

## **Appendix E**

# **Historic District Memorandum of Agreement**



# Advisory Council On Historic Preservation

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The Old Post Office Building  
1100 Pennsylvania Avenue, NW, #809  
Washington, DC 20004

Reply to: 12136 West Bayaud Avenue, #330  
Lakewood, Colorado 80226

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July 22, 1998

COMMANDER  
ATTN: Robert Montana, Code 56 SD:RM  
BRAC PROGRAM OFFICE  
1220 Pacific Hwy.  
San Diego, CA 92132-5190

RE: *Memorandum of Agreement regarding the interim leasing and disposal of the Naval Training Center, San Diego, CA*

Dear Mr. Montana:

The enclosed Memorandum of Agreement (MOA) regarding the interim leasing and disposal of the Naval Training Center has been executed by the Council. This action constitutes the comments of the Council required by Section 106 of the National Historic Preservation Act and the Council's regulations. Please send a copy of the Agreement to the California State Historic Preservation Officer, the City of San Diego, Save Our Heritage Organisation, and your Federal Preservation Officer.

The Council appreciates your cooperation in reaching a satisfactory resolution of this matter.

Sincerely,



Lee Keatinge  
Program Analyst  
Western Office of Planning and Review

Enclosure

**MEMORANDUM OF AGREEMENT  
AMONG THE DEPARTMENT OF THE NAVY,  
CALIFORNIA STATE HISTORIC PRESERVATION OFFICER  
AND THE ADVISORY COUNCIL ON HISTORIC PRESERVATION  
REGARDING THE INTERIM LEASING AND DISPOSAL OF  
THE NAVAL TRAINING CENTER  
SAN DIEGO, CALIFORNIA**

**WHEREAS**, the Department of the Navy (DoN), as required by the Base Realignment and Closure Act of 1990 (P.L. 101-510, as amended, 10 U.S.C. § 2687 note) has closed the Naval Training Center, San Diego (NTC); and

**WHEREAS**, within the boundaries of the NTC are the USS Recruit, buildings, structures and landscape elements comprising the NTC Historic District (District), as set out in the map and list attached hereto as Appendix A, a property that is eligible for inclusion in the National Register of Historic Places pursuant to 36 CFR 800.4(c); and

**WHEREAS**, the City of San Diego (City), as the Local Redevelopment Authority, has developed a reuse plan for the NTC which provides for residential, educational, office, research and development, restaurant, civic, museum and retail uses; and

**WHEREAS**, the DoN and City have entered into a Master Lease whereby DoN has leased certain portions of NTC, not including the District, to the City on an interim basis prior to the disposal of NTC; and

**WHEREAS**, the DoN may convey the District by lease or deed to the City; and

**WHEREAS**, the DoN has consulted with the California State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (Council) in accordance with Section 106 of the National Historic Preservation Act (NHPA) 16 U.S.C. §470, and its implementing regulations (36 CFR Part 800); and

**WHEREAS**, the City, a Certified Local Government participated in the consultation and has been invited to concur in this Memorandum of Agreement (MOA); and

**WHEREAS**, the DoN, SHPO and Council have invited the Save Our Heritage Organisation (SOHO), San Diego Historical Society, San Diego County Archeological Society, Peninsula Community Planning Group and Viejas Group of Capitan Grande Band of Mission Indians to participate in the consultation as

interested parties (IP), and SOHO has accepted this invitation, and has therefore, been invited to concur with this MOA;

**NOW, THEREFORE**, the DoN, SHPO and Council agree that the undertaking (interim leasing and disposal of NTC) shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

## STIPULATIONS

The DoN will ensure that all Stipulations except IV. and VIII.B. are carried out. The City of San Diego will ensure that Stipulations IV., and VIII.B. are carried out.

### I. Leasing

A. The City shall not construct, alter, remodel or demolish any building or structure, or disturb the ground surface or landscaping, within the District during the period of any interim lease or lease in furtherance of conveyance for the District, or parts thereof, between the DoN and the City without the prior written permission of the DoN, except as allowed by Stipulation II below.

B. The City shall not allow any sublessee under any interim lease or lease in furtherance of conveyance for the District, or parts thereof, between the DoN and the City, to construct, alter, remodel or demolish any building or structure, or disturb the ground surface or landscaping, within the District without the prior written permission of the DoN, except as allowed by Stipulation II below.

C. The DoN shall maintain the District in accordance with the Chief of Naval Operations' message number 32 dated 6 October 1994 until the DoN executes any interim lease or lease in furtherance of conveyance.

### II. Actions Not Requiring Further Consultation

Prior to conveyance by deed, the actions described in Appendix B, "Actions Not Requiring Further Consultation" may proceed without review or comment by the SHPO or Council. The Southwest Division, Naval Facilities Engineering Command, Cultural Resources Specialist shall determine if proposed actions are included in Appendix B. Any action not included in Appendix B shall require further consultation pursuant to 36 CFR 800.5.

### **III. Nomination of District**

Prior to conveyance by deed, the DoN shall nominate the district to the National Register of Historic Places and forward the National Register Nomination Form to the Keeper of the National Register of Historic Places in accordance with 36 CFR § 60.9.

### **IV. Conveyance**

After the DoN has transferred title conveying all or any part of the NTC to a non-federal entity, any effects of proposed actions on the District shall be addressed in accordance with all applicable City codes, ordinances and regulations.

### **V. Utilities**

In the event the DoN disposes of the existing electrical, natural gas and telecommunication distribution systems at the NTC, the DoN agrees to develop and include in any instrument conveying all or any part of the utility distribution systems language that adequately preserves the historic nature of the District.

### **VI. Building 227 Trash Deposit**

Prior to conveyance by deed, the DoN shall ensure that a determination of eligibility of the trash deposit site near Building 227 for the National Register of Historic Places is performed prior to any disturbance of the site.

### **VII. Inventory & Recordation**

Prior to conveyance by deed, the DoN shall prepare and submit the State of California inventory and recordation forms, DPR 523, for the building 227 trash deposit site and asphalt pavement below the surface in Trench 16 B, to the Southcoastal Information Center.

### **VIII. Discoveries**

A. Prior to conveyance by deed, if it appears that this undertaking will affect a previously unidentified property that may be eligible for inclusion in the National Register, or affect a known historic property in an unanticipated manner, the DoN shall afford the Council an opportunity to comment in accordance with 36 CFR § 800.11(b)(2)(ii). The Council shall provide comments in accordance with 36 CFR § 800.11(c)(2).

B. After conveyance by deed, the City shall handle any previously unidentified property that may be eligible for inclusion in the National Register or

any unanticipated affects to known historic property in accordance with all applicable City Codes, ordinances and regulations.

#### **IX. Resolution of Objections**

Prior to conveyance by deed, if any party to this MOA objects to the manner in which the terms of this MOA are implemented, the DoN shall take the objection into account and consult as needed with the objecting party and the SHPO to address the objection. If the DoN determines that the objection cannot be resolved, the DoN shall forward all documentation relevant to the dispute to the Council. Within thirty (30) calendar days after receipt of all pertinent documentation, the Council will either: (a) provide the DoN with recommendations, which the DoN will take into account in reaching a final determination regarding the dispute; or (b) notify the DoN that the Council will comment pursuant to 36 CFR Section 800.6(a)(1)(iii) with reference to the subject of the dispute. Any recommendation or comment provided by the Council will be understood to pertain only to the subject of the dispute; the DoN's or the City's responsibility to carry out all actions under this MOA that are not the subject of the dispute will remain unchanged.

#### **X. Amendments to the MOA**

Prior to conveyance by deed, if the DoN, SHPO or Council determine that the terms of this MOA cannot be met or believe an amendment necessary, the DoN, SHPO or Council shall immediately request the parties to consider an amendment to this MOA. Such an amendment shall be executed in accordance with 36 CFR Section 800.5(e)(5).

#### **XI. Duration of MOA.**

This MOA shall have no further force and effect with respect to the DoN after the DoN has complied with all Stipulations except IV. and VIII.B. and after the NTC has been conveyed by deed to a non-federal entity.

**EXECUTION** of this MOA by the DoN, SHPO and Council, and implementation of its terms, evidences that the DoN has afforded the Council an opportunity to comment on the DoN's undertaking and its effects on historic properties, and that the DoN has taken into account the effects of the undertaking on historic properties.

(Signatures begin on next page)

7/9/98

THE DEPARTMENT OF THE NAVY:

BY: *T.M. Boothe* ACTING FER Date: 7/13/98  
T. M. Boothe  
Captain, CEC, U. S. Navy

THE CALIFORNIA HISTORIC PRESERVATION OFFICER:

BY: *C. E. Widell* Date: July 16, 1998  
Cherilyn E. Widell  
State Historic Preservation Officer

THE ADVISORY COUNCIL ON HISTORIC PRESERVATION

BY: *John M. Fowler* Date: 7/21/98  
John M. Fowler  
Executive Director

CONCUR:

CITY OF SAN DIEGO, CALIFORNIA

By: *Tina P. Christiansen* Date: 7/13/98  
Tina P. Christiansen, AIA  
Acting Manager  
Community and Economic Development

SAVE OUR HERITAGE ORGANISATION

By: *David Swarens* Date: 7-9-98  
David Swarens  
President

Approved as to form and legality

this 13<sup>th</sup> day of July, 1998  
CASEY GWINN, City Attorney

By: *Albert S. Chan*  
Deputy City Attorney

APPENDIX A

| Building                       | Construction Date | Map Cell |
|--------------------------------|-------------------|----------|
| Quarters A                     | 1923              | O-4      |
| Quarters B                     | 1923              | O-4      |
| Quarters C                     | 1923              | O-5      |
| Quarters D                     | 1923              | O-5      |
| 1 Commissary                   | 1923              | M-3      |
| 2 Bachelor Enlisted Quarters   | 1923              | M-4      |
| 3 Bachelor Enlisted Quarters   | 1923              | M-4      |
| 4 Bachelor Enlisted Quarters   | 1923              | M-5      |
| 5 Bachelor Enlisted Quarters   | 1923              | M-5      |
| 6 Medical Administration       | 1923              | N-5      |
| 7 Dispensary/Eye Clinic        | 1923              | N-5      |
| 8 Office/Storage               | 1923              | L-2      |
| 9 CATO Switching Station       | 1923              | M-1      |
| 10 Golf Course Clubhouse       | 1923              | M-1      |
| 11 Child Care Center           | 1923              | M-1      |
| 12 Navy & Marine Relief Soc.   | 1923              | L-4      |
| 14 Bachelor Enlisted Quarters  | 1923              | L-4      |
| 15 Bachelor Enlisted Quarters  | 1923              | L-4      |
| 16 Bachelor Enlisted Quarters  | 1923              | L-5      |
| 17 Bachelor Enlisted Quarters  | 1923              | L-5      |
| 18 Bachelor Enlisted Quarters  | 1923              | M-5      |
| 19 Bachelor Enlisted Quarters  | 1923              | L-5      |
| 20 Gatehouse #1                | 1924              | L-1      |
| 21 Pass/Decal Office           | 1923              | M-1      |
| 23 Naval Investigative Service | 1924              | M-3      |
| 24 MWR Club                    | 1923              | L-1      |
| 25 Bachelor Enlisted Quarters  | 1924              | M-5      |
| 26 Bachelor Enlisted Quarters  | 1924              | M-4      |
| 27 Bachelor Enlisted Quarters  | 1932              | M-8      |
| 28 Bachelor Enlisted Quarters  | 1932              | M-8      |
| 29 Bachelor Enlisted Quarters  | 1932              | M-7      |
| 30 Community Facility Building | 1932              | M-9      |
| 32 Exchange Warehouse          | 1937              | K-2      |
| 35 Auditorium                  | 1941              | N-6      |
| 175 School Building            | 1941              | N-6      |
| 176 School Building            | 1941              | N-6      |
| 177 Library                    | 1941              | N-6      |
| 178 Main Retail Store          | 1942              | M-6      |
| 193 Enlisted Club              | 1942              | K-5      |
| 194 Office Building            | 1942              | L-2      |
| 195 Navy Medical Clinic        | 1942              | N-4      |
| 198 Gate House #3              | 1942              | O-6      |
| 200 HQ Building                | 1942              | L-6      |
| 201 South Office Building      | 1942              | L-6      |
| 202 North Office Building      | 1942              | L-6      |
| 208 North Chapel               | 1942              | M-7      |

APPENDIX A

| Building                         | Construction Date | Map Cell   |
|----------------------------------|-------------------|------------|
| 210 Swimming Pool                | 1942              | K-7        |
| 430 DE Mockup                    | 1949              | G-14       |
| 451 Flagpole                     | 1923              | K-6        |
| 453 Gun Platform No. 1           | 1945              | J-6        |
| 454 Gun Platform No. 2           | 1945              | J-6        |
| 528 Flag Pole                    | 1942              | L-6        |
| Bunya-bunya trees (6)            | 1925              | L-M-2      |
| Decatur Road                     | 1922              | L-1 to L-9 |
| Dewey Road                       | 1922              | J-5 to O-5 |
| Fir Tree/John Paul Jones Ct.     | 1924              | L-4        |
| Gardens/Officers' Quarters       | 1925              | O-3 to O-5 |
| Ingram Plaza                     | 1941              | J-6        |
| John Paul Jones Court            | 1922              | L-3 to L-5 |
| Lawrence Court                   | 1922              | L-7 to L-8 |
| Luce Court                       | 1941              | M-6        |
| Perry Road                       | 1922              | L-2 to M-2 |
| Preble Field                     | 1941              | I-6        |
| Roosevelt Road                   | 1922              | J-7 to O-7 |
| Sail Ho Golf Course <sup>1</sup> | 1925              | O-1 to O-2 |
| Sellers Plaza                    | 1922              | L-1 to M-1 |
| Sims Road                        | 1922              | L-3 to M-3 |
| Stanley/Welty Terrace            | 1926              | O-4        |
| Steel Arch/Gate                  | 1932              | L-1        |
| Truxtun Road                     | 1922              | M-2 to N-6 |

Source: SWDIV 1997a, 1997b.

Note: <sup>1</sup>The burial site near this golf course was recommended for eligibility listing on the NRHP.

## APPENDIX B

Page 1 of 3

### ACTIONS NOT REQUIRING FURTHER CONSULTATION

The Navy shall not be required to consult with the California State Historic Preservation Officer, or the Advisory Council on Historic Preservation on the following actions provided they are done in accordance with the Secretary of Interior's Standards for Rehabilitation and Illustrated Guidelines for Rehabilitating Historic Buildings.

#### A. Architectural Elements

1. Repair or replacement of trim, or hardware when done in kind<sup>1</sup> to match existing material and design.
2. Replacement of glass when done in kind to match existing material and design. Window panes may be double glazed as long as the glazing is clear and replacement does not alter existing window material and form. This excludes the use of tinted glass, which will require consultation.
3. Except for the buildings identified below, maintenance of features such as frames, paneled or decorated jambs and moldings through appropriate surface treatments such as cleaning, rust removal, paint removal, and re-application of protective coating systems. This provision shall not apply to the interiors of the Commissary (Building #1), the Auditorium (Building #35), the Library (Building #177), the Commander's Headquarters (Building #200), the Chapel (Building #208), the swimming pool area of the Gymnasium (Building #210), and the entry vestibules (including the stairway at Quarters A), living rooms, dining rooms, and all fireplaces in the Officers Quarters A through D.
4. Repair or replacement of doors, when done in kind to match existing material and form.
5. Repair or replacement of roofs or parts of a roof that are deteriorated, when done in kind to match existing material and design. Adequate anchorage for roofing material to guard against wind damage and moisture penetration shall be provided.

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<sup>1</sup>For purposes of this Memorandum of Agreement, the phrase "in kind" is defined as using the same material, form and design, or compatible substitute material if the form and design, as well as the substitute material, convey the same visual appearance of the existing feature.

6. Repair or replacement of gutters and drain pipes, when done in kind to match existing material and design.
7. Repair or replacement of porches and stairs when done in kind to match existing material and design.
8. Repair of window and door frames by patching, splicing, consolidating, or otherwise reinforcing or replacing in kind those parts that are either extensively deteriorated or are missing. The same configuration of panes will be retained.
9. Repair or replacement of window and door screens when done to match existing material and design.
10. Except for buildings identified below, the alteration, repair and/or modification of the interior of buildings, not impacting on exterior appearance. This provision shall not apply to the interiors of the Commissary (Building #1), the Auditorium (Building # 35), the Library (Building # 177), the Commander's Headquarters (Building # 200), the Chapel (Building # 208), and the swimming pool area of the Gymnasium (Building # 210), and the entry vestibules (including the stairway at Quarters A), living rooms, dining rooms, and all fireplaces in the Officers Quarters A through D..
11. Demolition of non-contributing buildings within the area found eligible for listing as a Historic District on the National Register of Historic Places.
12. Except in the presence of an archeological site, excavations for repair or replacement of building footings or foundation work within two (2) feet of existing footings and foundations.

B. Surfaces

1. Painting exterior surfaces when the new paint matches the existing or original color. For all eligible buildings within the District which are stucco, the methods of re-surfacing should match the existing texture.
2. Replacement or installation of caulking and weatherstripping around windows, doors, walls, and roofs.
3. Removal of non-original intrusive surface applied elements such as exterior wall mounted conduit, pipes, wiring, junction boxes.

C. Utility Systems

1. Installation of mechanical equipment that does not effect the exterior of the buildings, This provision shall not apply to the interiors of the Commissary (Building #1), the Auditorium (Building # 35), the Library (Building # 177), the Commander's Headquarters (Building # 200), the Chapel (Building # 208), and the swimming pool area of the Gymnasium (Building # 210) and the entry vestibules (including the stairway at Quarters A), living rooms, dining rooms, and all fireplaces in the Officers Quarters A through D.

2. Replacement, removal, or upgrading of electrical wiring.

3. Except in the presence of an archaeological site, the repair and replacement of utilities, such as sewer, steam, water, storm, electrical, gas, leach lines, and septic tanks, where the repair and replacement is restricted to areas previously disturbed by installation of these utilities.

D. Surrounding Features

1. Ongoing maintenance of immediately surrounding landscaping, including such modifications as removing diseased or safety-threatening vegetation. This provision shall not apply to the six (6) bunya-bunya trees and the one (1) fir tree located in John Paul Jones Court, as shown on Appendix A of this Memorandum of Agreement.

2. In kind street, sidewalk, curbing and parking area resurfacing, and in-kind repair or replacement of site improvements including, but not limited to fences, retaining walls and landscaping where no additional right-of-way is required within the District.

E. New Materials

1. Installation of dry insulation that does not damage the historic fabric of the building.

2. Installation of security devices or systems, including dead bolts, door locks, window latches, and door peep holes that does not result in the loss of the original hardware on the exteriors of the buildings and the interiors of the buildings listed in A.10 above.

3. Installation of fire or smoke detectors.

## **Appendix F**

# **School Site Memorandum of Agreement**

**MEMORANDUM OF UNDERSTANDING BETWEEN THE DEPARTMENT OF THE NAVY AND THE CITY OF SAN DIEGO CONCERNING A SCHOOL SITE AT THE FORMER NAVAL TRAINING CENTER (NTC)**

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This Memorandum of Understanding is made on the 30th day of June, 1998, by and between the City of San Diego (City) and the United States Navy (Navy), with respect to the following:

Whereas, the Commander Naval Base San Diego has responsibility for developing military family housing for both the United States Marine Corps and Navy components in the San Diego area; and

Whereas, the Deputy Assistant Secretary of the Navy for Conversion and Redevelopment has recommended that a 72-acre parcel of property at the former Naval Training Center San Diego (NTC) be reassigned to the Marine Corps for military family housing (59 gross acres) and support facilities (13 gross acres); and

Whereas, the Navy plans to develop the military family housing through a public/private venture; and

Whereas, the San Diego City Council adopted Resolution R-285349 on February 13, 1995, in support of the military housing project; and

Whereas, the City, acting as the Local Redevelopment Authority (LRA) under the Defense Base Closure and Realignment Act of 1990, supports a draft reuse plan which includes 35 acres of market rate housing; and

Whereas, the San Diego Unified School District (School District) has stated that a new elementary school is needed to serve its forecasted enrollment of students generated by the proposed housing at NTC; and

Whereas, the City and Navy acknowledge that the Final Draft Environmental Impact Statement/Environmental Impact Report for Disposal and Reuse of Certain Properties at Naval Training Center San Diego, California, concludes that no elementary school is needed to mitigate school impacts to a level below significance; and

Whereas, the City and Navy agree an elementary school on the former NTC site would be an amenity which would benefit the NTC neighborhood;  
NOW, THEREFORE, City and Navy agree as follows:

1. The City and Navy agree to work together to provide quality educational opportunities and a safe environment for the children who will live on the former NTC site.

2. In connection with the development of 500 units of military family housing at the former NTC site within the aforementioned 59 acres and subject to the San Diego Unified School District agreeing to the provisions of this Memorandum of Understanding, the Navy agrees to make available to the School District a seven-acre cleared parcel for use as an elementary school site and joint-use playground/park at no cost to the School District. The parcel will be made available after receipt of the School District's agreement with this Memorandum of Understanding and prior to the start of construction of the military family housing.

3. The following rights or conditions shall apply or be reserved to the Navy with respect to use of the parcel by the School District:

- a. Upon making the site available to the School District, the Navy shall no longer be responsible for protection or maintenance of the seven-acre parcel. The City and School District shall negotiate a Joint Use and Maintenance Agreement for the seven-acre parcel, which shall specifically allocate responsibility between the City and School District for protection and maintenance. The Navy shall be provided with a copy of the Joint Use and Maintenance Agreement prior to making the site available.
- b. Failure of the School District to commence construction of an elementary school within two years of the date the Navy commences construction of the military family housing shall terminate the Navy's agreement to make the seven-acre parcel available to the School District. Navy shall provide written notice to the School District of the date of commencement of construction on the military family housing.
- c. The portion of the school site developed and utilized by the School District as a joint-use playground/park shall be open for use by the residents of the NTC redevelopment project area when school is not in session.

4. The Navy agrees that in soliciting proposals from private developers to develop the military family housing, the Navy will require prospective developers to include in any proposed plans a seven-acre parcel for use as an elementary school

site. The Navy will work with the School District and make best efforts to adapt the California Department of Education school site selection criteria for this project to the mutual satisfaction of the Navy and School District. A factor in the Navy's selection of a developer will be how well the site plans for the proposed project take into consideration the adapted school site selection criteria.

5. The City agrees that the Navy's commitment contained in this Memorandum of Understanding constitutes the maximum contribution by the Navy and its developer regarding the provision of school buildings and playground areas for housing to be developed within the NTC redevelopment project area. The City shall undertake and be responsible for all negotiations with the School District regarding all school capital improvement issues resulting from the proposed 350 units of market rate housing and 500 units of military family housing.

6. Immediately upon execution of this Memorandum of Understanding, the City will advise the Deputy Under Secretary of Defense (Industrial Affairs and Installations) that it supports expedited approval of the reassignment of the 72-acre parcel of property to the Marine Corps.

  
PENELÓPE CULBRETH-GRAFT, DPA  
Assistant City Manager

  
T.M. BOOTHE  
Captain, CEC, U.S. Navy

## **Appendix G**

# **San Diego Unified Port District Agreement**

**AGREEMENT CONCERNING  
REUSE RECOMMENDATIONS FOR CAMP NIMITZ**

THIS AGREEMENT ("Agreement"), dated for purposes of reference only as of November 1, 1996, is made by and between THE CITY OF SAN DIEGO (the "City") and the SAN DIEGO UNIFIED PORT DISTRICT (the "District") based on the following facts:

A. In 1993, the Base Realignment and Closure Commission recommended and Congress and the President approved the closure of a substantial portion of the Naval Training Center military installation ("NTC") located in the City of San Diego, including the area known as Camp Nimitz.

B. The United States Department of Defense selected the City Council of the City (the "City Council") as the Local Redevelopment Authority ("LRA") for the closure of the NTC. The LRA is required to focus primarily on developing a comprehensive redevelopment plan based on local needs. It is required to submit a Preliminary NTC Reuse Plan to the Secretary of the Navy. The LRA is also required to submit a Final NTC Reuse Plan to the Secretary of the Navy after it has prepared an Environmental Impact Report and an Environmental Impact Statement concerning the uses proposed in the Preliminary NTC Reuse Plan.

C. The LRA formed the Naval Training Center Reuse Committee (the "Reuse Planning Committee"), a 26-member citizen advisory group chaired by San Diego Mayor Susan Golding, to study various aspects of the closure of the NTC.

D. The Reuse Planning Committee established a structure of subcommittees to focus and conduct outreach on various aspects of the closure and reuse process, including a subcommittee to study the reuse of Camp Nimitz. The Reuse Planning Committee made recommendations to the LRA.

E. After reviewing the Reuse Planning Committee's recommendations and listening to public testimony, the LRA recommended that (i) the Camp Nimitz site be used to develop a Public Training Safety Institute including a tactical village and an emergency vehicle operations course ("EVO"); (ii) approximately 19 acres of Camp Nimitz be used to expand Lindbergh Field; and (iii) an area within Camp Nimitz which the U. S. Fish and Wildlife Service ("USFWS") has identified as a least tern nesting site (the "Nesting Site") remain in place as a nesting site, except for minor adjustments to the location of the Nesting Site necessary for the airport expansion.

F. The District objected to the LRA's recommendations on the grounds that airport expansion represents a vital local need and that the acreage designated by the Reuse Planning Committee for airport expansion was insufficient to meet the local needs. The District prepared, but has not yet submitted to the United States Department of Defense and United States Navy, a Public Benefit Conveyance Application in which it requests the United States Navy to convey all of the Camp Nimitz property to the District for the expansion of Lindbergh Field.

G. After further study, the City determined that the Nesting Site and a former landfill on the Camp Nimitz property would pose problems for the construction of the EVOC on Camp Nimitz. The City further determined an alternative location for the EVOC would better meet the local needs for an EVOC.

H. The District and the City have engaged in extensive negotiations to resolve their differences concerning the reuse of Camp Nimitz. These negotiations have resulted in a compromise agreement which will allow for the development on Camp Nimitz of a Public Safety Institute without the EVOC and greater expansion of Lindbergh Field. A map which divides Camp Nimitz into the various use areas agreed to by the parties (the "Compromise Plan") is attached as Exhibit A and incorporated into this Agreement.

I. The City Council approved on October 21, 1996, Resolution No. R-287949, which authorizes the City Manager to sign this Agreement on behalf of the City. The District approved on October 29, 1996, ~~Resolution No. /~~ action, which authorizes the Executive Director of the District, Lawrence M. Killeen, to sign this Agreement on behalf of the District.

J. The District and the City have determined that a portion of the design and construction of improvements upon the portion of Camp Nimitz which will be transferred to the City under the NTC Reuse Plan proposed in this Agreement will also benefit the airport.

NOW, THEREFORE, for valuable consideration, the receipt and sufficiency of which is acknowledged, the parties agree as follows:

1. Compromise Plan. The parties agree that the Compromise Plan represents the best plan for the reuse of Camp Nimitz, taking into account all competing local interests and benefits.

2. Reuse Plan. The City Council, in its capacity as the LRA for the closure of the NTC, shall prepare and submit a preliminary NTC Reuse Plan to the Secretary of the Navy which designates for airport expansion the property identified as airport expansion on Exhibit A.

3. Nesting Site. The City Council, in its capacity as LRA, shall provide in the Preliminary NTC Reuse Plan two (2) land use designations for the Nesting Site. The primary land use designation for the site shall be as a least tern nesting site; the alternative land use designation shall be for further airport expansion. The City and the District shall cooperate in negotiations with the USFWS to make the airport expansion the primary land use designation for the Nesting Site. The District shall be solely responsible for eliminating or relocating the Nesting Site to the satisfaction of the USFWS to implement airport expansion.

4. Airport Expansion. The District shall revise its Public Benefit Conveyance Application to reflect the boundaries designated for airport expansion on Exhibit A. If at any time in the future, land conveyed to the District for airport expansion under its Public Benefit Conveyance Application is no longer used for airport purposes and reverts to the federal government as required by the Public Benefit Conveyance Restrictions, the District shall cooperate with the City concerning any application by the City to gain title to any such surplus property.

5. Tidelands Issues. The District shall cooperate with the City concerning any future negotiations between the City and the California State Lands Commission regarding tidelands trust issues related to the use of the property to be conveyed to the City under the Compromise Plan. The District shall affirmatively state that at this time it has identified a need for only those portions of Camp Nimitz identified on Exhibit A and the Nesting Site for use by the District for airport expansion.

6. Airport-Related Improvements. The District shall appropriate and spend a minimum of Two Million Dollars (\$2,000,000) for the design and construction of improvements related to airport needs on those portions of Camp Nimitz conveyed to the City. The City and the District shall agree upon how the funds shall be used, consistent with the terms of this paragraph. The District's obligations under this paragraph are contingent upon the conveyance to the District of both (a) those portions of Camp Nimitz identified on Exhibit A and (b) the Nesting Site for use by the District for airport expansion. Any expenditures by the District for design and construction of improvements at Camp Nimitz on the land conveyed to the City which occur prior to the conveyance of the Nesting Site shall be credited against the District's obligations under this paragraph.

7. McCain Road. McCain Road shall remain open for use by both the City and the District. McCain Road may realigned upon written agreement of the City and the District.

8. Lindbergh Field Master Plan. The City shall provide assistance to the District in the preparation of the Lindbergh Field Master Plan. The District shall reimburse up to Three Hundred Thousand Dollars (\$300,000) of the costs incurred by the City assisting in the Lindbergh Field Master Plan process. The City's assistance in the preparation of the Lindbergh Field Master Plan may include, at the District's discretion, the following:

(a) Technical review and assistance working with the District's Airport Master Planning Team;

(b) Planning studies and analyses (land use, transportation, urban design) to address the impacts of the airport master plan in adjacent City neighborhoods: Uptown, Old San Diego, Midway-Pacific Highway Corridor, Peninsula, as well as NTC and the northern part of Centre City;

(c) Liaison, at the request of the District, with concerned Community Planning groups and organizations, including arranging meetings, facilitating workshops and interpreting community impacts; and

(d) Planning, zoning, and regulatory actions that may be required as the result of the Lindbergh Field Master Plan recommendations on adjacent city areas. This could include Community and General Plan amendments, rezonings, and similar actions.

8. General Provisions.

(a) California Law. This Agreement shall be governed by and enforced in accordance with the laws of the State of California. This Agreement was entered into in San Diego, California.

(b) Successors and Assigns. The City and the District each binds itself, its successors and assigns to the other party and to the successors and assigns of the other party with respect to all covenants, agreements and obligations contained in this Agreement.

(c) Third Parties. This Agreement shall not create any rights in third parties and no provisions of this Agreement shall be construed as creating any obligations for the benefit of, or rights in favor of, any person or entity other than the parties to this Agreement.

(d) Interpretation. No provision of this Agreement shall be interpreted against any party because that party or its legal representative drafted that provision.

(e) Invalidity. If any term, condition or provision of this Agreement is held by a court of competent jurisdiction to be invalid or unenforceable, the remaining terms, conditions or provisions of this Agreement shall continue to be valid and binding on the parties.

(f) Attorneys' Fees. If either party to this Agreement shall bring any action, suit, counterclaim, appeal, arbitration or mediation for any relief against the other, declaratory or otherwise, to enforce the Agreement (collectively, "Action"), the losing party shall pay to the prevailing party a reasonable sum for attorneys' fees and costs incurred in bringing and prosecuting such Action and/or enforcing any judgment, order, ruling or award.

(g) Notices. All notices, requests, demands and other communications required to or permitted to be given under this Agreement shall be in writing and shall be deemed to have been given (a) when hand delivered to the other party addressed as set forth below; or (b) when received when sent by facsimile at the address and number set forth below (provided, however, that notices given by facsimile shall not be effective unless either (i) a duplicate copy of such facsimile notice is promptly given by depositing same in a United States post office with first-class postage prepaid and addressed to the parties as set forth below, or (ii) the receiving party delivers a written confirmation of receipt for such notice either by facsimile or any other method permitted under this section; additionally, any notice given by facsimile shall be deemed received on the next business day if such notice is received after 5:00 p.m. (recipient's time) or on a non-business day; or (c) three business days after the same have been deposited in a United States post office with first-class or certified mail return receipt requested postage prepaid and addressed to the parties as set forth below; or (d) the next business day after same have been deposited with a national overnight delivery service reasonably approved by the parties (Federal Express and DHL WorldWide Express being deemed approved by the parties), postage prepaid, addressed to the

parties as set forth below with next-business-day delivery guaranteed, provided that the sending party receives a confirmation of delivery from the delivery service provider:

City: Mr. Jack McGrory  
City Manager  
City of San Diego  
202 C Street, MS 9A  
San Diego, California 92101  
Telephone: 619-236-5941  
Facsimile: 619-236-6067

with a copy to: Casey G. Gwinn, Esq.  
City Attorney  
1200 Third Avenue, MS 16A  
San Diego, California 92101-4106  
Telephone: 619-236-6220  
Facsimile: 619-533-5487

District: Mr. Lawrence M. Killeen  
Executive Director  
San Diego Unified Port District  
3165 Pacific Highway  
San Diego, California 92101  
Telephone: 619-686-6201  
Facsimile: 619-686-6547

with a copy to: David R. Chapman, Esq.  
San Diego Unified Port District  
3165 Pacific Highway  
San Diego, California 92101  
Telephone: 619-686-6200  
Facsimile: 619-686-6547

Either party may change its address for notice or add additional addresses by giving written notice in accordance with this paragraph.

(h) No Waiver. No waiver of any provision or consent to any action shall constitute a waiver of any other provision or consent to any other action, whether or not similar. No waiver or consent shall constitute a continuing waiver or consent or commit a party to provide a waiver in the future except to the extent set forth in writing. Any waiver given by a party shall be void if the party requesting the waiver has not provided a complete disclosure of all material facts relevant to the waiver requested.

(i) Entire Agreement. This Agreement and its Exhibit A constitute the entire agreement between the parties with regard to the subject matter of this Agreement. This Agreement supersedes all previous agreements between or among the parties. There are no agreements,

representations or warranties between or among the parties other than those set forth in this Agreement or the documents and agreements referred to in this Agreement.

(j) Amendments. No amendment, modification or supplement to this Agreement shall be binding on any of the parties unless it is in writing and signed by the parties in interest at the time of the modification.

(k) Further Assurances. The parties shall at their own cost and expense execute and deliver further documents and instruments and shall take other actions as may be reasonably required or appropriate to carry out the intent and purposes of this Agreement.

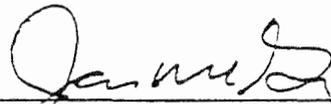
(l) Counterparts. This Agreement may be executed in two or more counter-parts, each of which shall be deemed an original, but all of which together shall constitute the same instrument. This Agreement shall not be effective until the execution and delivery between each of the parties of at least one set of counterparts. The parties authorize each other to detach and combine original signature pages and consolidate them into a single identical original. Any one of the completely executed counterparts shall be sufficient proof of this Agreement.

(m) Advice of Counsel. The undersigned each acknowledge and represent that they are executing this Agreement after having received full legal advice as to their rights from legal counsel of their choice. Each of the undersigned further represent that they have each read this Agreement in its entirety, understand all of its terms and provisions, and sign this Agreement voluntarily and of their own free will.

"CITY"

THE CITY OF SAN DIEGO

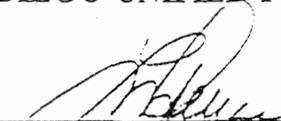
Date: 12-20-96

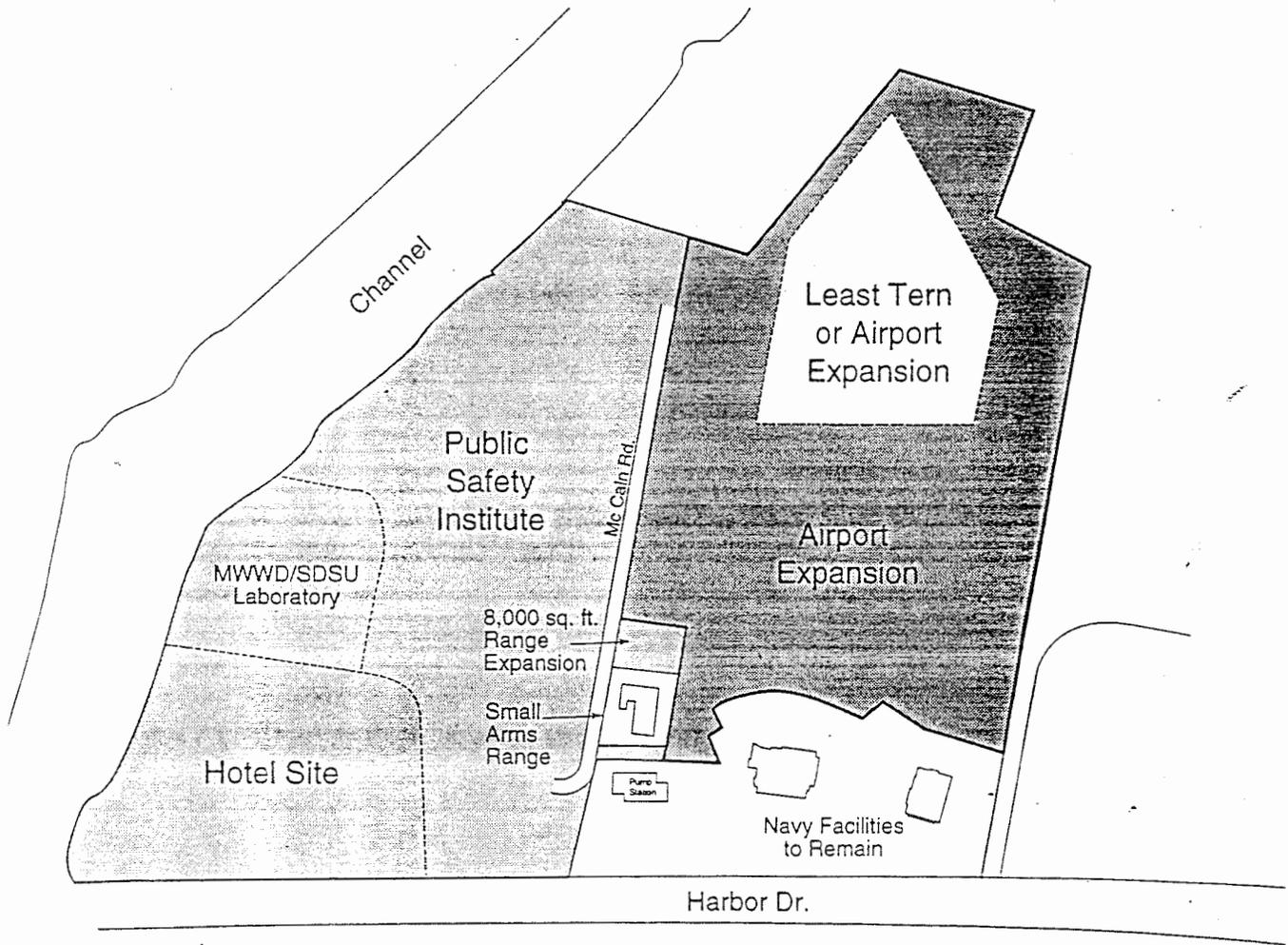
By:   
Jack McGrory, City Manager

"DISTRICT"

SAN DIEGO UNIFIED PORT DISTRICT

Date: December 2, 1996

By:   
Lawrence M. Killeen, Executive Director

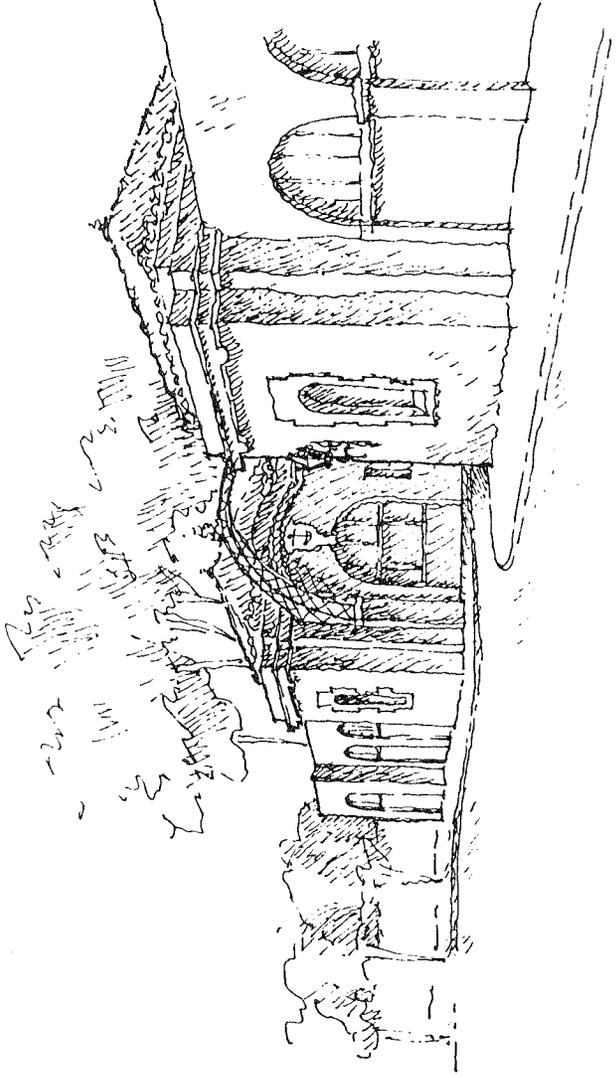


North

Not To Scale

**Appendix H**  
**Urban Design Guidelines**

NAVAL TRAINING CENTER REUSE PLAN  
U R B A N D E S I G N  
G U I D E L I N E S



Rick Engineering Company / W Steele Group / Keyser Marston Associates / Macleod Consulting Services

# URBAN DESIGN GUIDELINES - CONTENTS

## 1. INTRODUCTION AND ORGANIZING CONCEPTS PLAN

|   |      |
|---|------|
| Urban Design Guidelines .....                 | 1- 1 |
| Format .....                                  | 1- 1 |
| The Organizing Concepts Plan .....            | 1- 2 |
| Coordination .....                            | 1- 2 |
| Implementation Tool .....                     | 1- 2 |
| Influence of the Historic Core .....          | 1- 2 |
| Land Form .....                               | 1- 3 |
| Shifting Grid .....                           | 1- 3 |
| Connection to the Surrounding Community ..... | 1- 3 |
| Open Space as a Defining Element .....        | 1- 3 |
| The Channel as a Focus and Edge .....         | 1- 3 |

## 2. OPEN SPACE PLAN

|  |      |
|--|------|
| Open Space Plan .....                          | 2- 1 |
| Recreation .....                               | 2- 1 |
| Water .....                                    | 2- 1 |
| Edges .....                                    | 2- 1 |
| Character and Materials .....                  | 2- 2 |
| Special Features .....                         | 2- 2 |
| The Urban Edge: Interface with Community ..... | 2- 3 |
| Urban Open Space .....                         | 2- 6 |
| Parking Areas .....                            | 2- 7 |
| Parking Reserve .....                          | 2- 8 |
| Rip-Rap Water's Edge .....                     | 2- 9 |
| Soft Water's Edge .....                        | 2-10 |
| Urban Water's Edge .....                       | 2-11 |
| Naturalized Water's Edge .....                 | 2-12 |
| Waterfront Plaza .....                         | 2-13 |
| Waterfront Commercial .....                    | 2-15 |
| Waterfront Tower .....                         | 2-16 |
| The Hotel: Connections and Views .....         | 2-17 |
| Passive Recreation and Open Space .....        | 2-18 |
| Active Recreation and Open Space .....         | 2-18 |
| Site Furniture and Lighting .....              | 2-19 |
| Signage .....                                  | 2-19 |
| Project Identification .....                   | 2-19 |
| Major Tenant or User Identification .....      | 2-19 |
| Individual User or Tenant Identification ..... | 2-19 |
| Directional Signs .....                        | 2-20 |
| Landscaping .....                              | 2-20 |

### 3. CIRCULATION AND ACCESS PLAN

|  |      |
|--|------|
| Circulation and Access Plan .....      | 3- 1 |
| Entrances .....                        | 3- 1 |
| Streets .....                          | 3- 1 |
| Pedestrian Circulation .....           | 3- 1 |
| Design, Character and Materials .....  | 3- 2 |
| Special Features .....                 | 3- 2 |
| Lighting and Directional Signage ..... | 3- 2 |
| Primary Entrance: Lytton .....         | 3- 3 |
| Primary Entrance: Rosecrans .....      | 3- 4 |
| Primary Entrance: Harbor Drive .....   | 3- 5 |
| Secondary Entrances: Rosecrans .....   | 3- 6 |
| Pedestrian Access .....                | 3- 7 |
| Parkway Intersections .....            | 3- 8 |
| Neighborhood Intersection .....        | 3- 9 |
| Rosecrans Street .....                 | 3-10 |
| Parkway .....                          | 3-11 |
| Harbor Drive .....                     | 3-12 |
| Primary Street .....                   | 3-13 |
| Neighborhood Street .....              | 3-14 |
| Parking Policy .....                   | 3-15 |
| Parking Distribution .....             | 3-16 |

### 4. DESIGN CHARACTER PLAN

|                                      |      |
|--------------------------------------|------|
| Design Character Plan .....          | 4- 1 |
| Role of Design Character .....       | 4- 1 |
| Design Character and Materials ..... | 4- 1 |

#### AREA 1 - RESIDENTIAL

|  |      |
|--|------|
| Residential Concept .....                | 4- 3 |
| Rowhouses, Flats .....                   | 4- 4 |
| Street Pattern: The Grid Streets .....   | 4- 5 |
| Setbacks .....                           | 4- 6 |
| Entries .....                            | 4-7  |
| Mass and Scale .....                     | 4-8  |
| Parking .....                            | 4-9  |
| The Gym and Swimming Pool Building ..... | 4-10 |
| The Foundry Building #51 .....           | 4-11 |

#### AREA 2 - MULTIPLE USES

|                              |      |
|------------------------------|------|
| Area 2 - Multiple Uses ..... | 4-12 |
| Education .....              | 4-13 |
| Laboratory/R&D .....         | 4-14 |

|                   |      |
|-------------------|------|
| Hotels .....      | 4-15 |
| USS Recruit ..... | 4-16 |

AREA 3 - CAMP NIMITZ

|   |      |
|---|------|
| Area 3 - Camp Nimitz .....                          | 4-17 |
| The Regional Public Safety Training Institute ..... | 4-17 |
| The MWWD Building .....                             | 4-17 |
| The Hotel Site .....                                | 4-17 |
| The Edges: Channel, Harbor Drive, Hotel Site .....  | 4-18 |
| Camp Nimitz .....                                   | 4-19 |

AREA 4 - HISTORIC CORE

|                              |      |
|------------------------------|------|
| Area 4 - Historic Core ..... | 4-20 |
| Architectural Style .....    | 4-21 |
| Color and Materials .....    | 4-21 |
| Setbacks .....               | 4-22 |
| Entries .....                | 4-23 |
| Facades .....                | 4-24 |
| Mass and Scale .....         | 4-24 |
| Pedestrian Access .....      | 4-25 |
| Parking .....                | 4-26 |

AREA 5 - NAVY HOUSING

|                               |      |
|-------------------------------|------|
| Area 5 - Navy Housing .....   | 4-27 |
| Circulation .....             | 4-27 |
| The Urban Grid .....          | 4-28 |
| The Edges .....               | 4-29 |
| Open Space .....              | 4-29 |
| Linkages .....                | 4-30 |
| Neighborhood Character .....  | 4-31 |
| Architectural Character ..... | 4-31 |
| Mass and Scale .....          | 4-32 |
| Landscape .....               | 4-32 |
| School Site .....             | 4-32 |

# 1. Introduction and Organizing Concepts Plan

# INTRODUCTION AND ORGANIZING CONCEPTS PLAN

## URBAN DESIGN GUIDELINES

*Urban Design determines the quality and appreciation of the built environment . The actual configuration of streets, parks, lighting, hard-scape, 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.*

### Urban Design Guidelines Format

The Urban Design Guidelines are presented in four sections including this introduction. Each following plan section represents an important broad grouping of design concerns illustrated by plans and specific guidelines that detail the plan concepts. The *Organizing Concepts Plan* outlines the basic physical plan origins as part of this introduction. The subsequent three sections of the guidelines each detail the remaining overall broad categories of design subjects: *Open Space, Circulation and Character.*

### ***Section 1.0-Introduction and Organizing Concepts Plan***

The Organizing Concepts Plan is a diagram of the overall concept of the Naval Training Center Plan elements. The fundamental components of the plan are placed together to communicate their interrelationship and role in forming the backbone of the of the reuse plan. A description of the Organizing Concepts Plan is included to ensure its full understanding. The Organizing Concepts Plan is not a detailed Land Use Plan. While overall uses are inferred, the goal is to create an understanding of how the many components result in an integrated whole without focusing undue attention on any of the individual parts of the Plan.

### ***Section 2.0-Open Space Plan***

The open space concept for NTC is illustrated by this plan. This network is the public use organizing element for the plan. Details of the open space elements will be keyed to this plan in the Design Guidelines. Some of the details include the water's edge, the street edge and the urban parks.

### ***Section 3.0-Circulation And Access Plan***

All circulation links for NTC are illustrated within this plan and their functions are established. Movement through NTC and its interface with the Point Loma community are developed also. Details of these linkages and entrances will be keyed to the plan in the Design Guidelines. Some of the details will address street design, pedestrian and bicycle path design, entrances, and parking.

### ***Section 4.0-Design Character Plan***

Planing and architectural design guidelines are established according to areas of influence at NTC. The Historic Core and the neighborhoods of Loma Portal will set the tone for much of the Naval Training Center. Details and text in the Design Guidelines will describe site planning, design character, materials, setbacks and landscaping which will provide the direction for a harmonious and creative total project.

# INTRODUCTION AND ORGANIZING CONCEPTS PLAN

## THE ORGANIZING CONCEPTS PLAN

*The inspiration for physical planning concepts originated with the existing plan. Several key concepts organize the plan such that preservation, redevelopment and new development can all serve to define the future of NTC as a clear and meaningful addition to San Diego's urban environment.*

### **A Means to Coordination**

Once the vision of a plan is well established, Urban Design is the bridge to its realization. Regardless of the specifics of the Land Use Plan and the particular uses of the various parts of the project, Urban Design provides the road map to achieving the physical result envisioned by the Plan. It defines the reality of the "place" we speak of when discussing the element of outstanding planning referred to as "sense of place" by defining the specifics of massing, character, materials and design.

### **An implementing tool**

As the Naval Training Center begins the lengthy and complex process of re-use and conversion into an integral and active part of the community, prospective users and developers will be anxious to forward their proposals for individual projects. These guidelines will be applied by the governing agency uniformly so that when the pieces all fit together they will result in the coordination of design of all the physical elements of NTC. Each individual project will further the final design of NTC through enforcement of these guidelines.

These guidelines may be somewhat expanded and included as an element of an implementation ordinance or Specific Plan and become a requirement of development just as many design elements are mandated today throughout San Diego by the enforcement of Planned District Ordinances, C. C. & R.'s and Master Plans.

### **The Influence of the Historic Core**

The historic core is unified in its architecture and extraordinarily strong in plan. This strength comes from its symmetry and adherence to a principle of planning based on an integrated circulation pattern. The historic core contains within itself all the elements of a complete and superior plan which have been extended outward into the balance of the site to create an overall unified concept.

The Historic Core is organized about a north-south axis and an east-west axis. The north-south axis is further defined by a linear open space that is proposed to become an urban park and to be continued as an open space spine and organizing element throughout the plan. The east west axis will be extended and reinforced with an urban plaza creating a public space that connects the water with a proposed maritime museum.

The architectural style and fenestration has resulted directly from the plan. Arcades are formed by the walkways resulting in a unique integration of form and function that was just as significant in 1922 as it is today.

# INTRODUCTION AND ORGANIZING CONCEPTS PLAN

## **The Land Form**

The terrain of the base and surrounding area has some effect on the existing and current plan. Located on the eastern side of the ridge of land that forms Point Loma, this site is defined by the alignment of Rosecrans as it climbs the edge of the down slope. This alignment of Rosecrans has yielded a site that is relatively level at the south end but contains some significant down slope east from Rosecrans along the northwest border of the base. This change in elevation was significant enough to affect the siting of the original buildings and also to allow a view over the base from the residential areas to the west, as evidenced by the entrance at Gate #3 which is approximately 45 feet above the shoreline at the channel.

## **The Shifting Grid**

The increase in grade from south to north along the Rosecrans boundary caused the original base to be constructed at an angle to the adjacent street grid in response to the irregularly sloping site. Later construction of the base to the south was oriented parallel to Rosecrans because the grade at that point was essentially level with the street, eliminating the need for the slight angle in plan. The result is a shifting grid pattern which is reflected in the reuse plan.

## **A Connection to the Surrounding Community**

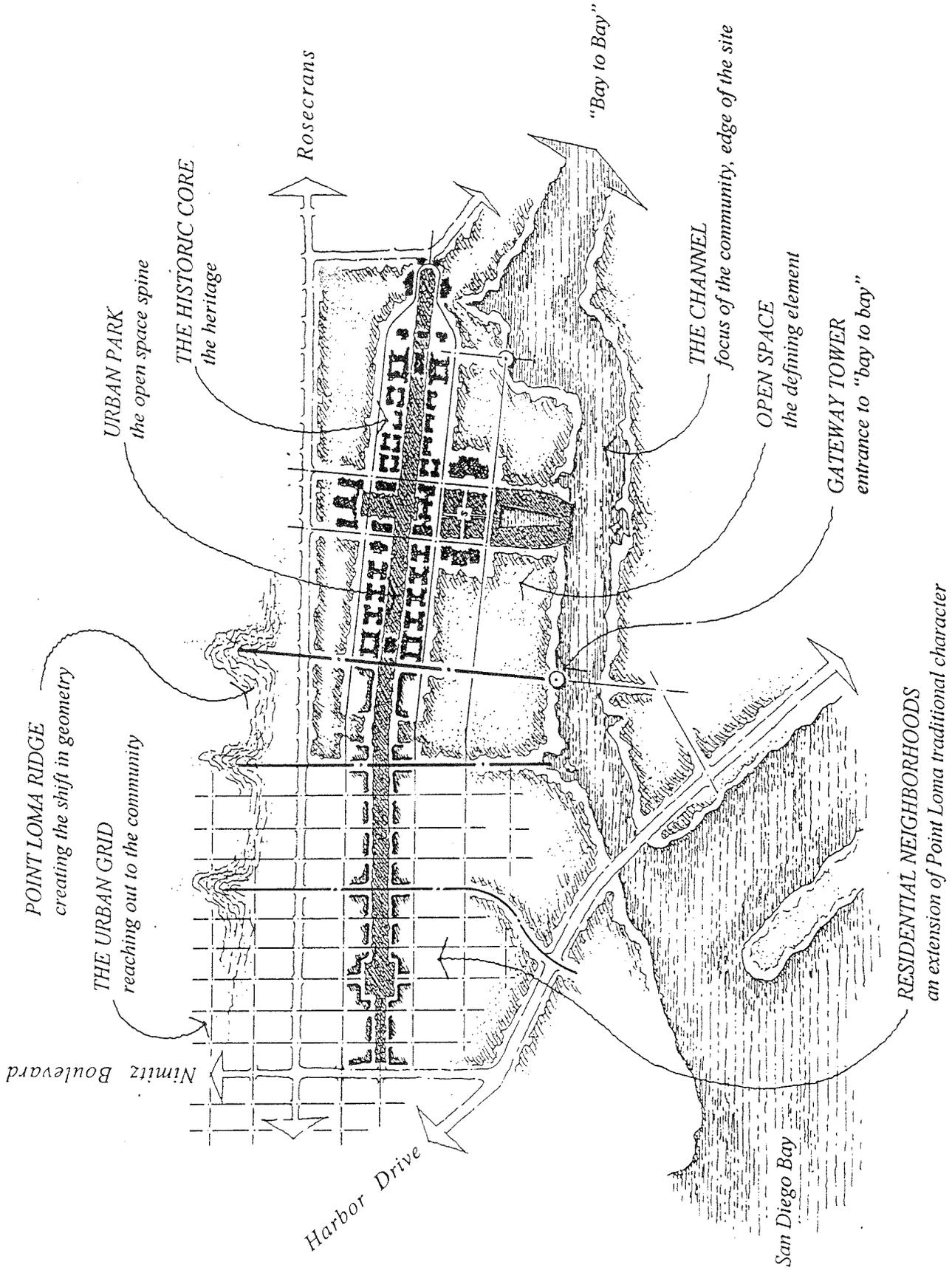
The opportunity to orient the NTC planning grid to the grid of streets in the community has been seized by the proposed plan. The southern half of the base is proposed to align with the Point Loma and Loma Portal grid as a means to dissolve the barriers between NTC and its surrounding neighbors. This concept is reflected in the design of the residential areas of NTC as they provide the most direct link to the community in terms of planning and design.

## **Open Space as a Defining Element**

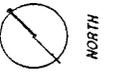
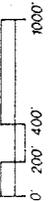
The north-south axis of open space contained within the urban park spine lends focus, continuity and structure to the building organization. This linear open space connects the vast majority of all uses on the base to a common pedestrian element. This spine of buildings is mostly surrounded by active and passive open space that frames the Historic Core in a park setting and provides visitor activities throughout. Active and passive recreation space extends to Rosecrans on the west and the channel on the east.

## **The Channel as a Focus and Edge**

While the channel focuses NTC on the water and the bay, it forms an edge to the recreational open space. This edge will become alive with natural habitat and recreation activities. From the shore of the channel one will look back at the historic core and see it set against the hills of Point Loma and lying within a foreground of green landscape.



**ORGANIZING CONCEPTS PLAN**



## 2. Open Space Plan

## 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, with precise character and use being defined according to location in the plan. Whether open space is near the water, contained within building courtyards, forming the central gathering space or at an edge determines the detail and specifics of implementation.*

### Recreation

Much of the open space at NTC will be dedicated to passive uses such as picnics, strolling, reading and other traditional park activities. Active uses such as golf, tennis, ball sports and other impromptu activities will also be included as part of the open space system. Even some commercial activities such as a driving range, portable food stands and similar uses will be permitted within urban design guidelines.

The urban park system acts as a focus of the Historic Core and Education Subarea and extends into the Residential and Navy Housing Areas. This unique park creates a central green space for walking and gathering, removed from the general public spaces, integrating the various uses and providing a strong organizing element.

### The Water

*The channel is a significant open space element that creates a memorable experience and image for NTC. As the future gateway to the Bay to Bay link, NTC 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 is proposed to be reconstructed into viable wildlife habitat. This will be mixed with a more urbanized edge resulting in a dynamic body of water that will be enjoyed by naturalists and casual observers as well. The Urban Waterfront Plaza provides an urbanized gathering space at NTC that supports the civic nature of the plan. A central water element and abundant hard-scape will define this space as the civic focus of NTC. It is envisioned that this space will become the major urban plaza for the Point Loma area, providing the opportunity for public gatherings and activities for the surrounding communities.

### The Edges

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

## OPEN SPACE PLAN

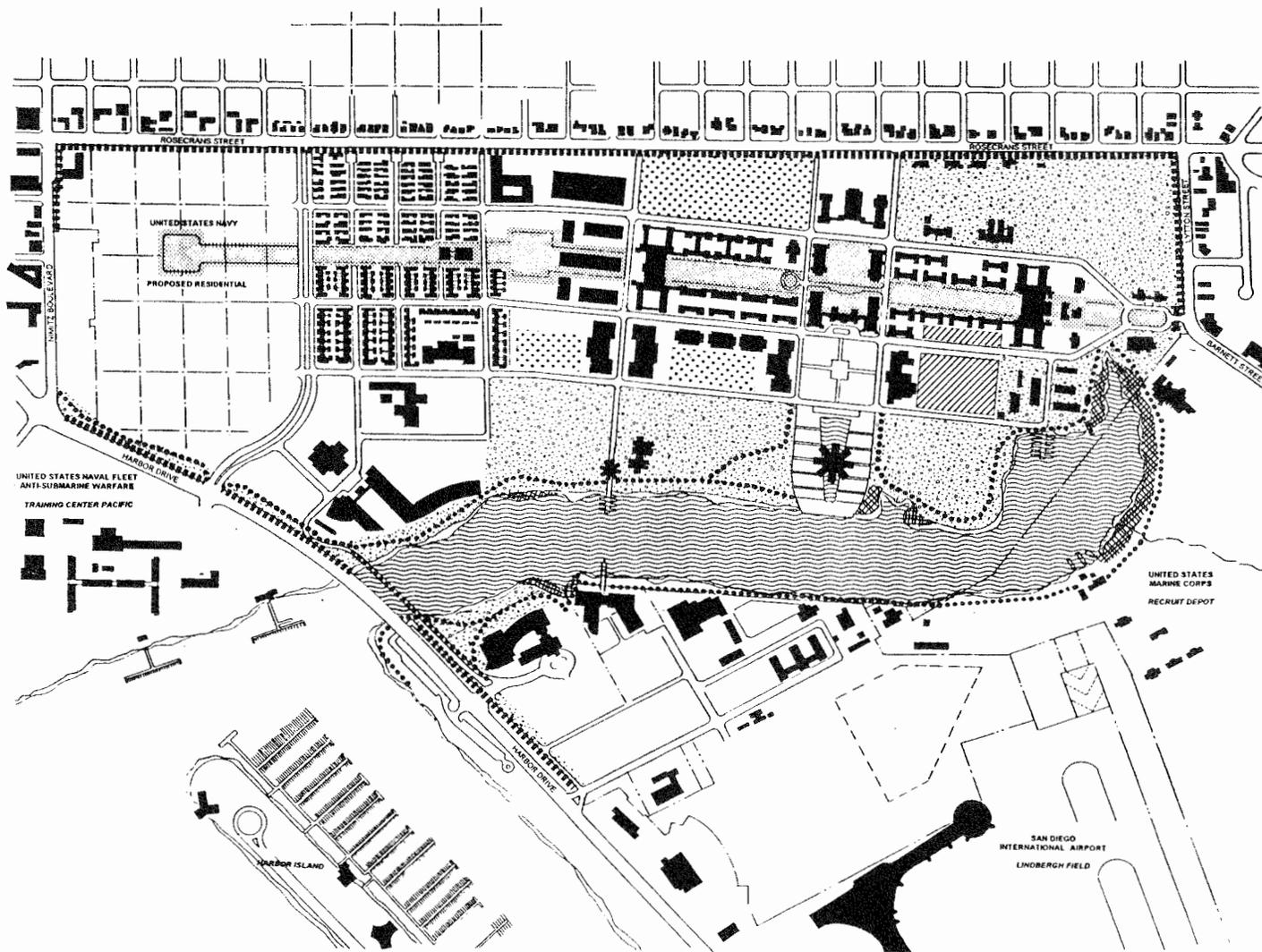
### Character and Materials

NTC is presently characterized by an abundance of turf and simple landscaping. This direct palette of materials accentuated by deliberate gardens, will be continued to preserve this character. Complementing the simple architecture of the Historic Core and proposed new buildings. Materials used in constructing the open space will support the accessibility of the water and the Historic Core. A clear transition from urbanized planting to naturalized planting at the water's edge will demarcate the area as being environmentally sensitive.

### Special Features

All significant urban development includes special features such as fountains, towers, sculpture, unique furniture, flag standards and other artifacts that are unique to its particular environment. Many such features will be retained and included in the plan at NTC. The existing flag standards, fixed artillery and other reminders of the history of NTC will set the tone for these features. The U.S.S. Recruit will play a particularly important role in the preservation of historic reminders of the heritage of the base.

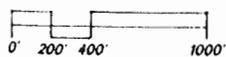
A new gateway tower is proposed to add significance to the site and to provide an entrance marker to the Bay to Bay waterway.



**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**

**OPEN SPACE PLAN**



NORTH

## OPEN SPACE PLAN

### **The Urban Edge: Interface with Community**

*The edges of any urban redevelopment area are its connection and front door to the community at large. The manner in which NTC meets its neighbors at the edges will determine in large measure how successful the reuse plan will be. The three edges of the Naval Training Center that interface with the community are Rosecrans, Harbor Drive and Lytton. Each of these edge conditions represents a unique and different connection to the surrounding neighborhood.*

The edge along Rosecrans (details A & B) connects NTC to an established and dignified residential neighborhood. This interface should coordinate with the neighborhood across the street and reflect that residential rhythm and scale. The street grid, the landscaped edge to the street and the pedestrian corridor all contribute to this interface. The north end of NTC will interface the community differently than the south end of NTC. The north presents an entirely landscaped edge while the area south of the Education Core is characterized by a street grid intersecting Rosecrans as though continued from the west side of the street.

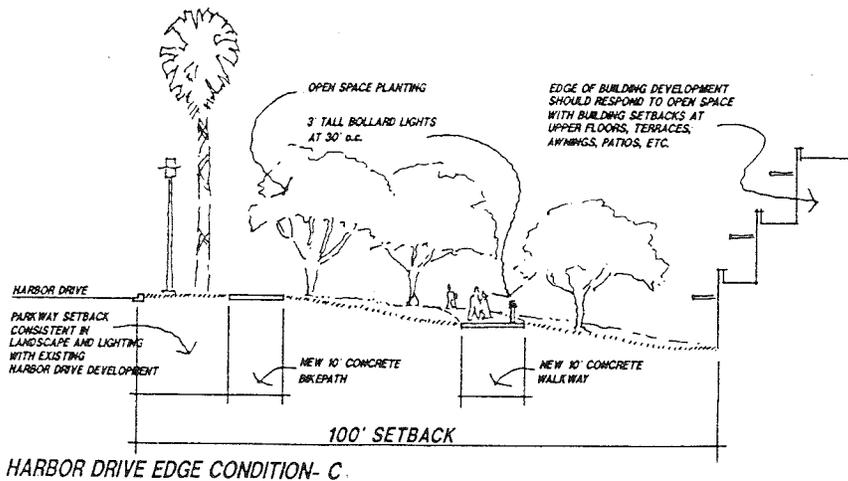
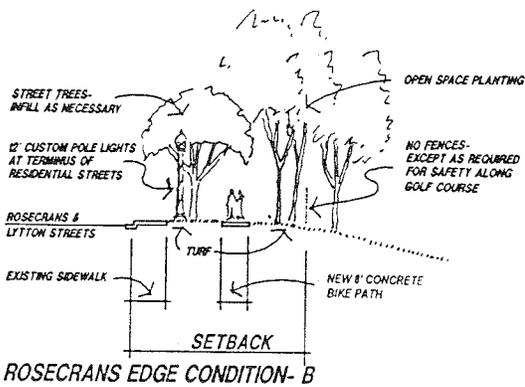
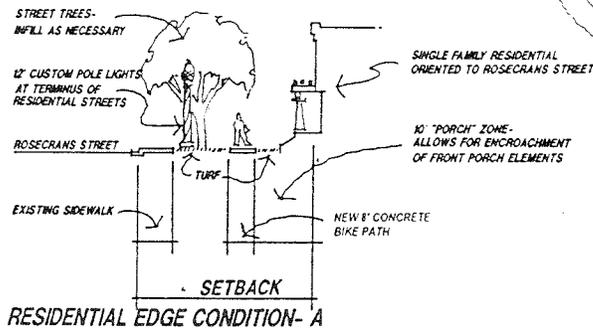
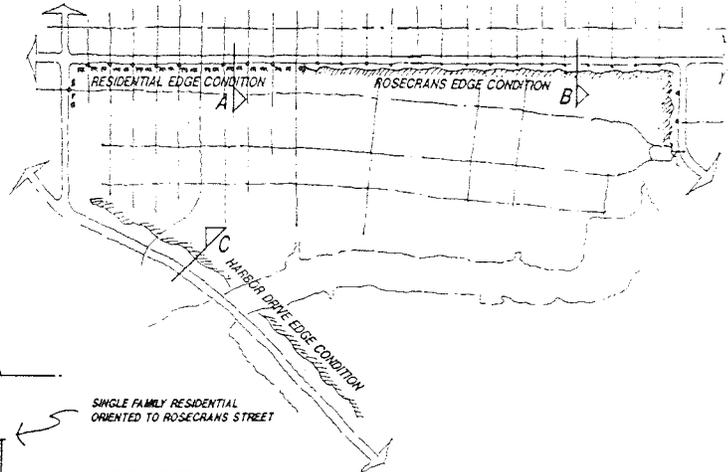
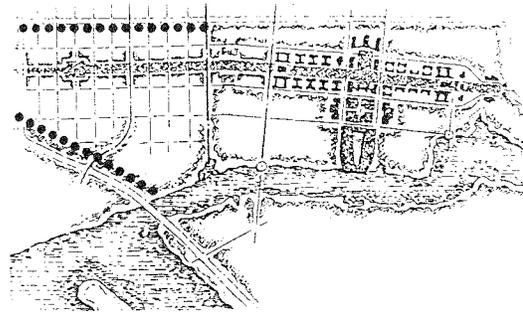
Lighting along the Rosecrans edge will be by a series of 12' light standards located at the right-of-way and aligned with the streets to the west. At the residential area, this spacing will be determined by the pedestrian intersections with the street ( see the Circulation and Access Plan ), but north of that area the spacing will be entirely derived from the street grid of Loma Portal. The light fixtures will be of the same design that has been developed for the major street and entrances at the interior of the project as detailed in the Circulation and Access Plan.

Harbor Drive will be developed with a broad 100' landscaped edge that reflects the character of Spanish Landing directly across the street to the east. This open landscape treatment is typical throughout the area and should be continued at the Harbor Drive frontage. Along Harbor Drive, there is no strong architectural presence. The landscape and open space design creates the environment there and will be continued through this setback.

Lighting along Harbor Drive will be informal, mostly directed toward the landscaping. Signage along the entire perimeter of NTC will be limited to project identification signage at the gates. Signage design at the gated entries will be derivative of the polished metal sign at Gate 1 on Lytton. Advertising and internally illuminated signage of any sort is not allowed.

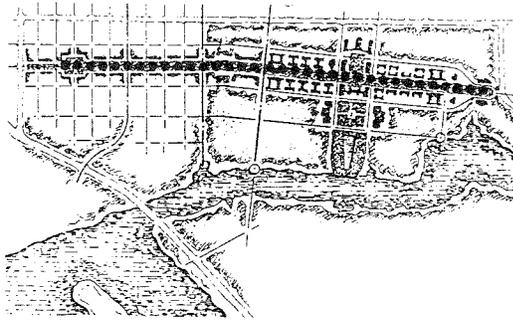
# OPEN SPACE PLAN

## The Urban Edge: Interface with Community



# OPEN SPACE PLAN

## Urban Open Space



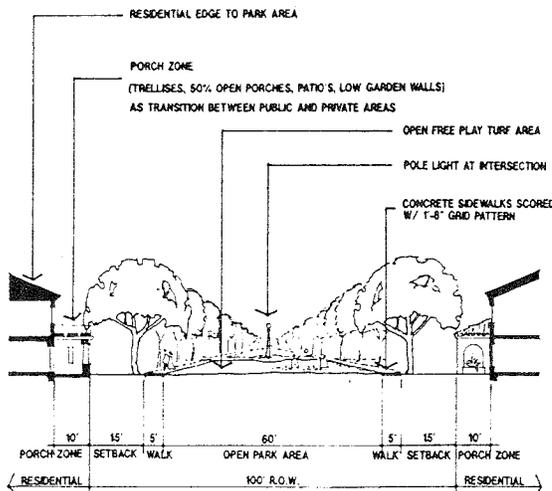
Open space can provide an urban focus and relieve intensity in addition to its role in recreation. Urban open space that serves this function must be designed specifically to meet these objectives and to fit with a specific setting. There are many great examples of urban spaces in the older cities of the U.S. and Europe that bring great human qualities and "sense of place" to a neighborhood.

A 100' wide linear urban open space is proposed through the residential areas as a means of providing usable public open space and providing circulation for pedestrians and bicycles. Two tree-lined pathways form the boundaries between open play areas and residential yards. Neighborhood streets provide access to the open space at intervals with walkway crossings at these points. At these intersections, a cast iron 12' light fixture of the NTC design will be located in a manner similar to those at the intersections of many of the streets in Loma Portal.

Entries, porches and patios of residential units will be oriented to this space as a means of increasing the defensible character of the open space. Fences and walls separating residential side and rear yards from the park will be set back a minimum of 5' from front yards and a 'porch zone' to prevent creating walled in neighborhoods.

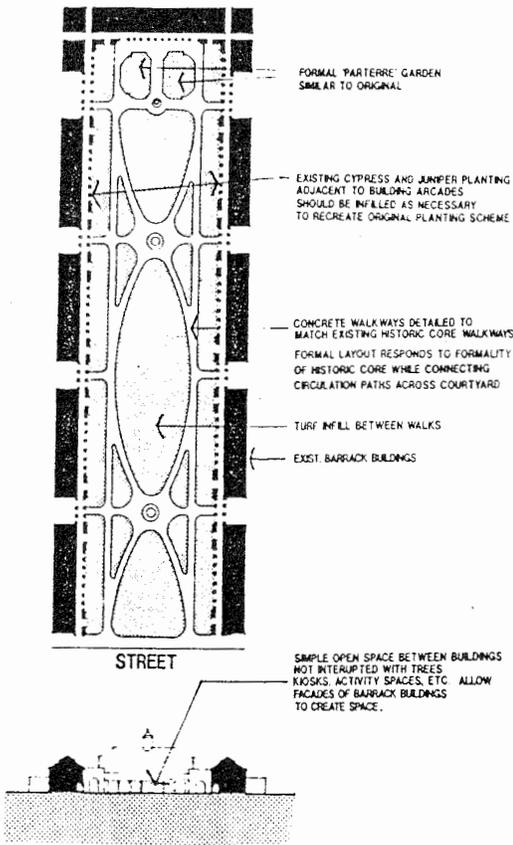
An urban open space system will also incorporate existing courtyard spaces throughout the Historic Core (John Paul Jones, Luce and Lawrence Courts). These spaces provide usable public open space and circulation for pedestrians through the use of formal walkways and open lawn areas. The existing historic character of these spaces will be preserved and rehabilitated as necessary without compromise to the surrounding buildings.

The present asphalt paving will be removed and replaced with turf and serpentine walks of concrete scored in a 20"x 20" pattern. Landscaping will be minimal, consisting only of cypress at building edges. Lighting will be indirect and subtle, illuminating only the grounds, not the buildings.

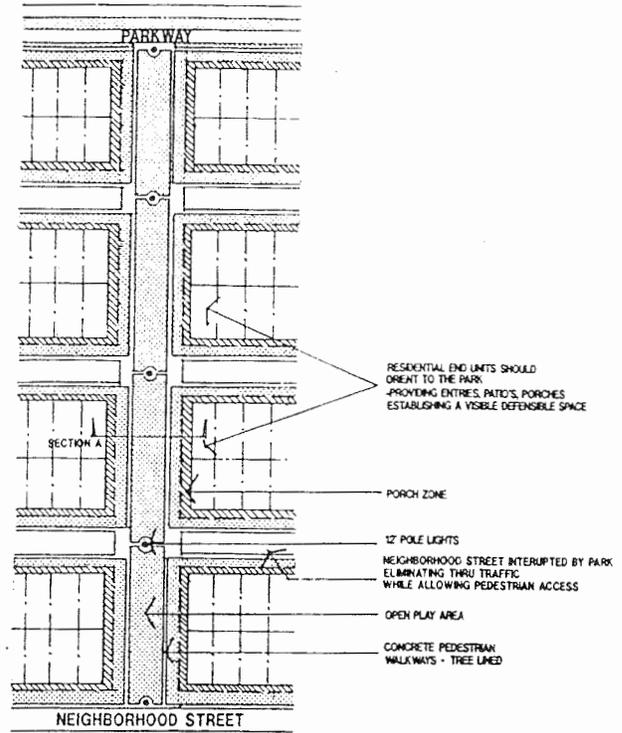


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## Urban Open Space

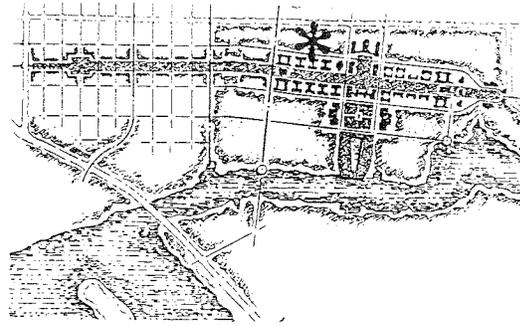


*Urban Open Space Plan  
historic core area*



*Urban Open Space Plan  
residential area*

# OPEN SPACE PLAN

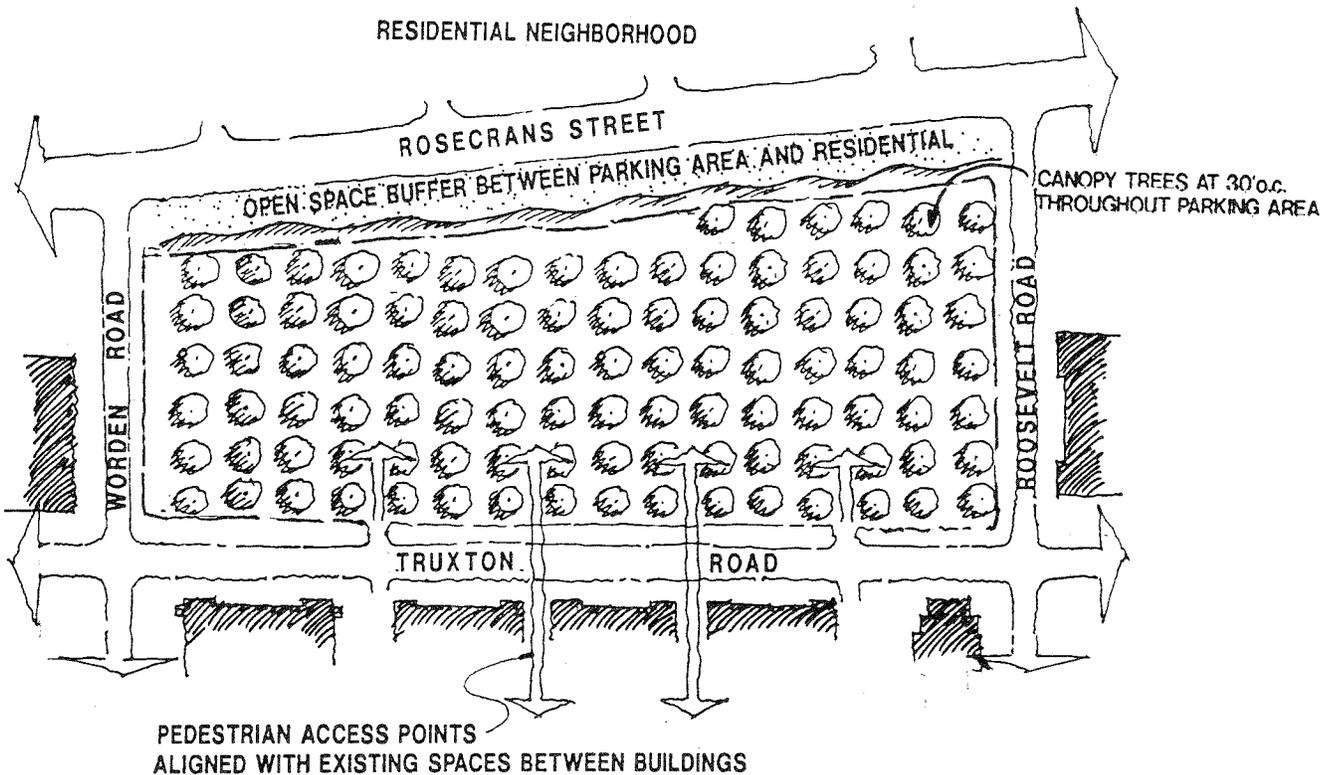


## Parking Areas

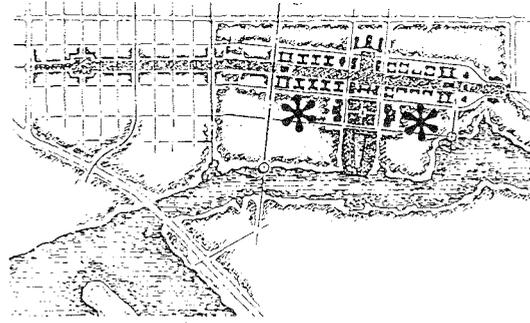
Parking needs abound at NTC, but the provision of parking must not intrude on the feeling of open space which is such an essential characteristic of the plan.

Parking areas will be provided near the historic core area to serve the office and educational uses anticipated. These parking areas will be paved with asphalt and landscaped with a grove of trees located at 30' intervals. Evidentially, these trees planted will provide a broad canopy of shade and will visually screen the parking area.

Lighting will be achieved with 12' maximum height standards. These fixtures will be simple and understated and will not draw attention to themselves or detract from the nearby Historic Core.



# OPEN SPACE PLAN

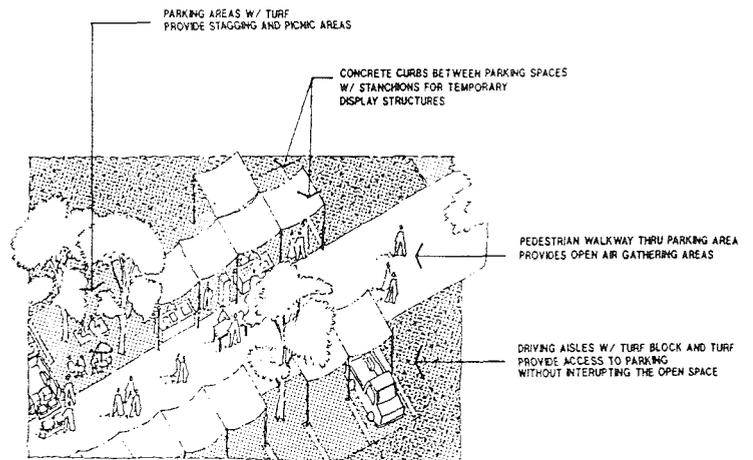


## Parking Reserve

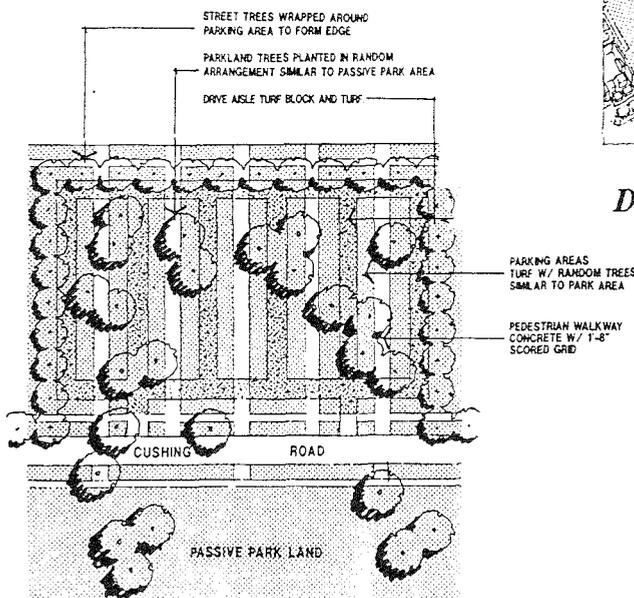
*On certain portions of NTC there will be a need for parking only occasionally, with the possible unfortunate result that empty parking lots will dominate these areas at other times. This condition must be recognized and managed.*

The intent of the parking reserve is to provide a flexible area capable of being used for parking during the week but available for other events on evenings and weekends. The area will be designed to visually blend with the passive park areas across Cushing Road through the use of tree plantings and lawn areas. Pedestrian walkways extending from the Historic Core into the passive park areas will provide access to these parking reserves for special events. As the detail indicates, the parking reserves will be paved with turf-block paving that accommodates auto traffic while maintaining the appearance of open lawn. Concrete walks through the parking reserve will provide pedestrian paths on solid accessible surfaces.

Illumination in the parking reserve will be 12' lighting standards that are simple in design. These standards need not be of the cast design used for the primary streets and entrances but should be unobtrusive and understated so as to not detract from the Historic Core.

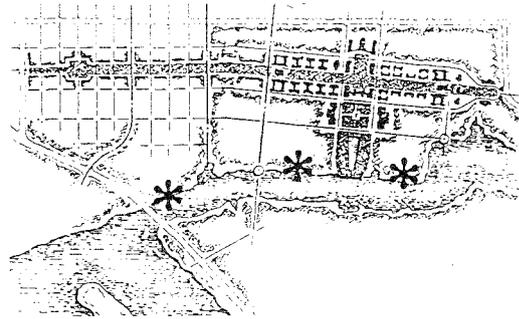


*Detail of weekend market*



## OPEN SPACE PLAN

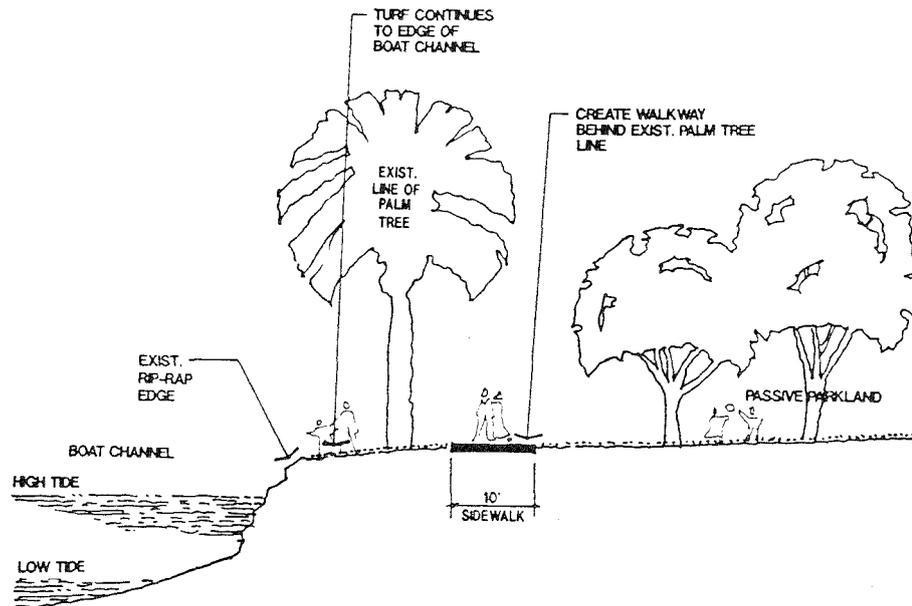
### Rip-Rap Water's Edge



The channel is one of the outstanding amenities of NTC. Access to the water in a graceful way will add measurably to the enjoyment of the base for all visitors.

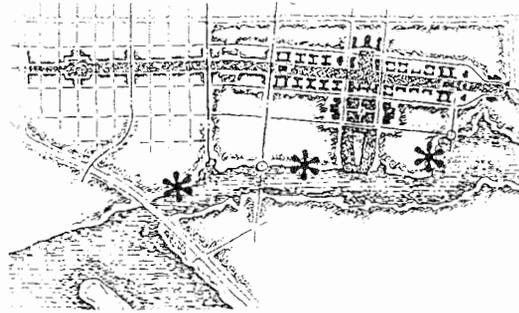
Three design alternates are proposed for the waters edge. The first will retain the existing rip-rap edge at the boat channel and continue the grass park-land up to this edge. A meandering 10' wide brushed concrete walkway will be constructed under the west side of the existing palm tree row providing access to open play and picnic areas at the edge of the channel. This walkway will include a decorative motif that relates to the heritage of the bay and the naval base.

Pathway type lighting will be used, avoiding light spill onto the water. Soft up-lighting of the palm trees is acceptable provided it is discreet and does not spill beyond the tree canopy.



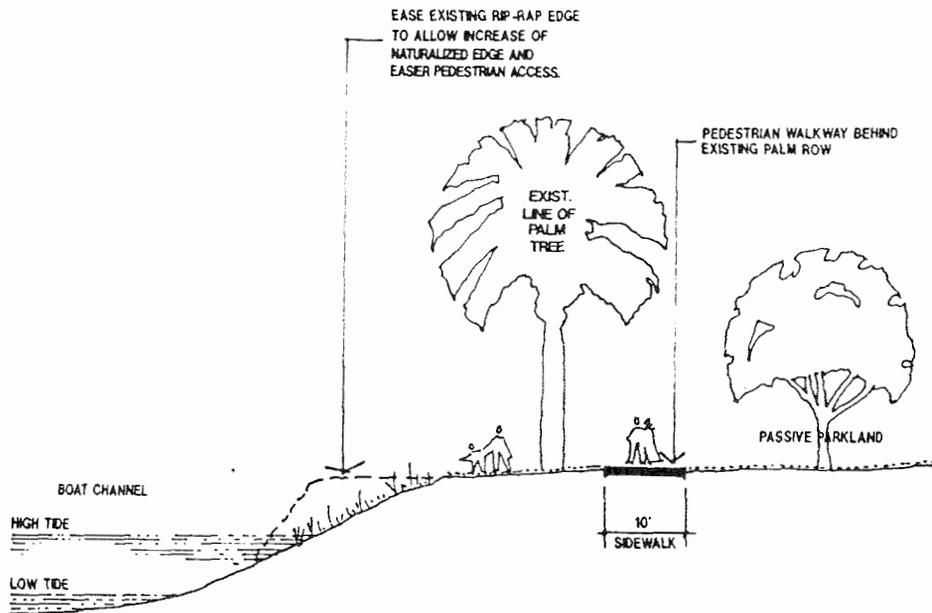
# OPEN SPACE PLAN

## Soft Water's Edge



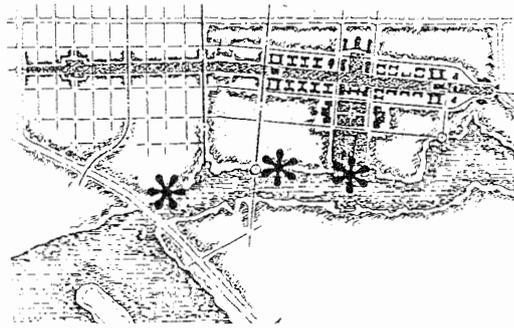
San Diego is noted for its water access and beaches. Reaching the water in a way similar to a beach recalls the relationship with the water prevalent in the region.

The second proposed alternate for the water's edge would remove the existing rip-rap edge at the boat channel allowing the grass park-land to slope down and meet the water. A meandering walkway of the same design described in the first alternative will provide access to open play and picnic areas at the water's edge.



## OPEN SPACE PLAN

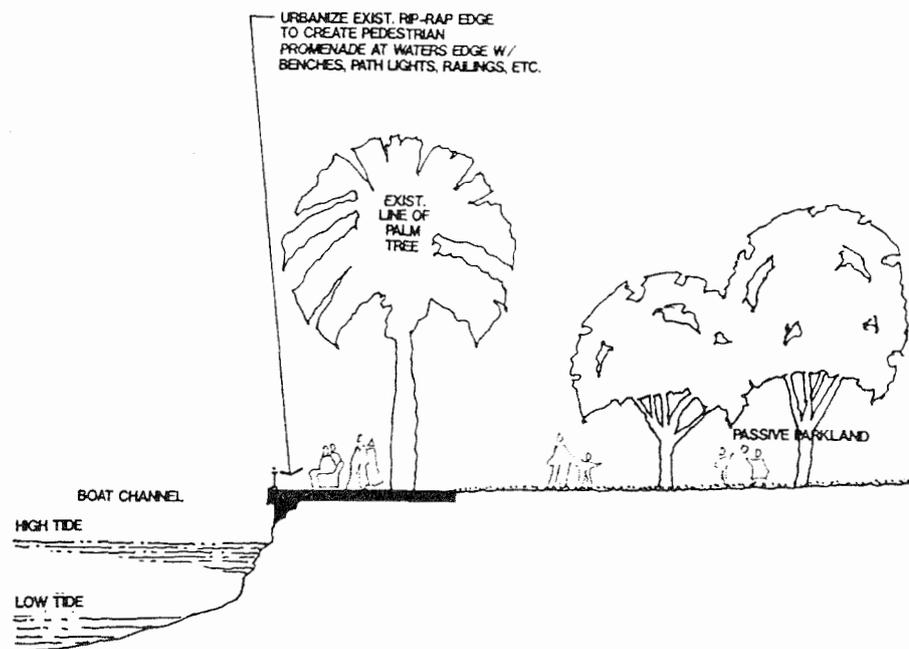
### Urban Water's Edge



Open water is often best appreciated when experienced from a man-made structure or embankment. The contrast between natural and man-made environments emphasizes the beauty of both.

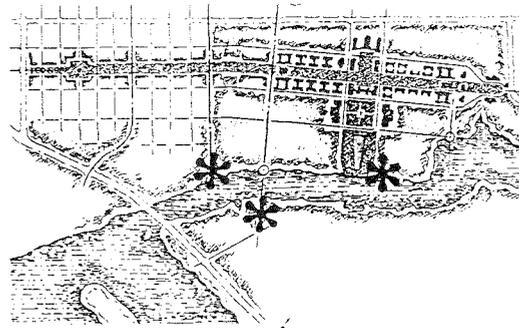
The third alternate proposed for the water's edge will retain the existing rip-rap edge at the boat channel but add to it an enhanced concrete and stone paved promenade with metal railing overlooking the water. The paved area at the water's edge will provide public access in the form of a look-out or urban edge to the passive park-land complete with benches, lighting, railings, bike racks, etc.

Lighting at this edge of the condition will be limited to pathway lighting that does not spill light on the surface of the water.



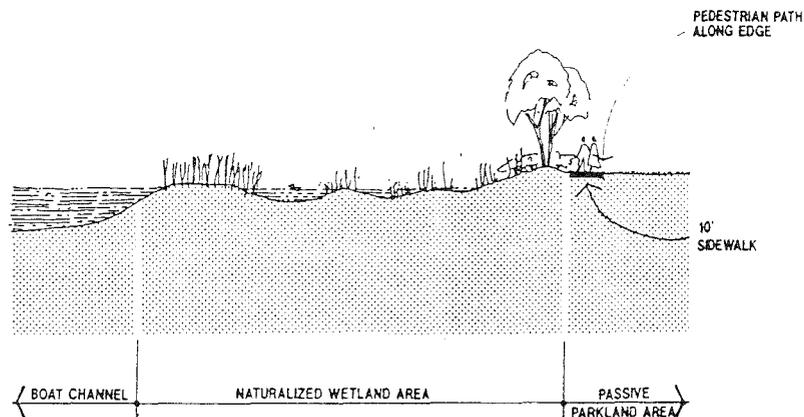
## OPEN SPACE PLAN

### Naturalized Water's Edge



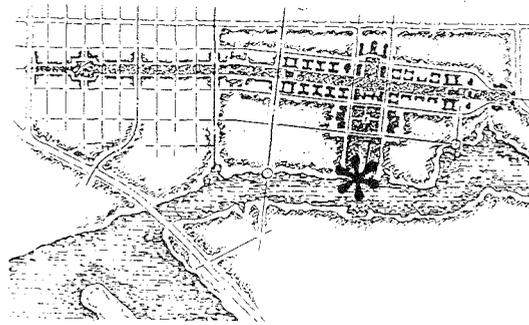
*The opportunity to create habitat for animal and plant species native to San Diego should not be missed. This will add a dimension to NTC that is rarely found elsewhere.*

A percentage of the boat channel will be designed as naturalized habitat for shoreline wildlife. This will be accomplished through the removal and regrading of the existing rip-rap edge and the provision of proper wetland and water's edge ecosystems. A walkway will border these areas providing public access and forming an edge to the passive park-land. Occasional access points to the edge of the water for wildlife observation will be incorporated. These walks into the habitat shall be constructed of wood with concrete supports to be compatible with the natural environment.



# OPEN SPACE PLAN

## Waterfront Plaza

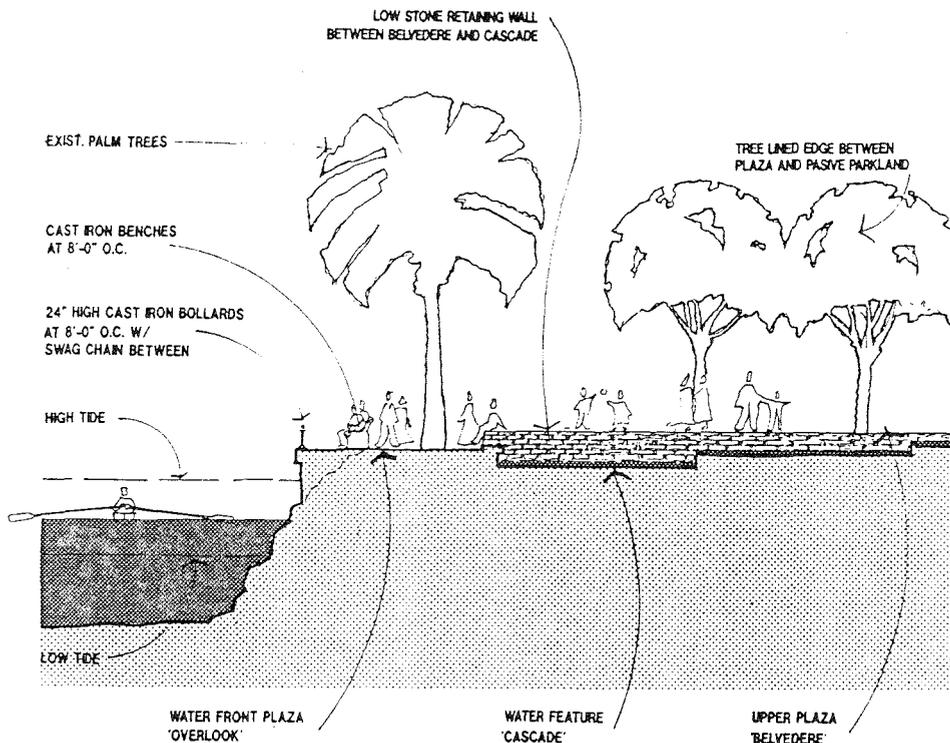


Planning objective is to connect the Historic Core to the water in a positive way and to provide a major public urban space at NTC. Such space will also create a memorable "sense of place" that will become the identity of NTC for the citizens of San Diego.

Located on the former Prebble Field parade and graduation grounds, the waterfront plaza is an extension of the urban park system, continuing the formality of Ingram Plaza, commanders headquarters buildings, Luce Court and the auditorium complex. The plaza is intended to bring water and passive open space together in a formal manner, providing a large public open space for events and ceremonies, free play, promenading and picnicking.

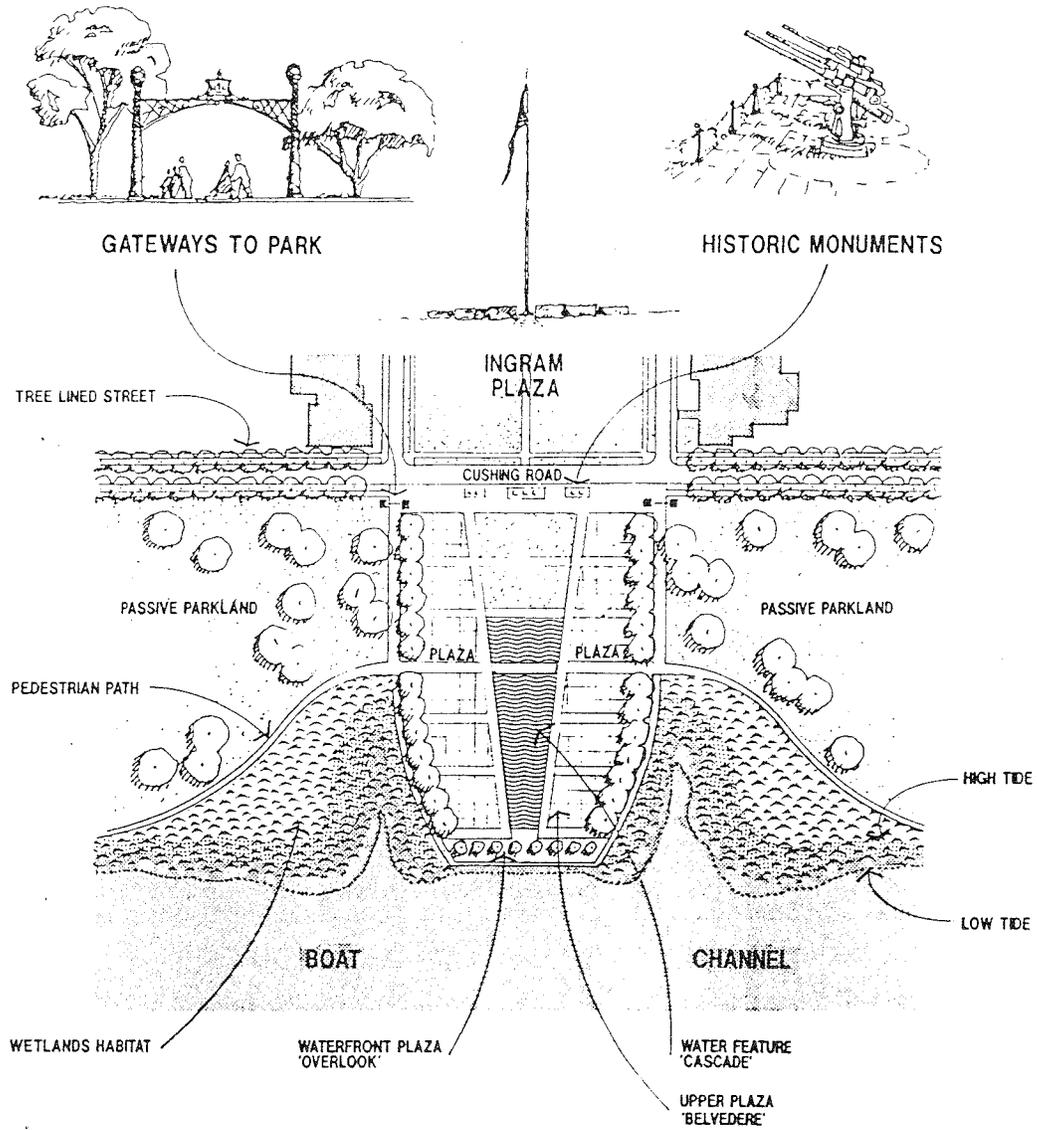
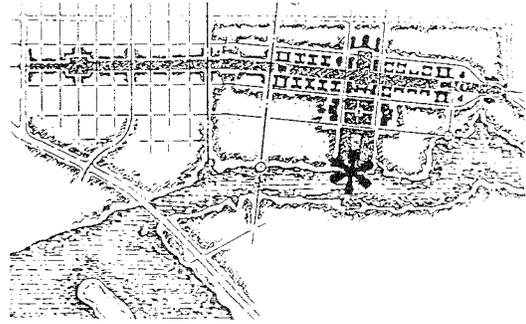
A large stone, concrete and turf plaza begins the plaza at its west end. This area is designed as an adjunct to Ingram Plaza and is intended to accommodate large gatherings and events. The existing gun mounts will be incorporated into the design of the plaza. Pedestrian gateways of a design similar to the iron gateway arch at gate #1 on Lytton will be added. Between this main space and the channel paved plaza areas with tree lined edges, surround a cascade of water which follows the natural topography to the channel, incorporating the existing palm trees and framing views to downtown San Diego.

A plaque dedicating this plaza is anticipated, however no other signage will be permitted. Illumination will be limited to pathway lighting and lighting within the water feature. No light will spill onto the channel water.



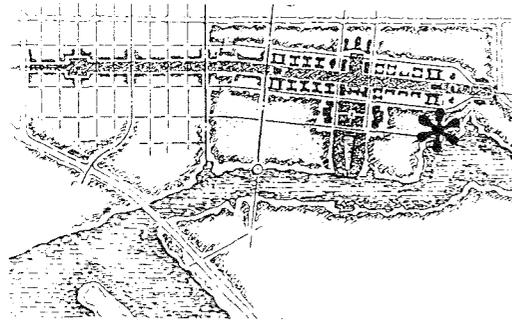
# OPEN SPACE PLAN

## Waterfront Plaza



## OPEN SPACE PLAN

### Waterfront Commercial



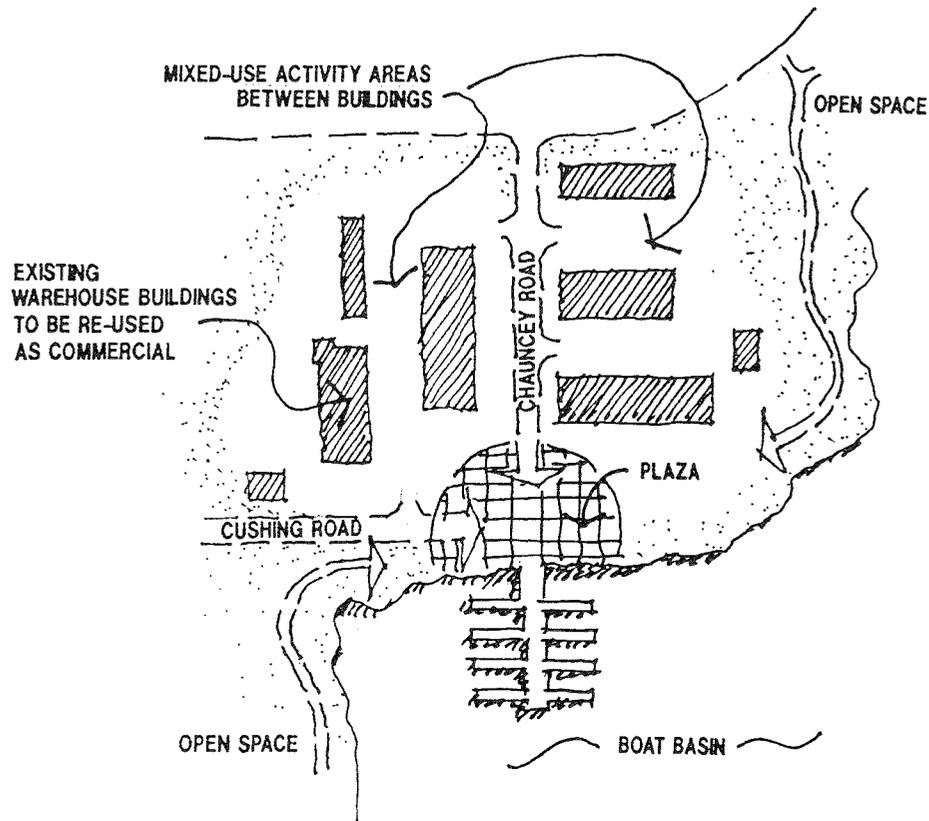
*Limited small-scale commercial activities that may also be educational and festive can help to bring the waterfront alive without compromising its use as a public open space.*

As an activity bridge between the Historic Core and the boat channel, a group of existing shop structures has been planned for re-use as craft and activity retail. It is envisioned that these buildings will house demonstration crafts of interest to the public, most likely related to the marine heritage and location of the site. These buildings should retain their existing simple warehouse character. Glass doors may replace existing overhead doors to bring light and visibility to the shops.

A small plaza of stone and concrete is envisioned at the waters edge as a focus for the marina. This plaza will provide space for sitting and casual gatherings.

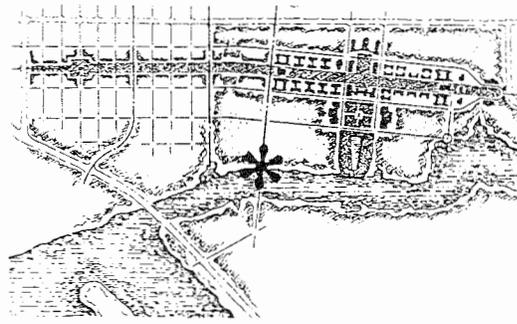
Indirect lighting will illuminate the buildings themselves only as necessary for their identification. Signage will be limited to small scale identification signs. No internally illuminated signage will be allowed.

Small food carts and other non-intrusive commercial activities are encouraged in the open areas between buildings on a temporary basis. These activities should be limited to weekends and special events.



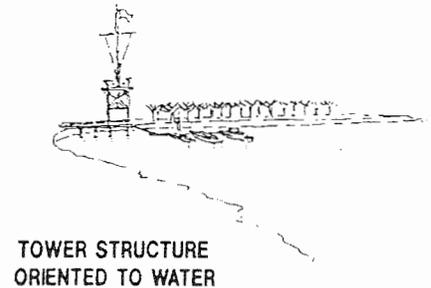
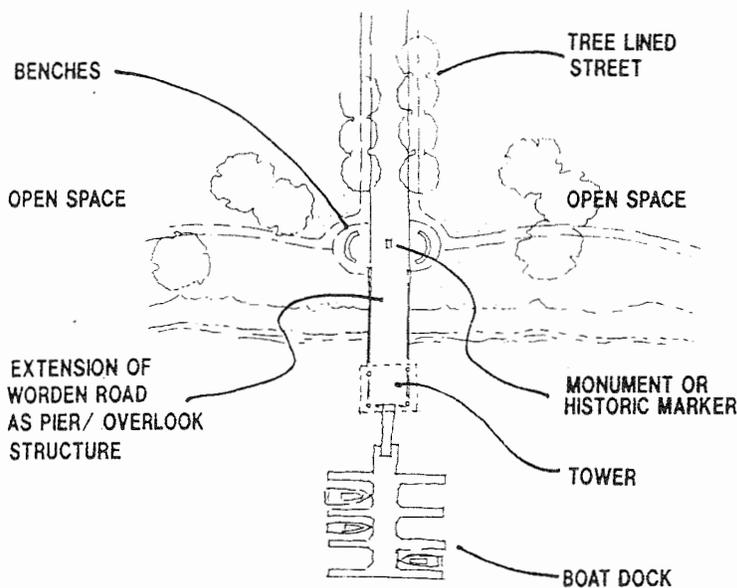
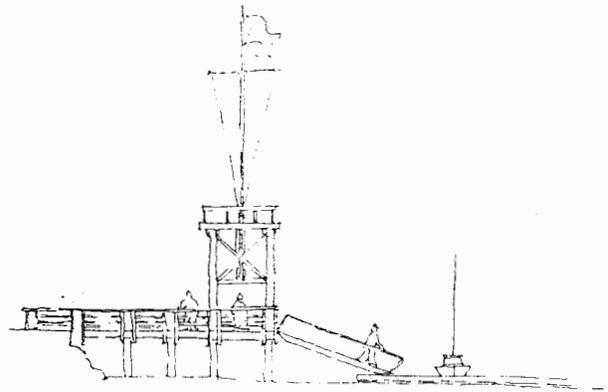
# OPEN SPACE PLAN

## Waterfront Tower

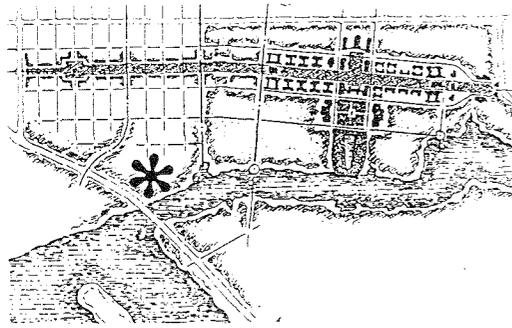


*NTC is the entrance to the Bay-to-Bay link from San Diego Bay. This should be recognized on NTC property with an entrance marker sufficiently strong to indicate the importance of the connection between San Diego Bay and Mission Bay.*

At the terminus of Farragut Street a small dock and tower is proposed. This element is a reminder of the connection between the channel, NTC and the San Diego Bay. The dock can be utilized by small pleasure craft, water taxis and even passenger ferries traveling the Bay. The tower signals the entrance to the channel and ultimately to the Bay-to-Bay link. The waterfront tower is located on axis with craft entering from the south and celebrates the connection of land to the sea. Design of the tower will evolve with future studies, but it is the intent of these guidelines to suggest a form and structure that reflect the nautical history of the site and its surroundings. Its height should correspond to the height of the existing towers to the north that support the runway approach lights for Lindbergh Field.



## OPEN SPACE PLAN



### The Hotel: Connections and Views

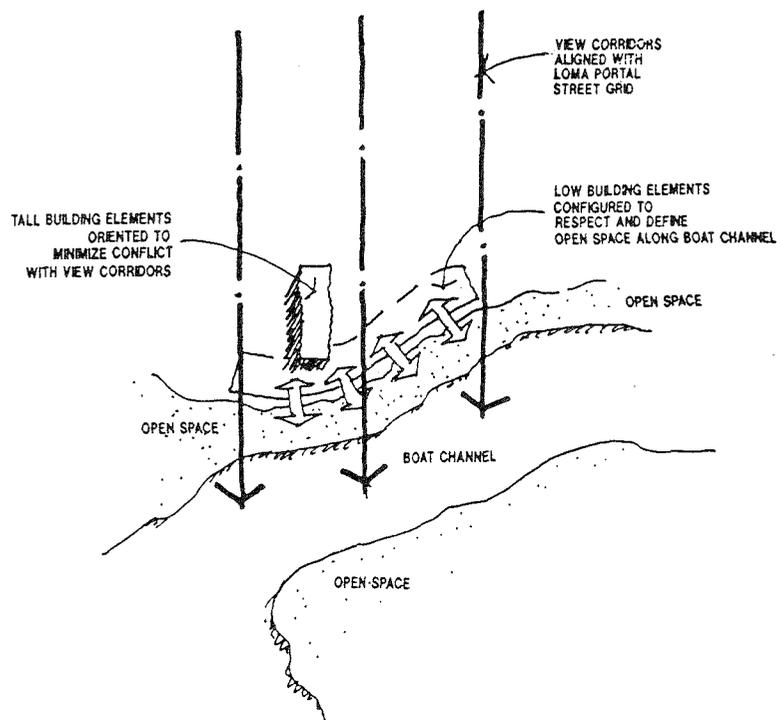
*The most intensive use in or near the open space at NTC is the proposed hotel. Continuing the feel and function of the open space through and around the hotel will offset its impact.*

The Hotel is sited to take advantage of and add to the open space system for NTC. Open space and pedestrian linkages should flow through the Hotel and be integral with the overall pedestrian and landscape linkages to the rest of the site and the channel.

Views from the channel should reflect a building set in open landscape that does not overpower the pedestrian or boater. The mass of the Hotel should be supportive of the open space and pedestrian orientation of the site.

Views from the residential areas west of NTC should be considered when designing the Hotel and its massing. The mass of the building above the third floor should be generally parallel with the alignment of views from the neighboring residential areas, minimizing obstruction of long range view. It should be noted that the Hotel site is far enough away from the residential area so as to be a form on the horizon, and its overall profile and skyline image is vital to its acceptance.

Signage associated with the hotel is of particular importance to the overall design quality of the area. Ground signs located within the open space should be low scale and well coordinated with the architectural design of the buildings. Lighting on site should be primarily indirect with direct lighting sources used only in specific feature areas. Walks should be lighted with pathway lighting. All lighting is to be contained within specific areas with no spillover into other areas.



## OPEN SPACE PLAN

### Passive Recreation and Open Space

*Passive recreation activities such as strolling, picnicking and just sitting under a shade tree will be an important part of the NTC reuse plan. This type of public use is lacking in San Diego and the waterfront orientation makes NTC the perfect setting.*

Prebble Field and the areas to the North and South will be utilized as passive recreation areas. These areas will be re-landscaped with turf and trees to provide areas for picnic, shade and strolling. Some casual sports will be encouraged, but organized team play will be confined to the active recreation athletic field areas.

Lighting in these areas should be kept to a minimum, primarily oriented to security and safety.

### Active Recreation and Open Space

*Active recreation including organized team sports is an important objective of the NTC reuse plan. The golf course is part of the heritage of NTC and should remain as a reminder of San Diego's past.*

Within the overall recreation open space planned for NTC, some area will be set aside for active recreation. This will include golf, athletic fields and boating. The fields between Farragut and Worden will remain in the initial stages of the base reuse. These fields will be maintained and improved to the extent feasible.

The existing Sail Ho golf course will remain as a recreation attraction for the site. The golf course area will be expanded and enhanced along with the establishment of a clubhouse in the Historic Core. The existing course is limited to 9 holes, but consideration will be given to expanding the course to 18 holes by adding land on both sides of the Historic Core. If this option is pursued, open space adequate for passive recreation between the course and the channel must be preserved. This area should be a minimum of 100' in width.

If a driving range is included in the golf course plan, it may not be located along Rosecrans. It must be located internal to the golf course or along Lytton with limits to its lighting both in intensity and hours of operation. A driving range may be located in the northwest area of the open space temporarily. Lighting for the golf course and driving range must not be intense. Light must not spill into the surrounding community.

## **OPEN SPACE PLAN**

### **Site Furniture and Lighting**

*Just like a space within a building, outdoor space often needs furniture to make it livable and complete.*

In the urban parks, the passive and active recreation space and the various open space linkages that exist within NTC, benches, trash receptacles, water fountains and other elements that make a space livable will be installed. Directional signage will be located throughout NTC as well. Lighting will be needed for security and safety, and feature lighting will be required in some locations.

A standard consistent design for all of these elements will be developed. This design will capture the heritage of NTC and will be constructed of durable and timeless materials. Cast iron, wood, stone and concrete may be considered for this use. Signage should be informational only, always subordinating itself to the landscape and structures. Durable, timeless materials should be used throughout, coordinated into an understandable system. Lighting will be appropriate for its use. The cast poles designed for NTC will be used on primary streets and at special locations within the open space. Other lighting should be understated and also subordinated to the surrounding landscape and structures. Lighting must be confined to the immediate area of illumination with no spillover onto adjacent areas.

### **Signage**

*Well designed signs can welcome the visitor, instruct the newcomer and illuminate the organization of the plan. The visual impact of signs also speaks to the visitor of the quality within.*

Signs impart information in a sequential way. First they provide identification of the area, project or neighborhood as a whole. Secondly, signs tell you what or whom to expect. Lastly, they point the way to a specific destination. Signs also advertise in addition to instruct. It is expected that all categories and levels of signs will coexist.

### **Project Identification**

Overall project identification is useful. This should take place at the major street corners and at the major entries. Project identification signs should be ground signs no more than 4 feet high and 16 feet wide at the corners and 3 feet high and 10 feet wide at the entries. The materials should be compatible with the NTC palette and the signs should be externally illuminate

### **Major Tenant or User Identification**

Shopping centers and major commercial areas find it necessary to identify major tenants or uses via "menu board" type signs at the entrances or corners. This type of sign is not permitted at NTC. The concept of NTC is that of a mixed use project or neighborhood and such major tenant identification would create the impression that it is a shopping center.

### **Individual User or Tenant Identification**

Within the grounds of NTC, it is appropriate to identify individual users and tenant via tenant identification signs. An overall sign plan must be developed that specifically sets the standards for such signs. Consideration for compatibility with the architectural and urban design of NTC as well as materials, size and lighting should be considered.

## OPEN SPACE PLAN

### Directional signs

To direct visitors to NTC, it will be necessary to develop a directional signage program. This program will be comprehensive and take into account all the various forms of directional signage including both building, post and ground mounted signs. These signs should incorporate the theme of NTC through design, materials and lighting.

### Landscaping

*Landscape design is a critical ingredient in the success of the NTC reuse plan. A sensitive design that recognizes and supports the planning concepts and vision of the plan is vital to its ultimate success. Simplicity with grace is the goal.*

The landscaping of the Naval Training Center should reflect the quality of the Historic Core and the urban character planned for NTC. A simple plan palette is indicative of the landscape employed in the Historic Core. This palette should be continued where appropriate.

A system of canopy street trees at 30' on center is envisioned for the street grid throughout NTC, complementary to the urban character that is being developed with the architectural design. Cast metal street lights will be installed, along with the street trees, to enhance the overall urban design of the proposed traditional neighborhood plans.

The open passive and active recreational areas should develop a character that is reflective of traditional San Diego landscape as experienced in Balboa Park, Mission Bay, Presidio Park and other civic locations of a similar nature throughout the city.

### **3. Circulation and Access Plan**

## CIRCULATION AND ACCESS PLAN

*Vehicular and pedestrian circulation systems are the basic physical framework that organizes most plans. Visitors and residents alike orient their daily activities based upon circulation patterns. Building sites grow out of this pattern. Perception of the environment is likewise oriented through circulation patterns; this is the way we all appreciate objects and space.*

The connections between people, buildings and open space are created by the circulation and access system. The criteria and design details included in the Circulation and Access Plan and the Urban Design Guidelines bring those connections to life and ensure consistent attention to quality and design. If the circulation and access systems are the primary means to experiencing the site, the design quality of those systems is paramount to the environmental success of NTC.

### **Entrances**

From the main thoroughfares surrounding NTC, entrances are located to provide optimum circulation patterns considering traffic volume of all types and their respective destinations. There will be seven entrances to the site, all of which correspond to the previous locations of gates. This number of entries will maintain entrance widths at a minimum in order to create and preserve pedestrian scale and character throughout the entire site. This sets the tone for the design of the circulation system as one of many small street and connections to both preserve the environment and offer many options for travel throughout the site in a traditional neighborhood pattern.

### **Streets**

The streets at NTC have been classified as Parkway, Primary and Neighborhood. These streets and their intersections are located on the Circulation and Access Plan. Proposed details of Neighborhood Pedestrian Access and Street Terminations give the plan its character and unique connections to the community and the water.

Streets have been maintained in their existing grid pattern and at their existing widths to maintain the character of NTC and to keep traffic moving freely but without interrupting the urban design fabric of the base. Proposed new streets have been configured to relate both to the existing street grid of NTC and that of the surrounding community.

### **Pedestrian Circulation**

Pedestrian linkages are designed to maintain the functional patterns established long ago while adding new configurations where appropriate. The efficiency of circulation patterns is of primary importance and they are integrated with street and building circulation to provide an uninterrupted pathway throughout NTC.

## **CIRCULATION AND ACCESS PLAN**

### **Design, Character and Materials**

*One of the most unique and identifiable elements of the Historic Core at NTC is the pedestrian system that is formed by the arcades and colonnades that organize virtually every building. These primary circulation elements also serve to link the buildings to the site in the most positive manner possible. The long vistas and sense of order and organization this pattern achieves is remarkable and will be preserved and expanded.*

These arcades have also served to create the architectural character of the Historic Core to a large degree. This open system of visible links offers a unique opportunity to continue with a highly "connected" system of vehicular and pedestrian circulation. The formal intersections created by this existing pattern signal the overall structure of the architectural form, integrating circulation and structure in a unique manner.

Street sections and details will serve to reinforce this pattern with their arrangement of sidewalks and street trees. Entrance design will set the standard for circulation design and integrate the modes of travel upon entering NTC. These entrances will also be integrated with the edge conditions and perimeter circulation patterns, including mass transit.

### **Special Features**

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

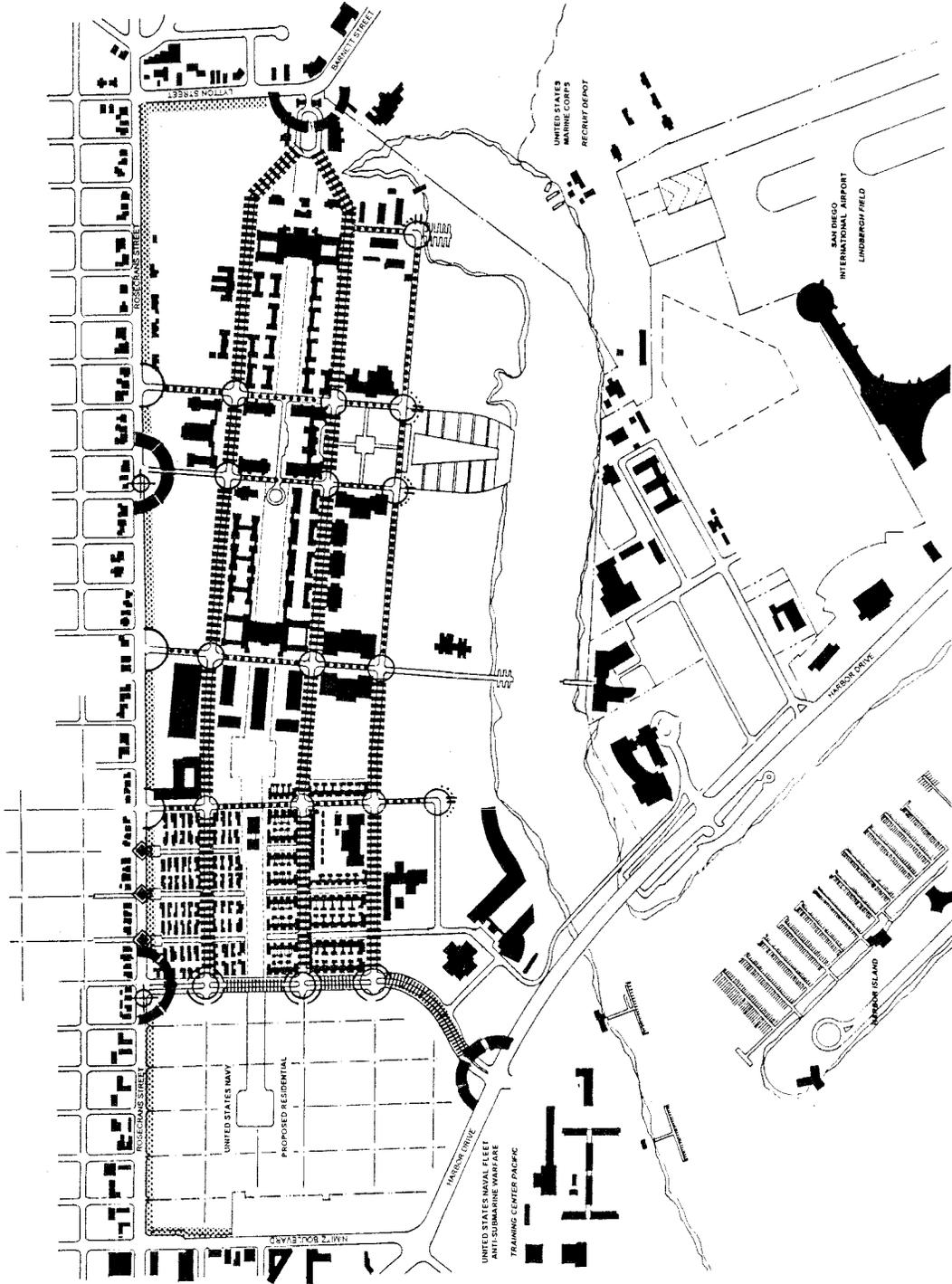
### **Lighting and Directional Signage**

*The integration of all artifacts associated with the streets is important to the implementation of a successful urban design program.*

Stop signs, street signs, and directional signs will be developed with a special NTC design motif. The design should communicate the heritage of the base in a simple way employing durable timeless materials. Lighting will be designed and located to emphasize the hierarchy of the street and pedestrian access network. Special NTC light standards will be used as noted in these guidelines.

**LEGEND**

- PRIMARY ENTRANCE
- SECONDARY ENTRANCE
- NEIGHBORHOOD INTERSECTION
- STREET TERMINUS
- PARKWAY INTERSECTION
- NEIGHBORHOOD PEDESTRIAN ACCESS
- PRIMARY STREET
- NEIGHBORHOOD STREET
- PARK WAY
- ROSECRANS AVENUE EDGE CONDITION

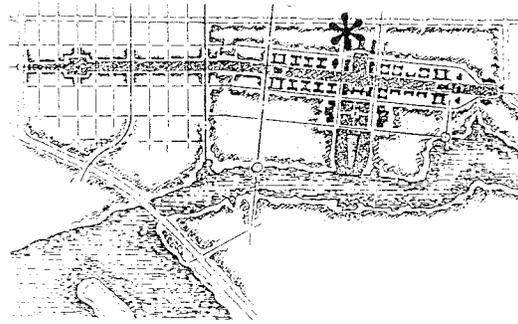


**CIRCULATION AND ACCESS PLAN**



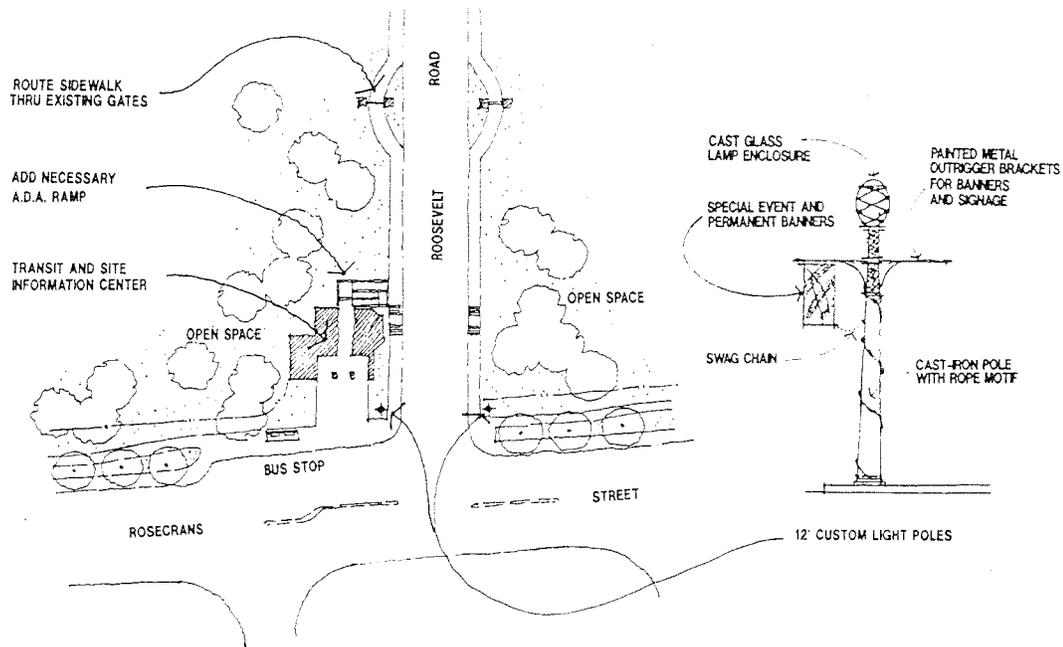
# CIRCULATION AND ACCESS PLAN

## Primary Entrance: Rosecrans



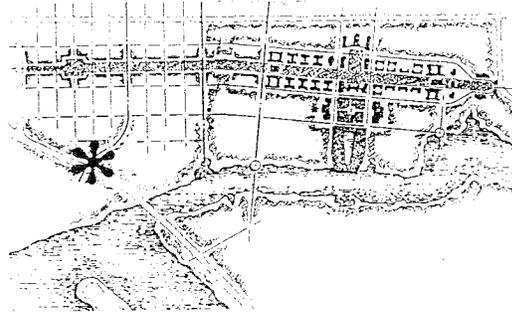
*For many, this will continue to be the recognized primary connection to San Diego.*

Gate #3, the existing main entrance on Rosecrans, will be improved to accommodate additional lanes on Roosevelt and Rosecrans and the addition of NTC light fixtures and banner standards at the entrance. This gate currently handles a great volume of traffic and will continue to do so in the future. Landscape will be enhanced and the existing gates that are recessed from the street will be restored. Signage will be permitted as part of a program of gate signage that is derivative of the polished sign at Gate #1.



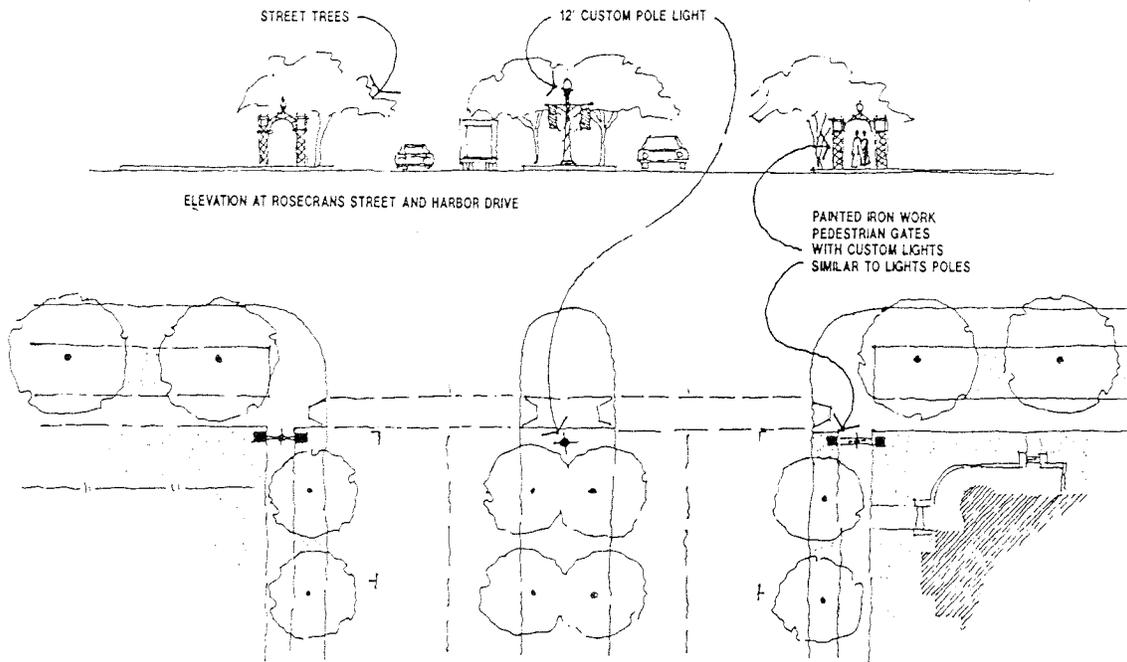
## CIRCULATION AND ACCESS PLAN

### Primary Entrance: Harbor drive

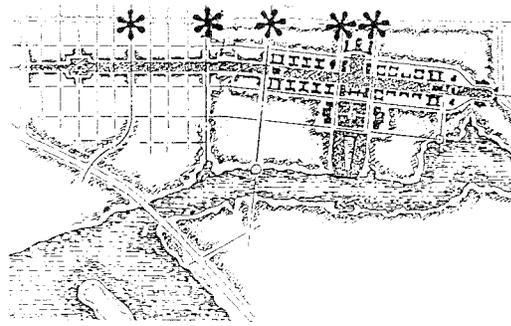


A reconfigured primary gate from the south serves some of the most heavily used facilities on the base. This will be considered in its design.

A new ironwork arch similar to that at Gate #1 will be installed on pylons at the gate. Landscape and traffic dividers will be constructed to complement the historic character of the site. Materials and color will be compatible with NTC redevelopment and new development. Lighting will be discreet and indirect, and signage will be derivative of the polished sign at gate #1. The NTC cast metal light poles may be used at this location.



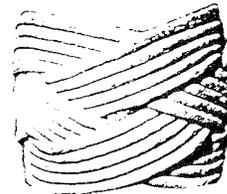
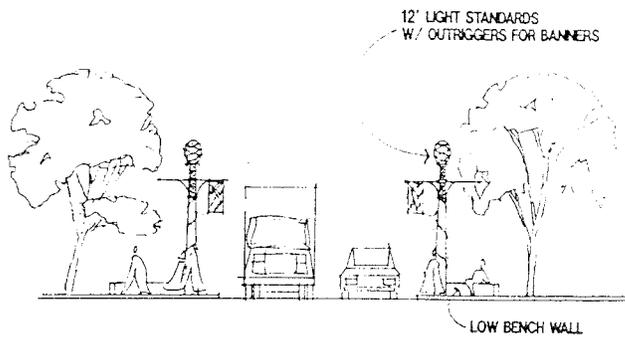
# CIRCULATION AND ACCESS PLAN



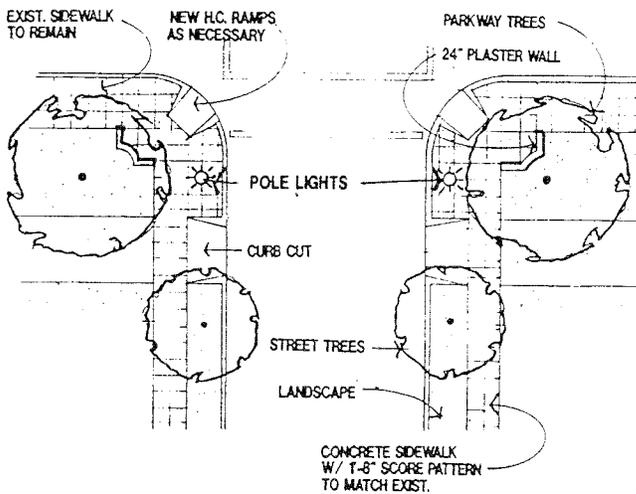
## Secondary Entrances: Rosecrans

*The heritage of the base will be echoed at each location.*

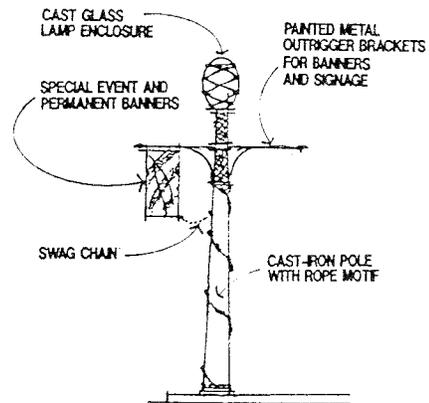
Secondary entrances into the NTC reuse area are proposed at former gate locations. These access points should be treated with special concrete paving, NTC cast iron light poles, Gate #1 type signage and simple landscape. These entrances function as thresholds between major surrounding roadways and the pedestrian-oriented interior of the site.



CAST ROPE PATTERN ON POLE

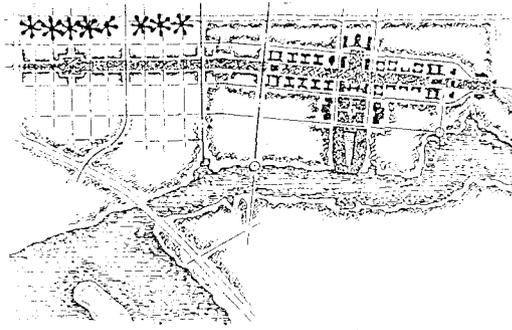


ENTRANCE



DETAIL  
Custom Light Pole

# CIRCULATION AND ACCESS PLAN

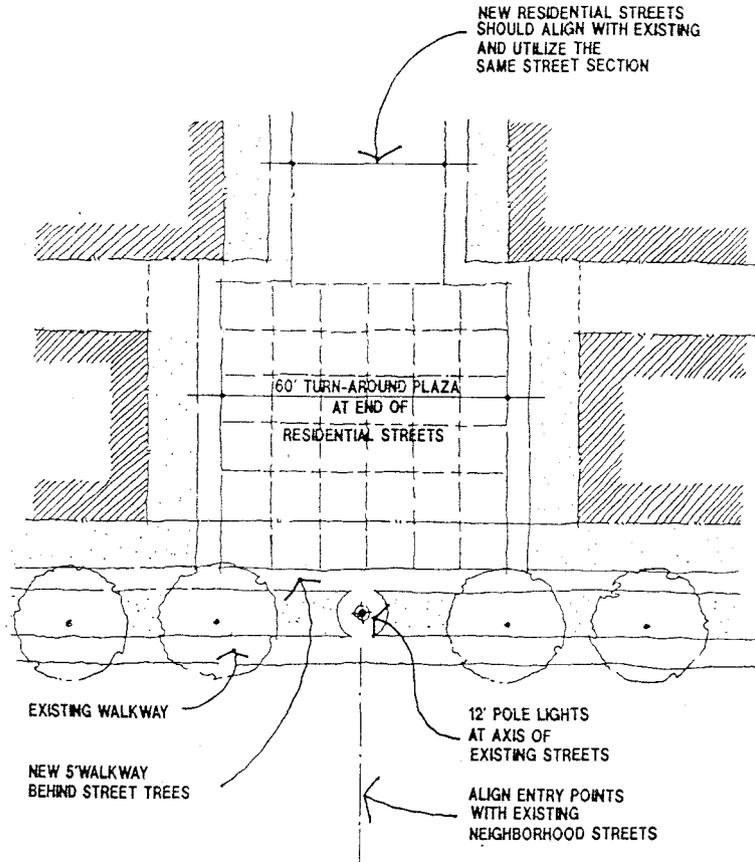


## Pedestrian Access

*Extending the grid for a positive connection with Loma Portal without creating traffic congestion. That is the goal.*

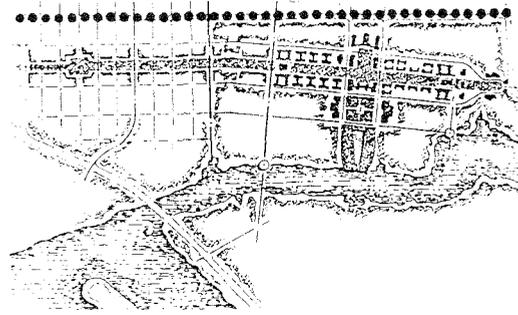
Pedestrian access points are proposed at all neighborhood streets aligned with the existing Point Loma Street grid. Such streets will terminate prior to intersecting either Rosecrans Street or Nimitz Boulevard maintaining view corridors and pedestrian and bike access that visually continue the sense of the street as though there were an intersection, while preventing automobile through traffic.

The specially designed NTC cast iron light pole will be located on axis with the street at the property line. This siting is reflective of the Loma Portal detail of light fixtures located at the middle of street intersections.



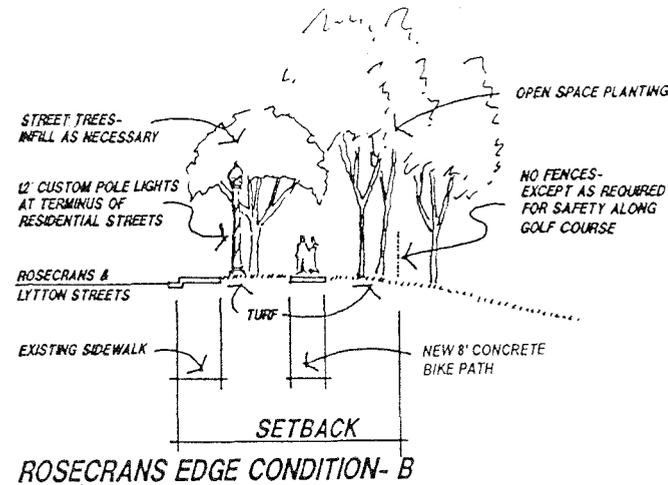
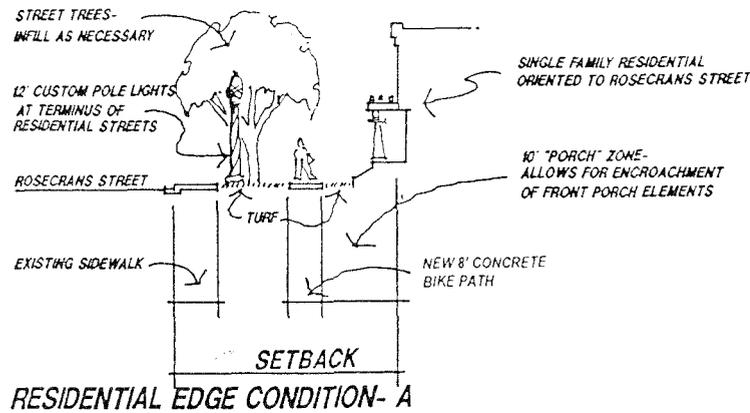
# CIRCULATION AND ACCESS PLAN

## Rosecrans Street

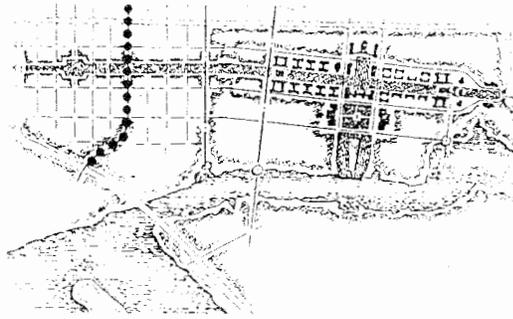


Most people identify NTC with its Rosecrans frontage. Rosecrans is also its most significant connecting edge. The design of the Rosecrans frontage must respect and respond to these conditions.

Rosecrans Street between Lytton Street and Nimitz Boulevard should be developed as a 'parkway' providing a generous setback for existing and future buildings. The current tree-lined sidewalk should be retained as a pedestrian sidewalk with missing trees infilled as necessary. A new two lane bike path is proposed between the tree line and the building setback. NTC light standard and fixtures will be placed on axis with the street grid and the west side of Rosecrans at the property line. This uniform row of identifying light poles will establish a unique identity for NTC while concurrently linking it to the adjacent neighborhood.



# CIRCULATION AND ACCESS PLAN

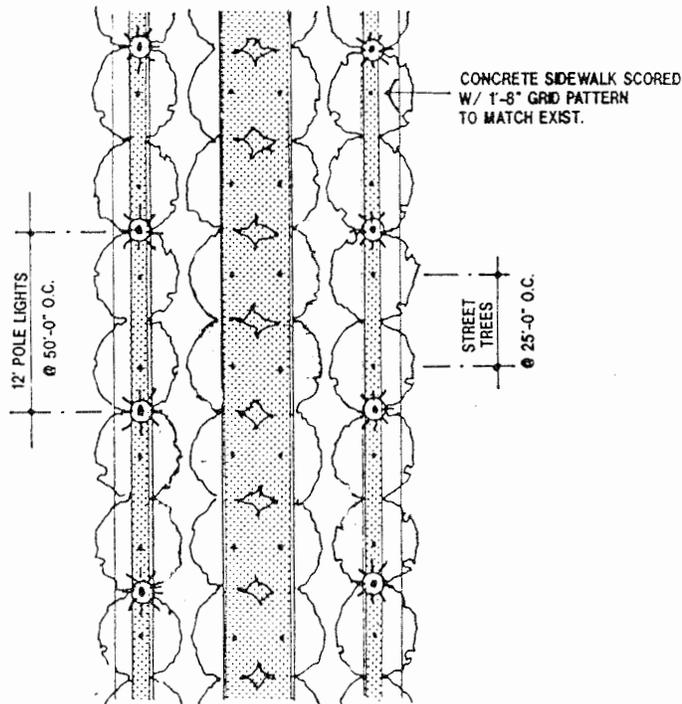
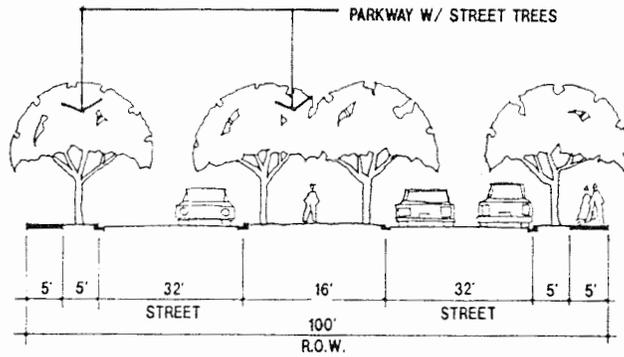


## Parkway

The Parkway is a linkage through the site both physically and visually. It establishes distinctions between uses, but will not become a barrier to pedestrian movement through the site.

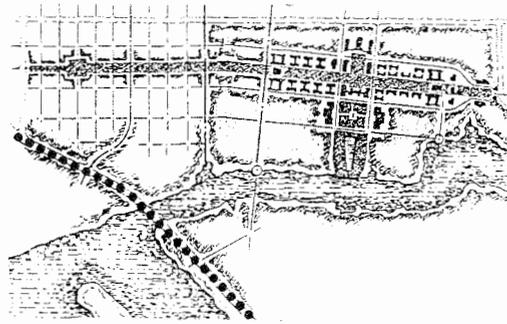
A generous tree-lined 80' parkway is proposed through the residential areas connecting Rosecrans Street and Harbor Drive. A 16' median will be landscaped with flowering trees. The parkway serves as entrance into the site from the south and provides a 'green' corridor for walking and jogging as part of the open space system.

NTC cast iron light poles and fixtures will be placed along the Parkway at a regular spacing that also aligns with the centerline of primary and neighborhood streets.



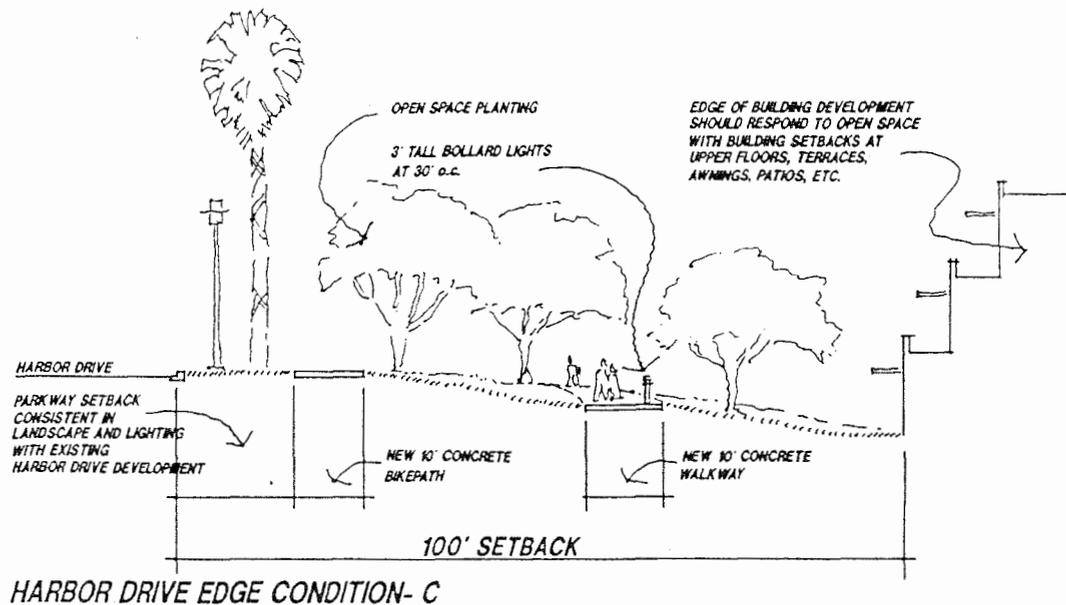
## CIRCULATION AND ACCESS PLAN

### Harbor Drive



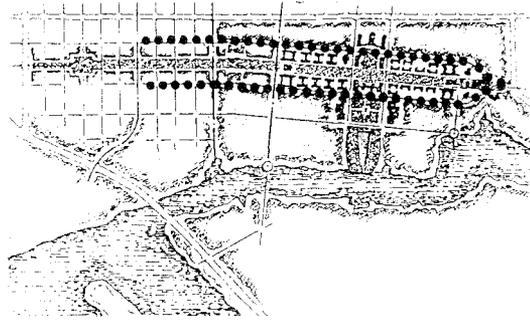
Harbor Drive is a unique and fast moving limited access frontage to the site. The connections to NTC are mostly visual and large -scale, oriented to the motorist and the open space quality of Spanish Landing to the south.

Harbor Drive is an important "front door" to the Naval Training Center. Conversely, the Naval Training Center is an important vista for those traveling on Harbor Drive. A 100' setback has been provided along Harbor Drive that will allow for significant landscaping, bike paths and pedestrian walkways. The landscape design of this setback should be compatible with that of Spanish Landing.



# CIRCULATION AND ACCESS PLAN

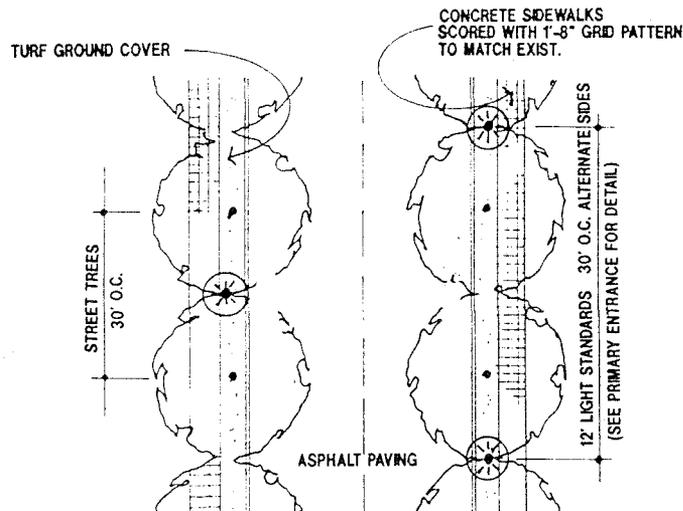
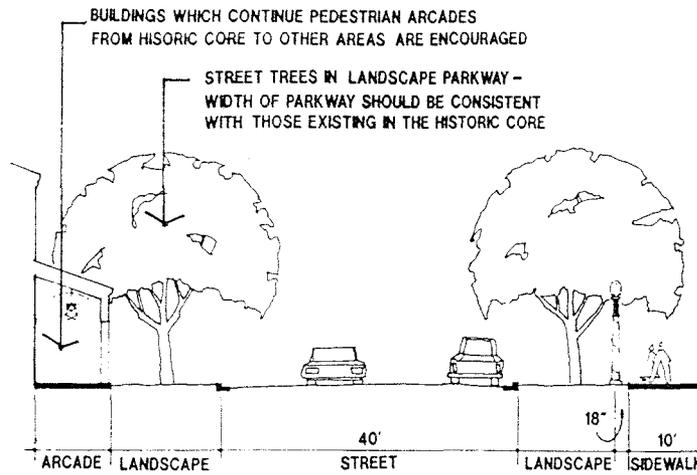
## Primary Street



Primary streets carry great volumes of traffic but must not be allowed to create pedestrian barriers throughout the NTC site.

Primary streets are those streets running north-south through the site connecting Lytton Street to the 'parkway' leading to Harbor Drive. These 40' wide streets will have wide, tree-lined landscape strips between the street and the sidewalk or building arcade, similar to the existing street sections found in the 'Historic Core' area. This street section provides a good model for pedestrian and automobile circulation. Truxton Road and Decatur Road form a couplet of one-way streets that accommodate traffic through the site. This significant component of the circulation system also serves to reinforce the north south axis of the plan by extending through the residential area to the parkway.

Canopy trees and NTC cast iron light fixtures will be placed at regular intervals on both sides of primary streets to reinforce their importance of the plan.



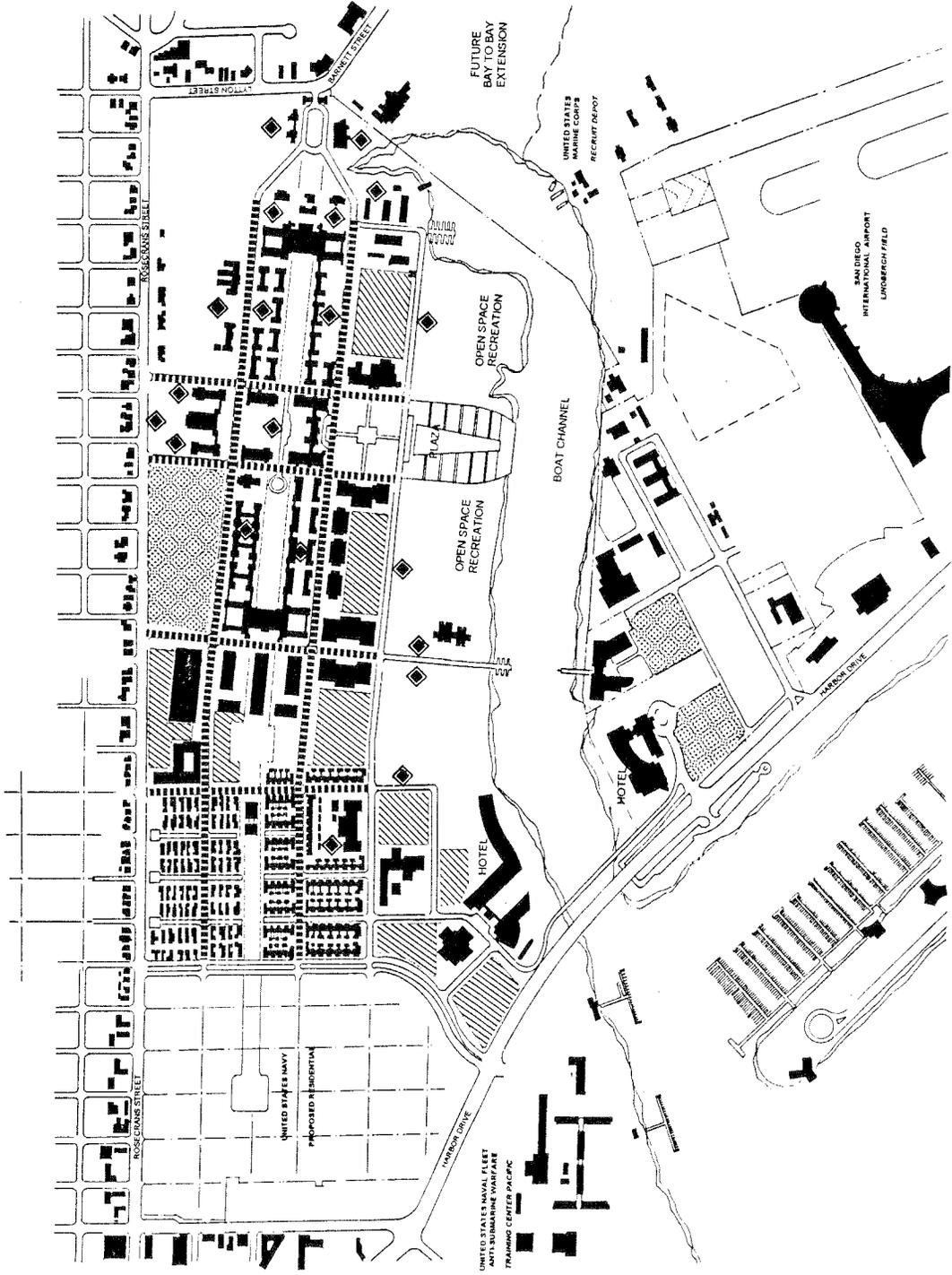
## CIRCULATION AND ACCESS PLAN

### Parking Distribution

Within the four parking configurations, it is envisioned that the overall approximate parking capacity indicated below could be achieved. This parking does not include the residential areas or Camp Nimitz.

**LEGEND**

-  PARKING GARAGE
-  POCKET PARKING
-  STREET PARKING
-  SURFACE PARKING



**PARKING CONCEPT PLAN**

