions of the site that are highly developable, i.e., where new construction can occur, where land can be purchased in fee, and where street access is readily available.
- *Airport expansion* is proposed for a portion of the base that lies immediately adjacent to Lindbergh Field and is physically separated from the main portion of NTC by a boat channel.
- *Public Safety Training Institute* use is designated for that portion of the base physically separated from the main portion of NTC by a boat channel. Use of existing Navy facilities is estimated to save police and fire departments more than \$20 million.

Some uses proposed in the plan are recommended primarily because they represent both opportunity to help finance the reuse effort, as well as being a sound use of the land. As detailed in Section 4 of this report, creation of a redevelopment area at NTC is critical to a workable financing program. Under a redevelopment program, the principal revenue-generating use at NTC is the two hotels. While other uses contribute to the financing program, the hotels are the keystone.

NTC represents a major recreation and waterfront opportunity. Not only can it provide a local-serving open space function for the residential community

adjacent to the base, but it represents a major new waterfront park area for San Diego residents and the first step in creating a link between San Diego Bay and Mission Bay.

Finally, because it is expected that NTC reuse will occur in an evolutionary manner over a period of 25 years or more, an urban design program becomes critical in assuring the integration of uses over the long term. That is, the land use program identifies appropriate activities and facilities, and the urban design program regulates "fit" within the site.

3.2 PLANNING CONSIDERATIONS AND PRINCIPLES

Policy for land use and development at NTC comes from a variety of sources, although most have their origin in the NTC Reuse Planning Committee. Generally speaking, land use policy derives from both existing conditions, i.e., the context and opportunities evidenced on site, and from the identification of functional use areas, called "subareas."

A. Policies Based on Existing Conditions

Guiding principles for development of the physical reuse plan for NTC derive from the local context and opportunities present on site.

EXISTING CONDITION	REUSE POLICY
<p>Adjacent Residential Community. NTC is located at the eastern boundary of Loma Portal, an established, traditional neighborhood which forms the gateway to Point Loma.</p>	<p>Compatibility with the surrounding neighborhood is critical to avoid barriers between NTC and Point Loma. The character and physical attributes of the community is to be reflected in the reuse plan, expressed particularly in residential design, street and pedestrian patterns, and scale and type of use. Configuration of streets should correlate to those of Loma Portal. Views into and over NTC from the surrounding neighborhoods must be considered and become part of ultimate design decisions.</p>
<p>Open Space and Recreation. Open space is substantial along both sides of the boat channel. On site are also indoor and outdoor recreational facilities. The existing Sail Ho golf course is a major component of the existing open space system. Two gyms and outdoor sports fields exist on site.</p>	<p>Organize the NTC Reuse Plan based on an open space and recreation network and assure that a significant portion of the site is devoted to this network. Active and passive recreation uses should be present and made available to the public.</p>

<p>Historical Importance. The history of the Naval Training Center is linked to the history of San Diego. A physical manifestation of this history is found in the presence of historic buildings whose presence and organization impose a design <i>structure and vocabulary</i>.</p>	<p>Respect the heritage and artifacts of the Naval Training Center as a primary design principle. Preserve historic buildings and anchor NTC to San Diego's past. Promote active reuse of historic structures to animate San Diego's history and link the spirit of the past with the interests of the present.</p>
<p>Building Condition. The physical condition of buildings at NTC varies widely. All structures are in need of improvements to bring them into compliance with current City building code, ADA requirements, etc., and many buildings require upgrades simply to make them usable on an interim basis.</p>	<p>Capitalize on the opportunity for reuse of existing buildings if only on an interim use basis, recognizing that not all buildings are appropriate for reuse because of condition, location, or configuration.</p>
<p>Internal Circulation. The existing road system at NTC is an important organizing element of the site and is a <i>primary means of connecting</i> NTC with the surrounding community and the region. Recent studies of on-site circulation indicate the capacity and configuration of most existing roads is adequate to handle anticipated reuse.</p>	<p>Extend the existing pedestrian and vehicular circulation system throughout the Naval Training Center following the pattern established and indicated by the original plan. Strengthen connections to the surrounding community and the City through specific application of transit/pedestrian-oriented design guidelines as adopted by the City of San Diego.</p>
<p>Boat Channel. The boat channel may be the single most significant physical element of the Naval Training Center in that it creates the land mass and connects the site to San Diego Bay. The channel offers opportunities for recreation, <i>habitat preservation</i>, and development, and creates environmental challenges as well.</p>	<p>Orient people and activities to the boat channel as the most distinctive landmark at NTC. The channel should be used as a connection to San Diego Bay both visually and physically, for recreation purposes. It should be enhanced to support wildlife habitats, passive enjoyment, and recreation. Water quality improvement in the channel should be a long term goal of reuse planning. Also in the long term, the channel should be a principal element of the Bay to Bay link.</p>
<p>Development Constraints. The tidelands trust, the Lindbergh Field runway protection zone, and the high level of airport noise limit potential reuse at NTC.</p>	<p>Locate uses in consideration of site constraints, and phase in the earliest development in areas subject to the fewest limitations.</p>

B. Policies Based on Subarea Identification

Three principal factors led the NTC Reuse Planning Committee and other public workshop participants to identify five functional subareas at NTC. Factors affecting the designation of subareas were:

- Historic use patterns and the location of streets, structures, and uses, all of which impose an organization on future reuse and development;

- Major limiting factors such as aircraft noise, runway protection zone, tidelands trust, etc., which preclude certain uses and/or private ownership over 70 percent of the base; and
- New development opportunities created by market demand, proximity to downtown, and the presence of a waterfront, which, as revenue-producing uses, can contribute to the redevelopment of NTC.

Figure 9 describes five subareas whose loosely depicted boundaries are expected to change during implementation and plan refinement: Residential, Educational, Historic Core, Waterfront/Recreation, and Camp Nimitz.

INITIAL ESTIMATE OF GROSS ACREAGE WITHIN SUBAREAS ^①	
SUBAREA	ESTIMATED ACRES
Residential Area	39
Educational Area	30
Historic Core	57
Waterfront/Recreation	201 ^②
Camp Nimitz	103
REUSE AREA TOTAL	430
^① These order-of-magnitude estimates were made available early in the planning program. They were later refined for use in the financing program. ^② The Waterfront/Recreation subarea also includes the boat channel and the portion of Harbor Drive that is adjacent to the Navy housing area.	

Gross Acres, Camp Nimitz	
Airport Expansion Area [Includes 25 acre Least Tern nesting and buffer area]	51
Public Safety Training Institute	25
Hotel Site	16
MWWD Site	9
Esplanade	2
Pump Station	<1
Camp Nimitz Total	103

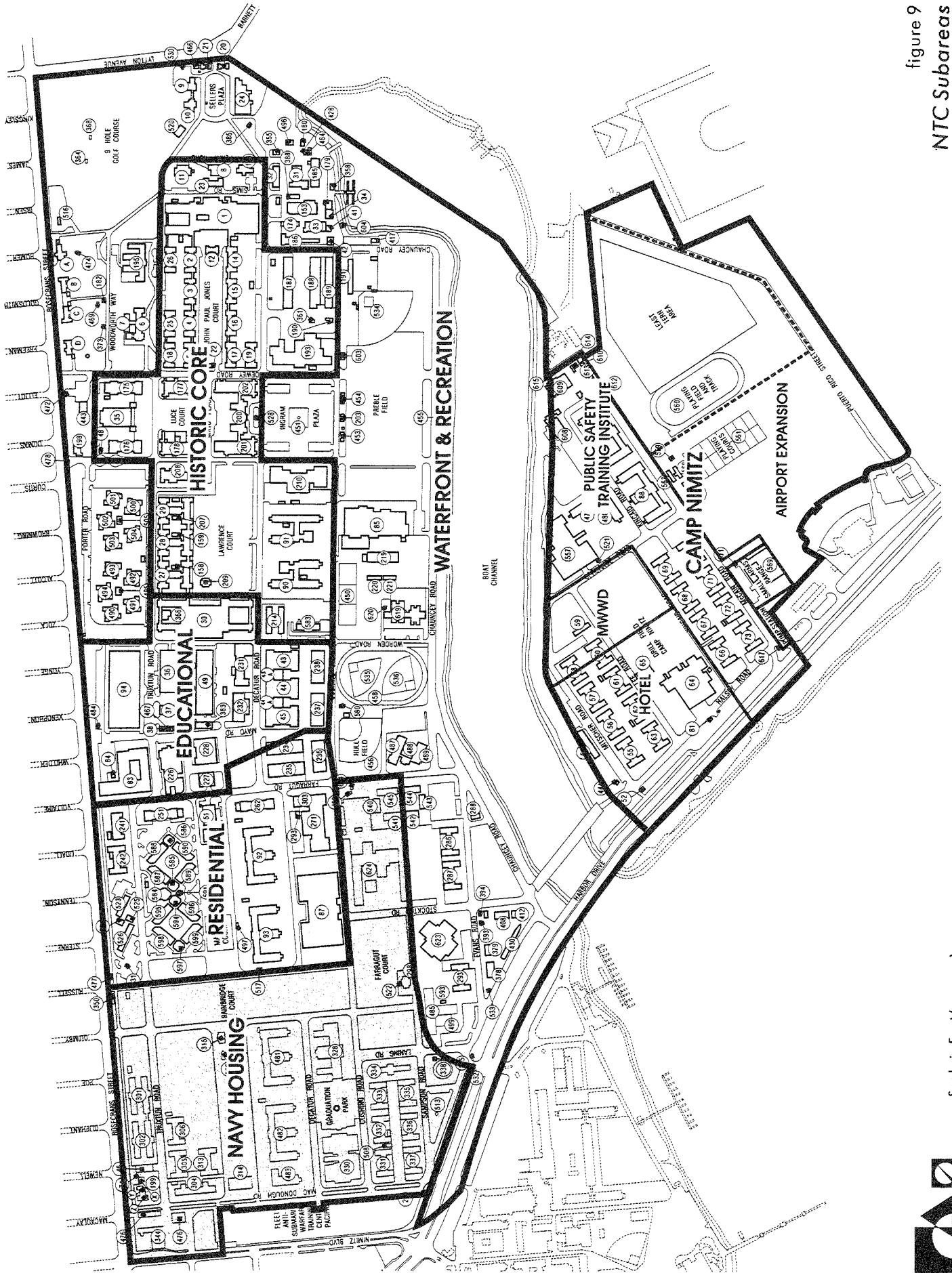


figure 9
 NTC Subareas
 NTC Reuse Plan

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

8-31-98



Policies which grew out of the definition of the five subareas areas:

SUBAREA CONCERN	REUSE POLICY
Pedestrian Access and the Waterfront	Assure a strong pedestrian orientation, provide public access to the channel, and use the waterfront as a major organizing theme.
Bay-to-Bay Link	Develop the site so it can integrate with the Bay-to-Bay plan, the proposal to connect Mission Bay with San Diego Bay.
Mixed Use	Create long term value and opportunity by mixing uses, activities, and interests on site. Employ multiple use to reduce the perceived scale of the project to make it more compatible with the neighborhood.
Economic Generator	Seek to have the site occupied as early as possible. Uses should be successful in their own right, and also stimulate activity and employment within the reuse plan area.
Edge Conditions	Create a predominantly open space/landscaped buffer around the perimeter of NTC, intensifying the visual screen around portions of the base where proposed uses are quasi-industrial in nature, such as on Camp Nimitz.
Internal Integration	Integrate all elements of the reuse program so that NTC functions as a single, blended community. Each element within the community, however individually distinct, should be clearly recognizable as part of the broad whole.

3.3 LAND USE PROGRAM

Planning undertaken for reuse of the Naval Training Center is directed to create a place surrounded by green, bordered by water, and centered on history. It is to be a place where San Diegans can come together in an active,

productive, and stimulating environment. To live at NTC will mean living as part of a traditional neighborhood; working at NTC will mean working among a diversified group of educational, service, retail, arts, and visitor-commercial uses; and visiting NTC will mean entering a vibrant, pedestrian-oriented, recreationally-rich community that exists nowhere else in San Diego.

A. Education Subarea

1. Governing Policy and Priorities

Education and educational support activities are the preferred use within the subarea. Other uses are acceptable so long as their presence and impacts are compatible with educational uses.

Consideration should be given to developing a program that involves the San Diego Community College acting as lead agency in establishing an on-site community of international artists. On a rotating basis, those artists could avail themselves of master staffed facilities, studio environments, and research archives.

2. Permitted Uses in the Education Subarea

Any of the uses listed below are acceptable within the educational subarea and should govern any proactive effort in securing uses.

Priority Uses - Classroom instruction, vocational training, incubator business, and support facilities for educational and cultural activities.

Other Uses - Other uses must be evaluated to determine if their presence and impact are compatible with the Priority Uses.

3. Development Concept for the Education Subarea

An educational component is central to the vitality of the reuse plan. It links the residential neighborhood with campus buildings and open space areas. Several large modern buildings are to be rehabilitated for educational purposes and form an educational campus.

At its core, the educational area is oriented toward an open green quadrangle that is part of a linear urban park. The quadrangle functions as a focus and open space spine around which most uses are gathered. Classroom buildings will be used for instruction, and the large, open, light-filled shop buildings will be used for vocational and arts training and education. Start up and incubator businesses could also be housed in the education area.

B. Historic Core¹

1. Governing Policy and Priorities

Within the Historic Core, historic structures should be conserved, preserved, and reused to the extent economically feasible. The Historic Core should evolve into the area with the greatest diversity of uses at NTC. As a general guideline, no single type of use should represent more than 50 percent of the total available square footage.

2. Uses in the Historic Core

Priority Uses listed below are acceptable within the Historic Core and should govern any proactive effect in securing users.

Priority Uses - Office and administration, commercial, for-profit and non-profit institutional, low/no environmental impact research and development, museum, arts and cultural activities, public use areas.

Other Uses - Other uses must be evaluated to determine if their presence and impact are compatible with the Priority Uses.

3. Development Concept for the Historic Core

The most diverse and dynamic uses at NTC are contemplated for the Historic Core.

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

The main body of the Historic Core could be rehabilitated into a variety of commercial uses, including offices, retail uses, and live/work spaces. It is within this area that civic uses are expected to locate, especially non-profit and arts organizations. Many of the old structures in this area, including the barracks buildings, focus on a central urban park or enjoy a view out to the channel. Buildings have an intimate scale with a first story covered walkway and second story enclosed porches. Cross ventilation and surrounding

¹The Historic Core subarea was identified early in the reuse planning process, well in advance of the federal designation of an Historic District at NTC. The boundaries of the Historic Core and the Historic District are not coterminous, although the policies developed for the Historic Core apply throughout the Historic District.

natural light make these buildings a choice spot for any small, established, or start-up business. The area is also within walking distance of planned golf, boating, basketball, and swimming facilities.

Parking is scattered throughout the area either in informal tree grove settings or in linear parking lots located next to the park.

At the center of the Historic Core is the original gymnasium building with its gym and swimming pool. This building faces onto a new urban plaza. Across from the plaza is the old NTC night club which could house restaurants and retail uses, or office/commercial space for civic, institutional, or arts uses.

It is expected that the headquarters buildings and its grounds may well become the site of a military and maritime museum celebrating San Diego's maritime history and military heritage. To the west, Luce Auditorium is expected to remain as a performance facility used by the community. Flanking both of these civic structures could be usable, practical buildings that could sustain office or live/work uses.

C. Waterfront/Recreation Subarea

1. Governing Policy and Priorities

A variety of public and private recreational activities should dominate this use area. Public access along the waterfront is of primary importance and must be a significant feature of the plan, especially since it represents a key element in the Bay-to Bay link. Development adjacent to the boat channel should relate to the water, with consideration given to achieving a "soft" edge along some or all of the channel. Sand beaches along the edge of the water remain an option, as does the creation of wildlife and habitat opportunities.

2. Uses in the Waterfront/Recreation Subarea

Priority Uses listed below are acceptable within the Waterfront/Recreation subarea and should govern any proactive effort in securing users. Among the uses considered appropriate for evaluation is an 18-hole golf course.

Priority Uses - Active and passive public/private recreation, viable water habitat, interpretive features, visitor access, public use areas, educational facilities, visitor commercial uses.

Other Uses - Other uses must be evaluated to determine if their presence and impact are compatible with the Priority Uses.

3. Development Concept for the Waterfront/Recreation Subarea

The Waterfront/Recreation Subarea wraps around much of NTC since it fronts both on the boat channel and Rosecrans Street.

Most of the passive open space and recreation opportunities at NTC are in this subarea, based in large part on the significant recreational opportunities created by the waterfront.

Generally, the waterfront area is comprised of passive park areas except for an urban plaza and various ball fields. In addition, the passive, active and formal open space has been linked to form a network of green that gives NTC a clear open space identity.

An envisioned hardscape plaza will bring visitors near the water via a major public space extending from the current Headquarters Building and connecting to the boat channel. The plaza links the Historic Core with the waterfront and is conceived as a site for public gatherings, strollers, sitters, and snack carts.

Supporting the open space recreation uses will be health and recreation buildings featuring swimming and sports courts. These existing facilities could be rehabilitated to modern fitness standards. Moreover, the existing Sail Ho golf course at the northwest corner of NTC will be enlarged and enhanced.

As the focus of recreation activity, the boat channel has been subject to a number of use proposals. One proposal has been to return the entire east shore and a portion of the west shore of the channel to native habitat. Pedestrian walks could be built along these shores to allow visitors to experience the habitat and study any wildlife attracted to the area. The channel itself would be made available for small water craft. Small boat docks are planned to access the channel and no-wake sailing and motoring would be encouraged.

At the southeast edge of the open space, near Nimitz Bridge which crosses the boat channel, is a hotel site. Located adjacent to the path of open space that rings the channel on both sides, this proposed 350-room hotel and tennis club - one of two hotels proposed for NTC - is to be oriented for family vacationers. It should integrate into the channel with small inlets and habitat areas, using water and recreational activity to set the tone. The hotel would also connect through design to the existing support center so that meetings and community events can be part of the hotel activities.

D. Residential Subarea

1. Governing Policies and Priorities

Within the Residential Subarea, up to 350 units of market rate housing are to be developed.

2. Uses in the Residential Subarea

Priority Uses listed below are acceptable within the Residential Subarea and should govern any proactive effect in securing users.

Priority Uses - Single family dwellings, including attached, detached, and town-house units; and multi-family dwellings.

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

3. Development Concept for the Residential Subarea

A group of single family homes and row houses similar to those found in older east coast cities and San Francisco will, through interaction with the range of activities, facilities, and uses at NTC, create a new neighborhood in Pt Loma.

As proposed, the NTC residential subarea is organized into traditional rectilinear blocks which terminate in an urban park sited in easy walking distance from all residences. Garages are not to dominate the streetscape and could be located in the rear of residences, to be accessed from alleyways.

Streets and sidewalks will literally and figuratively belong to the pedestrian; they will be designed to provide easy linkages between the residential area and the educational, recreational, commercial, and office uses at NTC. The pedestrian connections will not only foster interaction among uses, they will bring vitality to the entire site.

At the north central portion of the Residential subarea, the old foundry building (Building #49) could be converted to teaching and research use, and function as an architectural bridge between the residential and educational subareas.

The gymnasium and swimming pool building should be rehabilitated and used as a recreation center for area residents and/or the public at large.

E. Camp Nimitz

1. Governing Policies, Priorities, and Uses

Significant portions of the Camp Nimitz site will be developed as both the Public Safety Training Institute and as an expansion area for Lindbergh Field.

The Public Safety Training Institute will occupy approximately 25 acres and function as a police and fire training facility.

Land east of McCain Road (the east side of Camp Nimitz) will be designated for airport use. Within this area lies the least tern nesting site and a buffer area surrounding the site. The least tern site is under the management of the U. S. Fish and Wildlife Service. Relocation of the least tern site may be considered based on future negotiations between the San Diego Port District and the U. S. Fish and Wildlife Service.

A 650-room hotel will be developed in the southwest corner of Camp Nimitz.

A marine sciences laboratory to be used by the Metropolitan Wastewater Department (MWW) and San Diego State University will be developed along the boat channel.

2. Development Concept for Camp Nimitz

From the park along the west side of the boat channel, a visitor looking across the water to Camp Nimitz will see a heavily landscaped shoreline, a mid-rise hotel, and a story or two of an office building. Beyond that lies the Regional Public Safety Training Institute and Lindbergh Field.

The hotel on Camp Nimitz will be a mid-rise structure, have up to 650 rooms, and be directed primarily to business travelers.

The Public Safety Training Institute is expected to use many existing buildings for training and education, including the fire training facility.

Lindbergh Field will expand into a portion of Camp Nimitz to allow the addition of terminal gates and aircraft parking.

TABLE 7: LAND USE BY SUBAREA

SUBAREA	LAND USES								
	Housing	Office/R&D	Education	Commercial/ Retail	Hotel/Bed & Breakfast	Live/Work	Civic/Arts/ Institutional	Park/Rec/ Open Space	Special Uses
RESIDENTIAL	96 SFD 254 Townhouses							3 AC gym	
EDUCATIONAL		140,000 SF	436,360 SF					①	1000 Parking Spaces
HISTORIC CORE		288,200 SF		147,300 SF		240,000 SF	176,600 SF	①	500 Parking Spaces
WATERFRONT/ RECREATION					350 Hotel Rooms 30 B&B Rooms			21 AC golf course 40 AC park 7 AC esplanade (54 AC water area)	33,000 SF meeting room
CAMP NIMITZ		100,000 SF/ MWWWD			650 Hotel Rooms			2 AC esplanade ①	② Public Safety Training Inst; Airport Expnd; Least Tern nesting area; Water Utilities Pump Station
TOTAL	350 Dwellings	528,200 SF	436,360 SF	147,300 SF	1030 Rooms	240,000 SF	176,600 SF	73 Acres	

① Additional open space is anticipated as an element in the development of these areas, particularly as part of the linear park system in the Educational and Historic Core areas.

② Development programs for both the Public Safety Training Institute and the Lindbergh Field expansion are in the process of formulation and, therefore, square footages are not included in this table.

3.4 NTC URBAN DESIGN PROGRAM

The illustrated plan for NTC, Figure 8, is a sketch of the site as it might be developed. While there are countless variations possible, this illustrated plan provides a consensus view of reuse to capture the uses, character, and design quality envisioned for NTC by residents and elected officials of the City of San Diego.

Urban design determines the quality and appreciation of the built environment. The actual configuration of streets, parks, lighting, hardscape, site furniture, landscape, artifacts, architectural style and form are all governed and determined by urban design. Identity, spirit and character are the end result of thoughtful urban design applied to the built environment.

Regardless of the specifics of the land use plan and the particular users at various locations within the project, urban design provides the road map for achieving the outcome envisioned by the plan. It helps create the element of outstanding planning projects described as having a distinct and notable "sense of place."

The reuse of the Naval Training Center will take many years to accomplish. As is typical of projects the magnitude of NTC, it will be constructed in phases, with each phase connecting to those preceding it directly (e.g., with a new use adjacent to a recently-completed structure) or indirectly (e.g., a new development made possible because of an infrastructure upgrade).

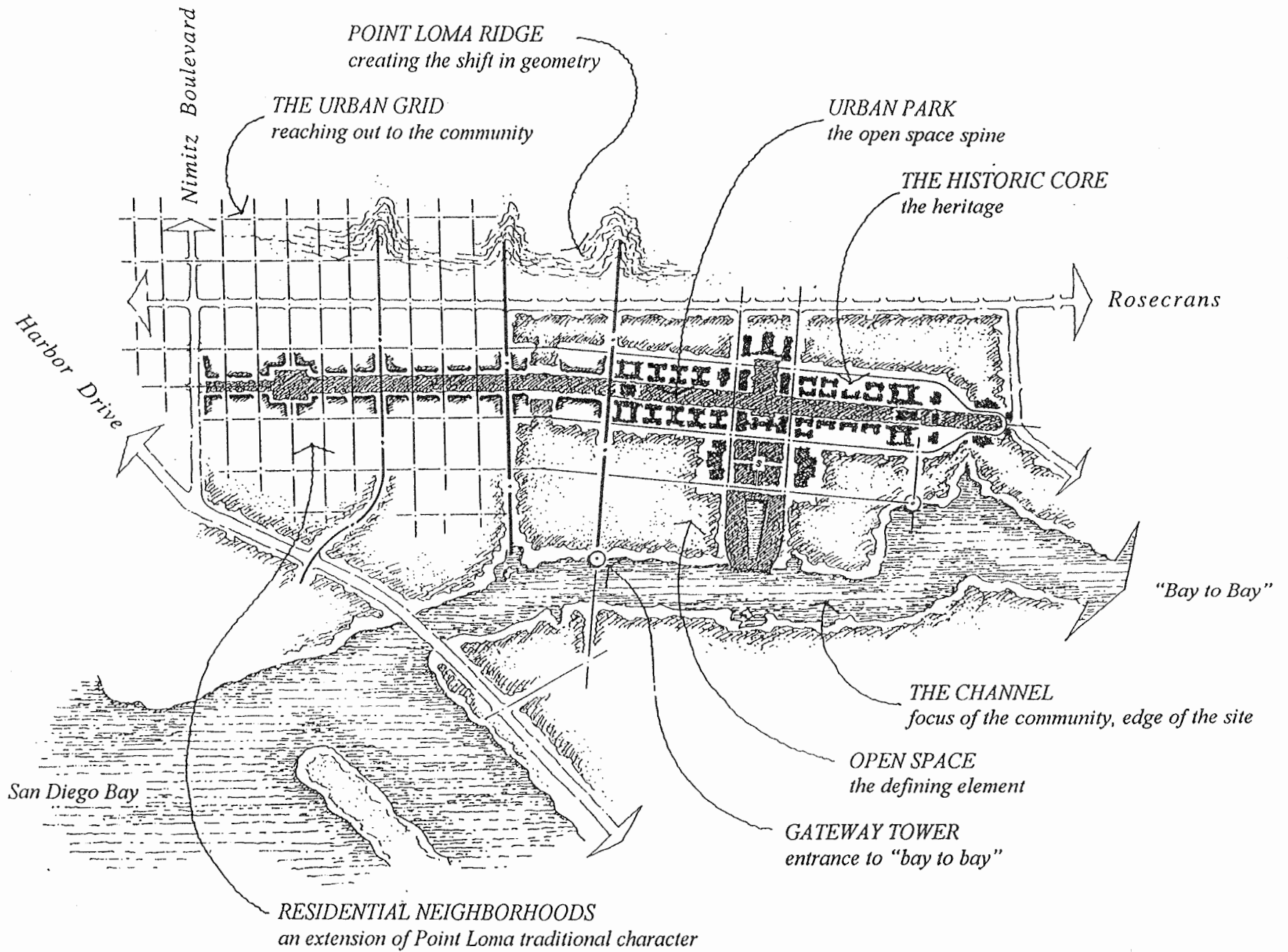
Without an urban design program to unify the overall character and configuration of development, design elements would likely change with each phase or partial phase of construction. The result would be a hodgepodge of styles and arrangements, making the goals of community and integrated development virtually impossible.

The urban design program envisions NTC reuse in its final form and provides design guidance for each individual phase of development, ensuring that each component makes a positive and coordinated contribution toward the whole vision for NTC.

A. Prevailing Influences on NTC Urban Design

1. *The Historic Core*

The Historic Core is unified in its architecture and is extraordinarily strong in symmetry and adherence to the principle of an integrated circulation pattern. Arcades are formed by walkways and result in a unique integration of form and function. Overall, the Historic Core is organized on a north-south and an



ORGANIZING CONCEPTS PLAN

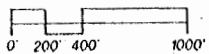


FIG. 10

east-west axis, both of which are characterized by central open space elements.

2. Terrain

Local terrain clearly influenced the original plan for NTC. Located on the eastern side of the ridge that forms Point Loma, NTC is defined by the alignment of Rosecrans Street. In effect, the base occupies the edge of a down slope. The development of Rosecrans left a site that is relatively level at the south end, but contains some significant slopes along its northwest border. This change in elevation was sufficient to impact the siting of the original buildings at NTC, and even today the change in elevation allows views over the base from the residential areas to the west. As evidence, the entrance at Gate 3 is approximately 45 feet above the shoreline at the boat channel.

3. The Shifting Grid

The increase in grade from south to north along Rosecrans Street creates an irregularly sloping site. As a result, the original orientation of development was at an angle to the street grid, as opposed to parallel with Rosecrans. Later development at NTC near the southern portion of the Base was made parallel to Rosecrans because the grade there was essentially level with the street, eliminating the need for the slight angle. As a result, there is a shifting grid pattern at NTC which continues to be reflected in the reuse plan.

B. Elements to Organize Urban Design at NTC

The overall structure of the reuse plan is determined largely by the patterns of open space, circulation, and buildings begun in 1922 with the original design and construction. This reuse plan extends these organizing elements in a way that creates a clear arrangement and interaction of uses and activities on the Base.

1. Open Space Provides Form

An urban park system forms a spine through the site, organizing and relating the office, retail, light industrial, residential and hospitality uses.

The dominant open space spine creates a north-south axis which is at the core of the most intensive uses and activities at NTC. In effect, open space connects the vast majority of uses on the Base with a common pedestrian element. It frames the Historic Core in a park setting and provides visitor activities throughout the site.

Components of an urban park and passive park system link with the north-south axis to create a flow of open space that reaches all portions of the site. Active and passive recreation space extends to Rosecrans on the west and the boat channel on the east.

2. Buildings Provide Structure

The scale, mass, character, use, location, and composition of buildings at NTC literally provides the physical structure for reuse. But it is the balance and fit of these elements and the manner in which they integrate with one another that is vital to the creation of a true urban neighborhood.

Interrelating land use and recreational opportunities must occur seamlessly. However, the integration of uses can only occur successfully if each individual use functions well: the success of the whole depends entirely on the success of the individual parts.

3. An Urban Grid Provides Connection

Open space and building elements of NTC are assembled within an urban grid of streets and pedestrian walkways that define, organize, and interrelate the uses. In addition, a new orientation and visual connection between the street grid of NTC and the community occurs within the residential areas of the base. Because the southern half of the base will align with the Point Loma - Loma Portal street grid, barriers between NTC and its neighbors will literally dissolve.

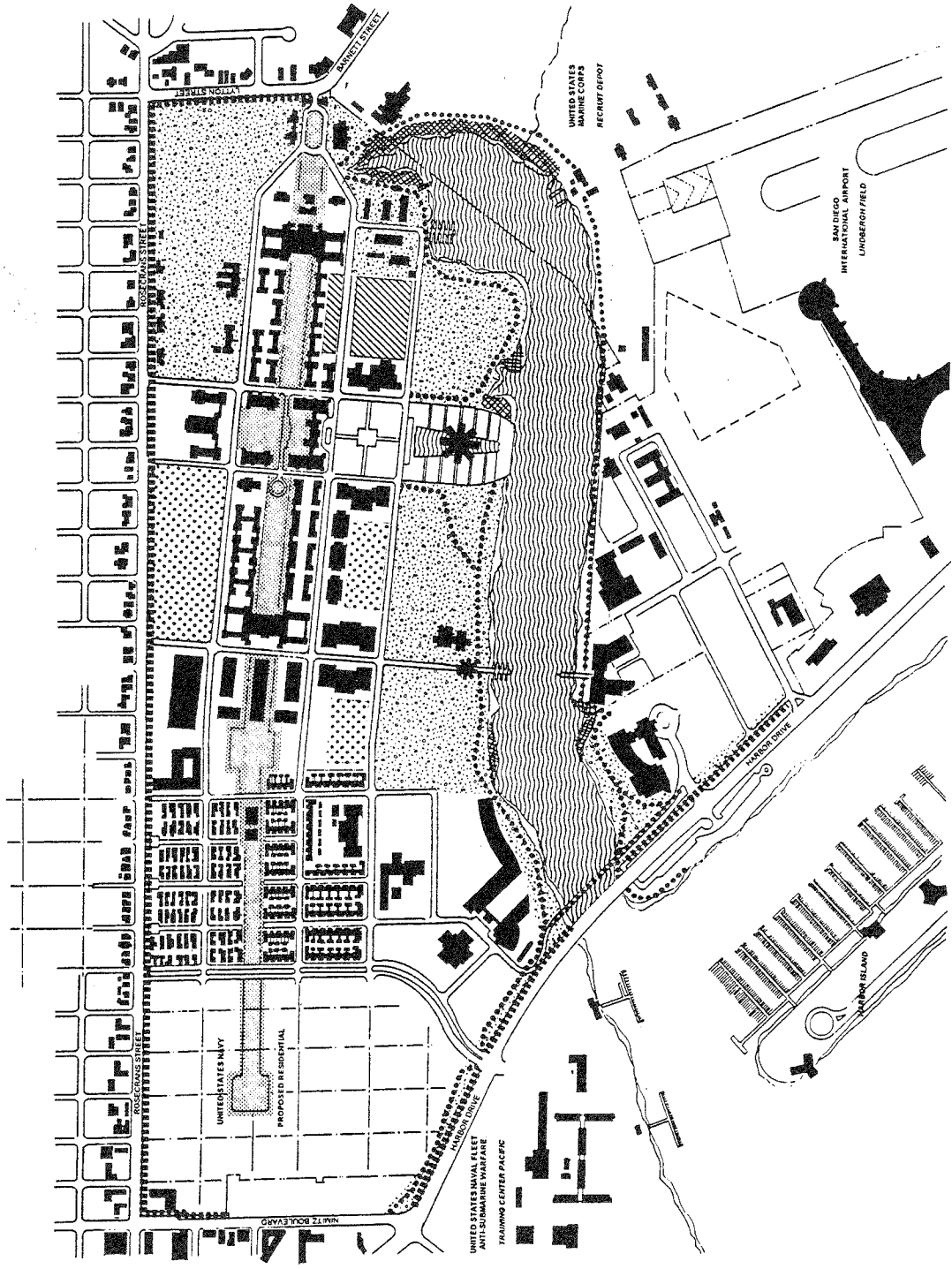
C. Principal Elements of Reuse Plan Urban Design

The starting point for achieving the coordination necessary for the Urban Design Program is Figure 10, the Organizing Concepts Plan. As indicated, the major organizing elements for NTC are *Open Space, Circulation, and Design Character*. Plan diagrams, selected design details, and descriptive text are contained in Appendix C, Urban Design Guidelines.

Though separate planning elements, open space, circulation, and design character interrelate in a manner that forms the backbone of the reuse plan.

1. Open Space Plan

A unique opportunity at NTC is the ability to set aside large areas of land for unrestricted use by the public as open space. When complete, this open space will be a predominant asset of NTC. Landscape, hardscape and water make up this open space system. Where the open space occurs - near the water, contained within a building courtyard, forming a central gathering



LEGEND

	URBAN OPEN SPACE SYSTEM
	PASSIVE AND ACTIVE RECREATIONAL OPEN SPACE SYSTEM
	BOAT CHANNEL
	PEDESTRIAN TRAIL
	WATERS EDGE
	NATURALIZED WATERS EDGE
	PARKING AREA
	MULTI-USE PARKING RESERVE
	URBAN WATERFRONT PLAZA
	GATEWAY TOWER
	EDGE CONDITION



FIG. 11

space, at place where uses change - determines the character details and effects the timing of implementation.

a. Open Space Parks

Much of the open space at NTC could be used as passive park land suitable for picnics, strolling, reading, and other traditional open space activities. Active uses such as golf, tennis, ball sports, and impromptu activities also could be included as part of the open space system. Even some commercial activities such as a golf driving range, portable food stands, and similar uses could be permitted.

The urban open space system acts as a focal point within the Historic Core and Education Subarea, and extends into the Residential and Navy housing areas. This open space integrates the various uses, provides a strong organizing element, and creates a central green space for walking and gathering in an area removed from the general public spaces.

b. The Boat Channel

The boat channel is a significant open space element that creates a memorable experience and image for NTC. When the Bay to Bay link is established, NTC becomes the gateway and it will as often be perceived from the water as it is enjoyed from land. With this in mind, it is important to develop the edges of the channel into an environmental statement that befits the site and sets the tone for the remainder of the Bay to Bay link.

Much of the shoreline of the channel could be reconstructed into viable wildlife habitat. This would mix with a more urbanized edge resulting in a shoreline that can be enjoyed by naturalists and casual observers as well.

An urban waterfront plaza provides a civic gathering space at NTC. A central water element and abundant hardscape could define this space, and it is envisioned as a space that provides an opportunity for public gatherings and activities for the Point Loma community.

c. Landscaping

Presently, NTC is characterized by an abundance of turf and simple landscaping. This direct palette of materials accentuated by deliberate gardens should be continued to preserve this character. This concept complements the simple architecture of the Historic Core and proposed new buildings. The materials used in constructing the open space will support the accessibility of the water and the Historic Core. A clear transition of urbanized planting to naturalized planting at the edge of the water will mark

the area as being environmentally sensitive.

The edges that meet the surrounding community at NTC should be characterized by open space and landscaping of various dimensions. These edges help convey the character of NTC and provide a sensitive buffered edge to the surrounding neighbors. It is consistent with the character of San Diego to set such a public place in landscape.

d. Open Space Design Features

All significant urban development includes special features such as fountains, towers, sculpture, unique furniture, flag standards and other artifacts that are unique to a particular environment. Many such features should be retained and included in the reuse of NTC. The existing flag standards, fixed artillery, and other reminders of the history of NTC set the tone for these features. The U.S.S. Recruit will play a particularly important role as an historic reminder of the heritage of the base. As a new element, a gateway tower is proposed as an entrance marker to the Bay to Bay waterway and would be immediately visible from boats entering the channel.

2. Circulation Plan

Vehicular and pedestrian circulation systems provide the basic physical organization for most plans. Visitors and residents alike orient their activities based on circulation patterns. Building sites grow out of this pattern. Perception of the environment is likewise oriented through fixed circulation patterns; they constitute the foundation from which we appreciate objects and space.

Therefore, if the circulation and access systems are the primary means to understand and access the site, the design quality of those systems is critical to the success of reuse at NTC.

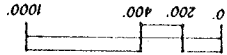
a. Entrances

From the main thoroughfares surrounding NTC, entrances are located to offer optimum circulation considering the amount and destination of traffic. Entrance design sets the standard for circulation design and integrate the modes of travel upon entering the site. Entrances will also be integrated with the edge conditions and perimeter circulation patterns, including mass transit.

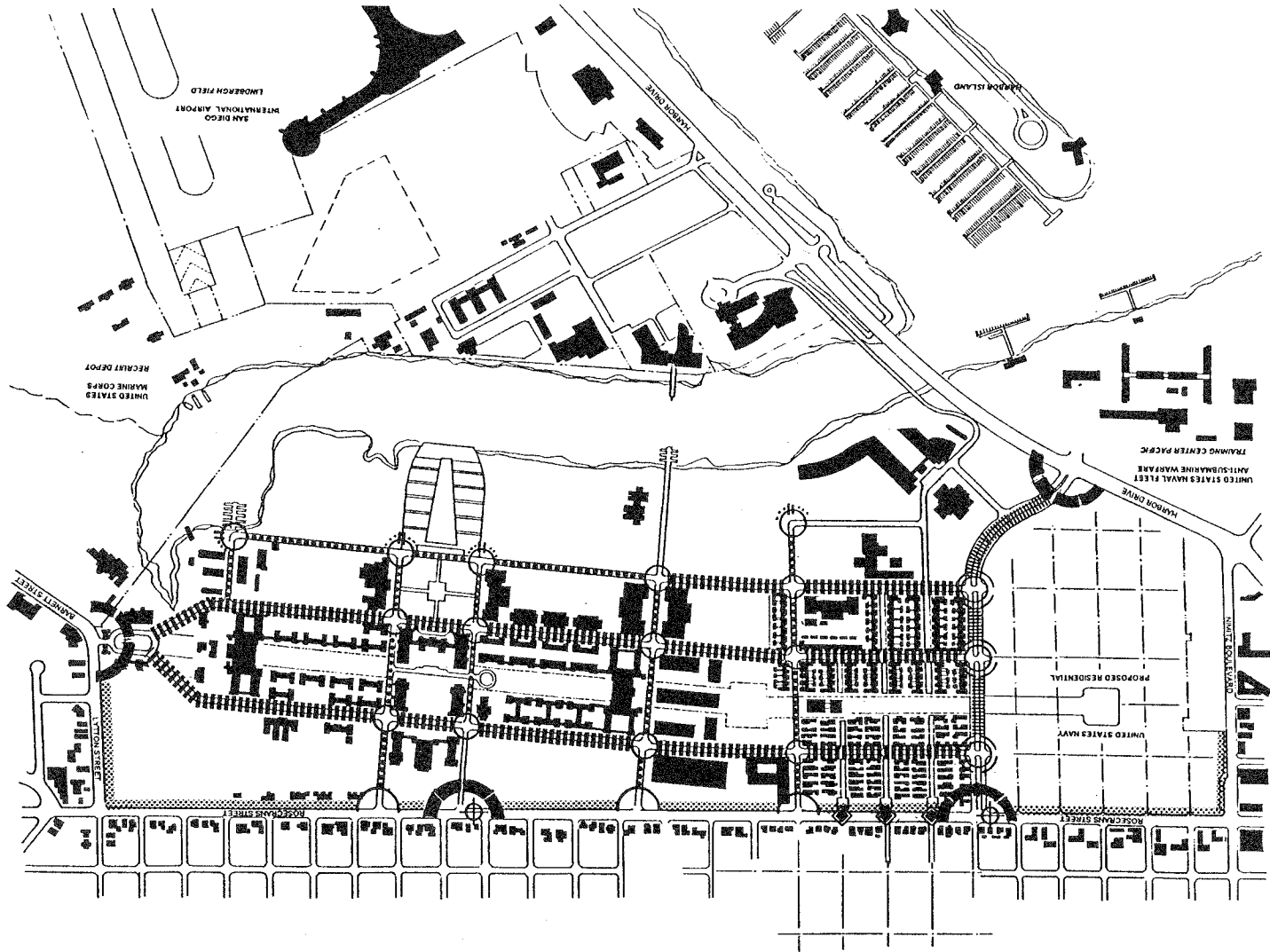
Seven entrances to the site are indicated, five of which are at locations of previous NTC gates. These entrances allow the preservation of the current road widths and permit retention of pedestrian scale and character in the road system.

FIG. 12

CIRCULATION AND ACCESS PLAN



- LEGEND**
- PRIMARY ENTRANCE
 - SECONDARY ENTRANCE
 - NEIGHBORHOOD INTERSECTION
 - STREET TERMINUS
 - PARKWAY INTERSECTION
 - NEIGHBORHOOD PEDESTRIAN ACCESS
 - PRIMARY STREET
 - NEIGHBORHOOD STREET
 - PARKWAY
 - ROSEGRANS AVENUE
 - EDGE CONDITION



The goal of preserving the present road network sets the tone for the design of the entire circulation system. That is, it will be a system of many small streets and connections that offer a range of opportunities for accessing points throughout the site.

b. Streets

Streets are classified as Parkway, Primary, and Neighborhood, and are identified on Figure 12, Circulation and Access Plan. Details are also provided on the Plan for neighborhood pedestrian access as well as street terminations, both of which provide character and connect the community to the waterfront.

In most instances, streets have been maintained in their existing grid pattern and at their existing width. Traffic will move through the base freely, without altering or interrupting the fundamental layout and arrangement of the site. Through traffic will be discouraged by use of four-way stops and other design features. New streets have been configured to conform to the existing street grid of NTC and the surrounding community.

c. Pedestrian Circulation

Pedestrian linkages are designed both to maintain the functional patterns established long ago and to add new configurations where needed. The efficiency of pedestrian circulation is of primary importance and it has been integrated with street and building circulation to provide an uninterrupted pathway throughout NTC.

d. Design, Character and Materials

One of the most identifiable elements of the pedestrian system at NTC occurs in the Historic Core. Here, a pedestrian system is formed by the arcades and colonnades that link virtually every building. These primary circulation elements also connect buildings *to the site* in a clear, positive, and aesthetically pleasing manner. Formal intersections created by this system of arcades and colonnades signal the overall structure of the architectural form, integrating circulation and structure in an uncommonly successful manner. The long vistas and sense of order and organization these arcades achieve is remarkable and should be preserved and expanded. As well, this open system of visible links offers a unique opportunity to continue with a highly "connected" system of vehicular and pedestrian circulation.

Street sections and details will serve to reinforce this pattern with their arrangement of sidewalks and street trees.

e. Circulation System Special Features

The unique and integrated circulation system of NTC offers opportunities for the introduction of special features such as light standards, entrance monuments, signage, and street furniture. Special features will convey a sense of history and support the overall vision of a public place connected to its maritime and military heritage.

3. Design Character

It is design character that generates a spirit and a human response to a physical setting, that creates a "sense of place". Primarily, this character is achieved two ways: through the design of buildings that occupy a site, and through the manner in which open space is edged or contained.

A principal source for the design character of the NTC Reuse Plan is found in the Historic Core. While it would be a simple matter to establish the architectural form, style, and detail of buildings within the Historic Core as the model for all construction at NTC, there are also objectives for compatibility with the community of Point Loma that lead the design program in a slightly different direction.

It should also be noted that the function and use of buildings often directs the character of their design. Thus residential structures typically have a completely different look and character than office buildings. The variety of uses proposed for NTC poses a challenge because, in some ways, all buildings must relate to one another and add a consistent and appropriate character to the entire site.

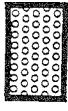
To achieve this interrelationship, five areas of design character have been established, as shown in Figure 13. For each of these areas, guidelines have been developed based on use, context, surroundings, and the vision of NTC as a center integrated both into the Point Loma community and the City of San Diego.

- **Design Area 1** is the residential area. Development should reflect the style and character of the established residential areas adjacent to NTC on the west. This will involve a mixing of architectural styles with simple designs executed with variety and restraint. Pedestrian orientation is of utmost importance and suggests porches, narrow streets and street trees. Garages should be subordinated to the entrance and living space of the house.
- **Design Areas 2 and 3** are the areas most impacted by recently-constructed buildings at NTC which are expected to remain and be

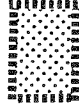
LEGEND



**AREA 1
RESIDENTIAL**



**AREA 2
MULTIPLE USES**



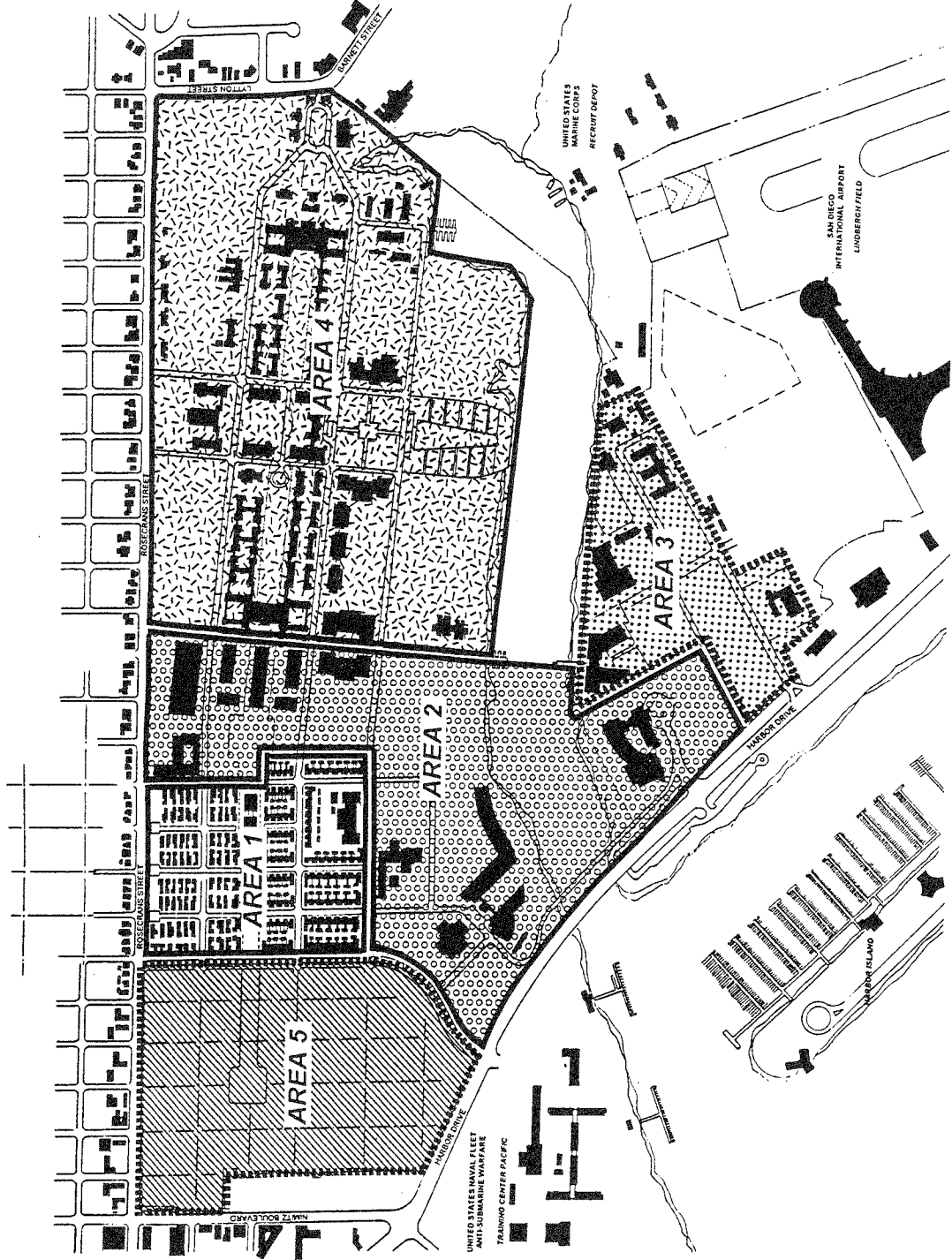
**AREA 3
CAMP NIMITZ**



**AREA 4
HISTORIC CORE**



**AREA 5
NAVY HOUSING**



DESIGN CHARACTER PLAN

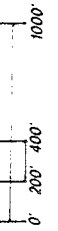


FIG. 13

rehabilitated. The Education Subarea, Camp Nimitz, and the two hotel sites are in Design Areas 2 and 3. Design character in these areas should be expressed through site and landscape development, with buildings allowed to express their function honestly, without any mandated style. Pedestrian access and scale should determine much of the building form in this area.

- **Design Area 4** is dominated by the Historic Core. Here, development should reflect the Historic Core in overall design character and materials. Exact reproductions of the Historic Core are discouraged, however. Particular attention should be given to the extension of the pedestrian circulation system and its influence on and interaction with new buildings.
- **Design Area 5** is devoted entirely to Navy housing. The character of this area should reflect that of the new residential area proposed to the north and the existing Loma Portal community. While the Navy housing may look different from the other new housing on NTC, it should adopt the same overall planning principles and geometry and generally conform with regard to mass, scale, architectural character, and style.

Special features such as lighting, art work, gates, landscape and other artifacts should reflect the history of NTC and the area of influence.