Commanding Officer
Naval Facilities Engineering Command, Southwest
1220 Pacific Highway, Bldg 128
San Diego, California 92132

REQUEST FOR INTEREST (RFI)

NAVAL BASE POINT LOMA
OLD TOWN COMPLEX (NBPL OTC)
SAN DIEGO, CALIFORNIA

SEPTEMBER 18, 2018

LINDSEY GREEN
Real Estate Contracting Officer

THIS REQUEST FOR INTEREST (RFI) INCLUDES:

Request for Interest	
Location Profile Report	Attachment (A)
Facility Condition Report	Attachment (B)
Environmental Summary Report	Attachment (C)
Site Tour and Security Information	Attachment (D)
RFI Question Submission	Attachment (E)

RESPONSES TO BE SUBMITTED BY January 18, 2019, 4:00 PM Pacific Standard Time (PST)

REQUEST FOR INTEREST

NAVAL BASE POINT LOMA
Old Town Complex 1 and 2, San Diego, California

Naval Facilities Engineering Command Southwest

September 18, 2018

I. SUMMARY

1. **DESCRIPTION.** Naval Facilities Engineering Command Southwest, in support of the Department of the Navy ("DON" or "Government"), is seeking information on how an interested entity could renovate, redevelop, and/or otherwise utilize up to 70.46 acres of the Naval Base Point Loma, Old Town Complex ("NBPL OTC") in San Diego, California while providing the DON's space requirement for NBPL and tenant commands Space and Naval Warfare Systems Command (SPAWAR) and Space and Naval Warfare Systems Center Pacific (SSC PAC). NBPL OTC consists of the 46.82 acre Old Town Complex 1 ("OTC 1") site and the 23.64-acre Old Town Complex 2 ("OTC 2") site **(collectively, the "NBPL OTC Sites" or the "Sites").** Responders should be interested in the potential of engaging with the DON in a ground lease with in-kind consideration under 10 U.S.C. 2667. The DON is also open to proposed solutions or project ideas other than a long-term lease, including, without limitation, an exchange of property at military installations under 10 U.S.C. 2869. The DON will offer an **Industry Forum**, to include a presentation and site tour at the OTC 1 site on **November 5, 2018**. Following the Industry Forum, interested responders will have the opportunity to submit written questions due to the Government no later than **November 26, 2018**, with responses from the Government due to Industry **December 14, 2018**. Industry responders are encouraged to complete and submit a Request for Interest ("RFI") response in support of their proposed project renovation and/or redevelopment ideas/concepts for the subject property no later than **January 18, 2019**. Industry can engage the Government via the RFI and written questions. The DON intends to use the RFI responses to further evaluate its best courses of action.

2. **THIS IS A REQUEST FOR INTEREST**. This RFI is a market research tool issued to determine the availability and adequacy of potential business sources for the DON's information and planning purposes. The purpose of this RFI is to gain familiarity with the current market as the DON considers the best way to provide modern facilities for the tenant commands aboard NBPL OTC and to gather information in a formal, structured, and fair manner. The DON desires to engage industry to obtain information and levels of interest to help the Government prepare a course of action that will lead to modern facilitates for tenant commands. This RFI process will help in the decision making process and could help the government develop a well-conceived and informed solicitation document with clear competitive requirements if that course of action is chosen. This is not a Request for Proposal ("RFP") or a promise to issue another solicitation type in the future. This RFI does not obligate the Government to offer the property or purchase services from any responder and the DON reserves the right to cancel this RFI at any time. Further, the DON is not at this time seeking proposals and will not accept unsolicited proposals. By participating in the RFI process, all responders agree to hold the United States of America its officers, employees, and advisors

harmless from all claims, liabilities, and costs related to all aspects of this RFI. Under no circumstances shall the United States of America be liable for any costs, real estate brokerage commissions, finder's fees, or other forms of compensation related in any way to activities undertaken by any person as a result of or in response to the RFI; all costs incurred in responding to this RFI will be solely and exclusively at the interested party's expense. Not responding to this RFI does not preclude participation in any future RFP, if one is issued.

II. BACKGROUND

1. **HISTORY.** NBPL OTC supports major tenants of NBPL, SPAWAR and SSC PAC with the functions of logistics, warehousing, supply, administrative offices and storage. OTC 1 (46.82 acres) consists of eight (8) buildings. The major buildings consist of World War II-era aircraft manufacturing hangars and associated administrative office buildings. OTC Site 1 was utilized during World War II to manufacture aircraft, and has been partially modernized to provide training facilities, administrative office space, and industrial (laboratories, shops and warehouse) space to support the current tenants. The existing space is currently underutilized, and is functionally obsolescent given the 1940's era facilities' design. OTC 2 (23.64 acres) consists of one (1) large building flanked by parking lots. See Attachment A, Location Profile Report. Given the wartime aircraft manufacturing history of the site, there is known environmental contamination. See Attachments B and C for Facility Condition Report and Environmental Summary Report.

2. **PROJECT OBJECTIVES.** The DON seeks to ascertain feasibility and industry interest in renovating, redeveloping, and/or otherwise utilizing the subject property at NBPL OTC with a specific goal of obtaining mission capable facilities for NBPL, SPAWAR and SSC PAC. One solution the DON currently envisions is engagement with a lessee via a long-term ground lease with in-kind consideration under the authority of 10 U.S.C. 2667. In-kind consideration would consist of the lessee providing or building mission ready facilities for the DON, with the intent to furnish an efficient, modern and sustainable Complex that supports various tenants' missions, while maximizing the DON's underutilized real property. The DON may consider a ground lease term of up to 50 years, possibly longer. The DON has concluded that, in connection with the lease and/or other grant of interest in the subject property, two potential courses of action could meet its operational objectives: a) repair and renovation of existing structures ("Rehabilitation"); or b) redevelopment of the entire site ("Redevelopment"). The DON is also open to proposed solutions or project ideas other than a long-term lease with in-kind consideration under 10 U.S.C. 2667, including, without limitation, an exchange of property at military installations under 10 U.S.C. 2869, provided that the proposed project meets the DON's space, security and Anti-Terrorism/Force Protection ("ATFP") requirements for NBPL and tenant commands SPAWAR and SSC PAC.

3. **REQUIREMENTS.** SPAWAR and SSC PAC are currently the major tenants. The Government will **not** guarantee occupancy, nor will it provide guarantees of any other type. Requirements are mission dependent and subject to increase/decrease accordingly.

Space Type	Total
Admin	675,000 sf
Warehouse/Storage	275,000 sf

Lab/Shop	590,000 sf
Laydown	40,000 sf

4. **PROJECT PREFERENCES.** The following overall preferences for the NBPL OTC Redevelopment project, in order of importance, are based on mission requirements and impacts to the commands involved.
    a. Geographic location of all commands must remain in San Diego County.
    b. SPAWAR HQ and all Program Executive Offices (PEO) must remain co-located; preferably in the same building but adjacent buildings can work.
    c. All commands prefer to remain on some portion of NBPL OTC.
        i. Centrally located to NBSD, NBC, NBPL, Miramar;
        ii. Proximity to universities (SDSU, UCSD, USD);
        iii. Access to freeways, trolley, train.
    d. While a strong preference for supported commands is to remain together, mission requirements could allow some or all of the commands to move off NBPL OTC depending on new location.
        i. 5 miles tether to NBPL OTC along Interstate 5 and Interstate 8 corridors for mission
            1. Warehouse/High-Bay/Lab/Laydown Functions
        ii. 10 miles tether to NBPL OTC along Interstate 5 and Interstate 8 corridors for retention
            1. Administrative Offices
    e. While it is preferred to have the Warehouse/High-Bay/Lab/Laydown Functions co-located with the other command elements, it is possible to geographically separate them by up to 10 miles.
    f. Increasing requirements indicate most spaces should be at an Open Secret level at a minimum.
    g. Prefer to accommodate NBPL OTC tenants with adequate secured parking.

5. **SITE LOCATION.** The subject property is located in San Diego, California, and is a special area of NBPL. It is comprised of the NBPL OTC Sites, which consist of the 46.82 acre OTC 1 site and the 23.64-acre OTC 2 site for a total of 70.46 acres.
    a. Airports - The Sites are approximately 2.5 miles from downtown San Diego and 3.6 miles to San Diego International Airport's Terminal 2. The Sites are also located within a 30-mile radius of three executive level airports: McClellan-Palomar Airport located in Carlsbad, CA (30 miles), Montgomery-Gibbs Executive Airport, located in San Diego, CA (8 miles) and Gillespie Field, located in El Cajon, CA (20 miles).
    b. City of San Diego – The Sites are located in the City of San Diego, Midway-Pacific Community Planning Area (See 5. Community Plan).
    c. Transportation - The Sites are adjacent to Interstate 5, close to the intersection of Interstate 5 and Interstate 8. OTC 1 has access to, at the north end of the parcel, the Old Town Transit Center. This multi-modal station is served by heavy rail (AMTRAK and North County Transit District COASTER), light rail (MTS Sycuan Green Line Trolley serving Mission Valley to the west and downtown San Diego to the South; MTS UC San Diego Blue Line Trolley serving UCSD and University City to the north and Naval Base San Diego, National City, Chula Vista and the US-Mexico International Border to the South) and MTS bus lines.

d. Navy/Marine Corps Installations – The Sites are located within close proximity to San Diego's Marine Corps and Naval Base Installations which include: MCRD, NBSD, CPEN, NBC, NASM.
e. Downtown San Diego/Little Italy - Please see Attachment A for details.
f. Major Attractions – The Sites are in close proximity to the San Diego Zoo, Legoland, Sea World, Disneyland (95 miles north of Sites), shopping, museums, Balboa Park, Historic Old Town, stadiums and various golf courses
g. Port of San Diego Development Pier Project – See Port of San Diego website for additional information.
h. Historic Liberty Station Development Project – See https://libertystation.com/ for further information and development details. Located within 1 mile of the Sites.
i. Colleges/Universities – The Sites are located within a 10-mile radius of several universities, including: University San Diego (2.1 miles), University California San Diego (10.5 miles), San Diego State University (10 miles), Point Loma Nazarene University (5 miles).

Additional information on the Sites is located in Attachment A, and will further illustrate the location of NBPL OTC Sites with respect to the City of San Diego and Southern California. Attachment A will further knowledge of NBPL OTC Sites adjacency to major transportation, Navy and Marine Corps Installations, recreation cores in San Diego that have undergone major redevelopment, amenities, popular attractions, and major colleges and universities.

6. **COMMUNITY PLAN.** The Sites are within the City of San Diego, Midway-Pacific Community Planning Area which is governed by the Midway-Pacific Community Plan. The Community Plan establishes the policy framework that will guide future development, consistent with the General Plan goals and policies. The Midway-Pacific Community Plan is currently undergoing an update. A Draft Midway-Pacific Community Plan (April 2018) is under review by the City of San Diego. The Sites are located within the Kurtz District and the Dutch Flats Urban Village. If approved, the Community Plan may affect potential redevelopment of the Sites. For more information, see: https://www.sandiego.gov/planning/community/cpu/oldtownmidway/pchupdate

7. **ENVIRONMENTAL.** Given the wartime aircraft manufacturing history of the Sites, there is known environmental contamination. See Attachment C for Environmental Summary Report (ENV Report). This ENV Report is not meant to constitute an exhaustive and definitive listing of all environmental conditions of the Sites. The ENV Report is not meant to serve as an Environmental Condition of Property Report for any individual real estate action.

8. **FACILITY CONDITION REPORT.** Documentation regarding the known condition of NBPL OTC facilities and utility systems are contained in Attachment B. Additionally, utility capacity, building floorplans, photos and descriptions are contained therein. The DON makes no representation or guarantee to the function of such utilities or facilities.

9. **LOCATION PROFILE REPORT/OPPORTUNITIES AND CONSTRAINTS.** The Location Profile Report characterizes the general location of the Sites with regard to zoning, Community Plans, and Compatibility Use areas. See Attachment A for additional information.

III. INDUSTRY FORUM

1. **PRESENTATION AND SITE TOUR.** Individuals are encouraged to attend the Industry Forum on **November 5, 2018, 7:30AM – 12:00PM PST** at NBPL Old Town Complex San Diego, California. The Industry Forum will provide an opportunity for the DON and industry to meet for a presentation and site tour. The site tour will consist of several stops, allowing potential responders to view and walk portions of the NBPL OTC Sites. Reference Attachment D for site tour locations.

   Check-in is at 7:30AM in Building 3, presentation begins at 8:00AM.

   SPAWAR Old Town Complex, OTC Building 3
   4301 Pacific Highway
   San Diego, CA 92110

2. **RSVP BY OCTOBER 19, 2018.** Parties interested in attending the Industry Forum and site tour at NBPL OTC on **November 5, 2018,** are requested to register attendees via e-mail at NBPLOTCRevitaliz.fct@navy.mil no later than **October 19, 2018**. Responders are reminded they are required to provide the DON with a list containing the full name of each individual attending the Industry forum and site tour, as well as the number of vehicles. Additionally, bring a form of Government-issued identification on the day of the Industry Forum. Any individual who fails to adhere to these guidelines may not be permitted to attend the Industry Forum or visit the site. Responders shall comply with all DON regulations for the site tour. See Attachment D for Site Tour and Security details.
   a. All costs associated with the responder's travel to the Industry Forum and/or site tour shall be at the responder's sole expense and shall not be reimbursed by the DON.

3. **QUESTIONS FROM INDUSTRY.** Due to the amount of information to be presented, the Government will only respond to written questions, submitted by a certain date, following the Industry Forum. Interested parties may submit questions to the DON in written form following the Industry Forum no later than **November 26, 2018**. The DON will not entertain questions during the Industry Forum presentation or site tour. Questions shall be submitted via the format further described in Attachment E, RFI Question Submission. The DON retains the right to respond to all, a portion of or provide no response to Industry Questions. The DON will review and post responses to Industry questions via FEDBIZOPS no later than **December 14, 2018**. All Industry questions submitted to the DON become the property of the Government, and shall further support this market research effort.

IV. RFI RESPONSE CONTENT

1. **REQUIREMENT.** The DON requests RFI responses addressing a long-term lease under 10 U.S.C. 2667 with potential Rehabilitation and/or Redevelopment options which reflect DON objectives and identify the responder's requirements. The DON is also open to proposed solutions or project ideas other than a long-term lease, including, without limitation, an exchange of property at military installations under 10 U.S.C. 2869. Potential solutions must (a) provide mission capable facilities including logistics, warehousing, supply and storage to

meet NBPL, SPAWAR and SSC PAC requirements in an uninterrupted fashion, and (b) meet DON security and ATFP requirements.

a. If executed under 10 U.S.C. 2869, the exchange site(s) must satisfy DON requirements for workforce commute times and access to local transit, an approximate 10-mile radius from existing Sites.

2. **QUESTIONS.** In providing the RFI response described below, responders are requested to address the following questions within their respective RFI responses. The answers to these questions may be used to further evaluate DON requirements. Not providing an RFI response will not preclude future RFP participation.
    a. Please describe your organization's qualifications to provide a concept in response to this plan.
    b. In general, do you see an opportunity to rehabilitate, renovate, redevelop, or otherwise utilize any or all of the 70.46 acre NBPL OTC site while providing mission capable facilities for NBPL?
    c. If you do not believe there is an opportunity, please describe the reasons you feel that way, also describing any additional information you would need to realize an opportunity.
    d. If you believe there is an opportunity, please provide the following.
        i. A description of the nature and purpose of the proposed use, to include a scope of facilities and operation.
        ii. Describe your envisioned strategy to finance, develop and manage the property while accommodating DON facility requirements.
        iii. Do you envision leasing all of OTC 1 and OTC 2? If not, please explain.
        iv. Should the Navy need to retain a portion of the proposed site for exclusive and/or non-exclusive use, what is your vision for Redevelopment and/or co-location?
        v. Do you currently envision that DON facility requirements would be met through new construction, or does Rehabilitation appear more likely at this point?
        vi. Government leaseback of the required space is not envisioned due to budgetary constraints and scoring implications. In general, does the potential value of the available assets appear to be in line with accommodating DON facility requirements?
        vii. City of San Diego Midway Pacific Community Plan indicates that any redevelopment of the Navy sites should be coordinated with the City to be compatible with the 2018 Community Plan. Are you willing to work with the City to achieve that goal? Please note how your plan conforms to the 2018 Community Plan and how it differs from the 2018 Community Plan. Do you foresee any major areas of incompatibility between your vision for the area and the 2018 Community Plan?
        viii. Do you anticipate the need for major infrastructure improvements (road alignments, major utility upgrades, etc.)?
        ix. Do you foresee things like security requirements, secured parking, and Anti-Terrorism Force Protection (ATFP) requirements, as potential issues? Please explain.

b) Please describe project feasibility under a ground lease with a 50-year lease term. If a longer term is required, please indicate the term and explain the rationale.

c) Please explain your vision for financing the project as well as the ability to do so under a 50-year ground lease or longer if feasible. Does the project appear to require public financing (city, state, tax credits, etc.)?
d) What are the key risks, considerations and concerns you might have with regard to this potential transaction?
e) Provide any specific suggestions and refinements to the transaction structure and/or allocation of risk, rights and responsibilities that you believe would result in best value for the Government.
f) If there are other legislative authorities that would be required/desired to implement or improve the project, please explain, or if a responder has an alternate concept to a lease, please describe.
g) Please describe project feasibility under an exchange of property at military installations under 10 U.S.C. 2869?

V. RFI RESPONSE SUBMISSION

1. **RFI RESPONSE DUE NO LATER THAN JANUARY 18, 2019.** Responders are invited to prepare an RFI response in written format due no later than 4:00 PM PST on **January 18, 2019**. All costs associated with any RFI response shall be at the responder's sole expense and shall not be reimbursed by the DON. Please be advised that all submissions become Government property and will not be returned. Responses will not be accepted via e-mail. The DON will not accept flash drives or other external memory devices. Responders may mail printed RFI responses to:

   Department of the Navy
   Naval Facilities Engineering Command Southwest
   Attn: Asset Management 1/Real Estate
   1220 Pacific Highway
   San Diego, CA 92132-6186

   Please send a minimum of four (4) printed copies.

2. **PROPRIETARY INFORMATION.** Proprietary information included in the RFI response, MUST BE CLEARLY MARKED. To aid the Government, please segregate proprietary information. All RFI responses will be considered Business Sensitive.

3. **RFI RESPONSE FORMAT (PART 1).** Part 1 of the RFI response shall provide the responder's administrative information:

   - Name of company
   - Name of designated point of contact
   - Mailing address
   - Overnight delivery address (if different from mailing address)
   - Phone number
   - Fax number
   - E-mail of designated point of contact

4. **RFI RESPONSE FORMAT (PART 2).** Part 2 of the RFI response shall address the content set out in the above Section IV – RFI RESPONSE CONTENT and include the responder's plans or alternative proposed project ideas

VI. RFI STATEMENT OF LIMITATIONS

1. **LIMITATIONS.** The Government represents that this RFI, submissions from responders to this RFI and any relationship between the Government and responders arising from or connected or related to this RFI, are subject to the specific limitations and representations expressed below, as well as the terms and conditions contained elsewhere in this RFI. By submitting a response to this RFI and without the need for any further documentation, the responders acknowledge and agree to the Government's rights and all other terms and conditions as set forth in the RFI, including the Statement of Limitations.

2. **DEEMED ACCURATE.** To the best of the Government's knowledge, the information provided herein is accurate. However, the Government makes no representations or warranties whatsoever with respect to this RFI or the subject property, including, without limitation, representations and warranties as to the accuracy of any information or assumptions contained in this RFI or otherwise furnished to responders by the Government, site and environmental conditions on the subject property or the suitability of the subject property, or any portion thereof, for any specific uses or development. Responders should undertake appropriate investigation in preparation of submitting a response. The Industry Forum site tour will be coordinated to give all responders the opportunity to examine existing conditions prior to responding to the RFI.

3. **DISCUSSIONS.** The Government may seek clarifications with any or all of the responders on an individual or group basis. Submission of a response does not guarantee the opportunity to participate in discussions. All questions and answers submitted via this RFI process will be posted to FEDBIZOPS.

VII. RFI POINTS OF CONTACT

The DON points of contact for this RFI are:

Garth Nagel	Tanya Spenst	Ron Kelley
Project Manager	Realty Specialist	Public Private Venture
garth.nagel@navy.mil	tanya.spenst1@navy.mil	ronald.a.kelley@navy.mil
619-532-3511	619-532-2464	619-532-2031

VIII. RFI ATTACHMENTS

A. Location Profile Report
B. Facility Condition Report
C. Environmental Summary Report
D. Site Tour and Security Information
E. RFI Question Submission

LOCATION PROFILE REPORT

NAVAL BASE POINT LOMA OLD TOWN COMPLEX, SAN DIEGO, CALIFORNIA

Prepared by:

Naval Facilities Engineering Command, Southwest

September 2018

ATTACHMENT A: NBPL Old Town Complex
Location Profile Report

INTRODUCTION

Naval Base Point Loma Old Town Complex (NBPL OTC) is comprised of the 46.82 acre Old Town Complex 1 (OTC 1) and the 23.64-acre Old Town Complex 2 (OTC 2) for a total of 70.46 acres. NBPL OTC is approximately 2.5 miles from downtown San Diego and 3.6 miles to San Diego International Airport's Terminal 2, and is located in the City of San Diego, Midway-Pacific Community Planning Area. NBPL OTC is adjacent to Interstate 5, southwest of the Interstate 8 and Interstate 5 interchange. The Old Town Transit Center is northeast of OTC 1. This multi-modal station is served by heavy rail (AMTRAK and North County Transit District COASTER), light rail (MTS Sycuan Green Line Trolley serving Mission Valley to the west and downtown San Diego to the South; MTS UC San Diego Blue Line Trolley serving UCSD and University City to the north and Naval Base San Diego, National City, Chula Vista and the US-Mexico International Border to the South) and MTS bus lines. (See Figures 1-5.)

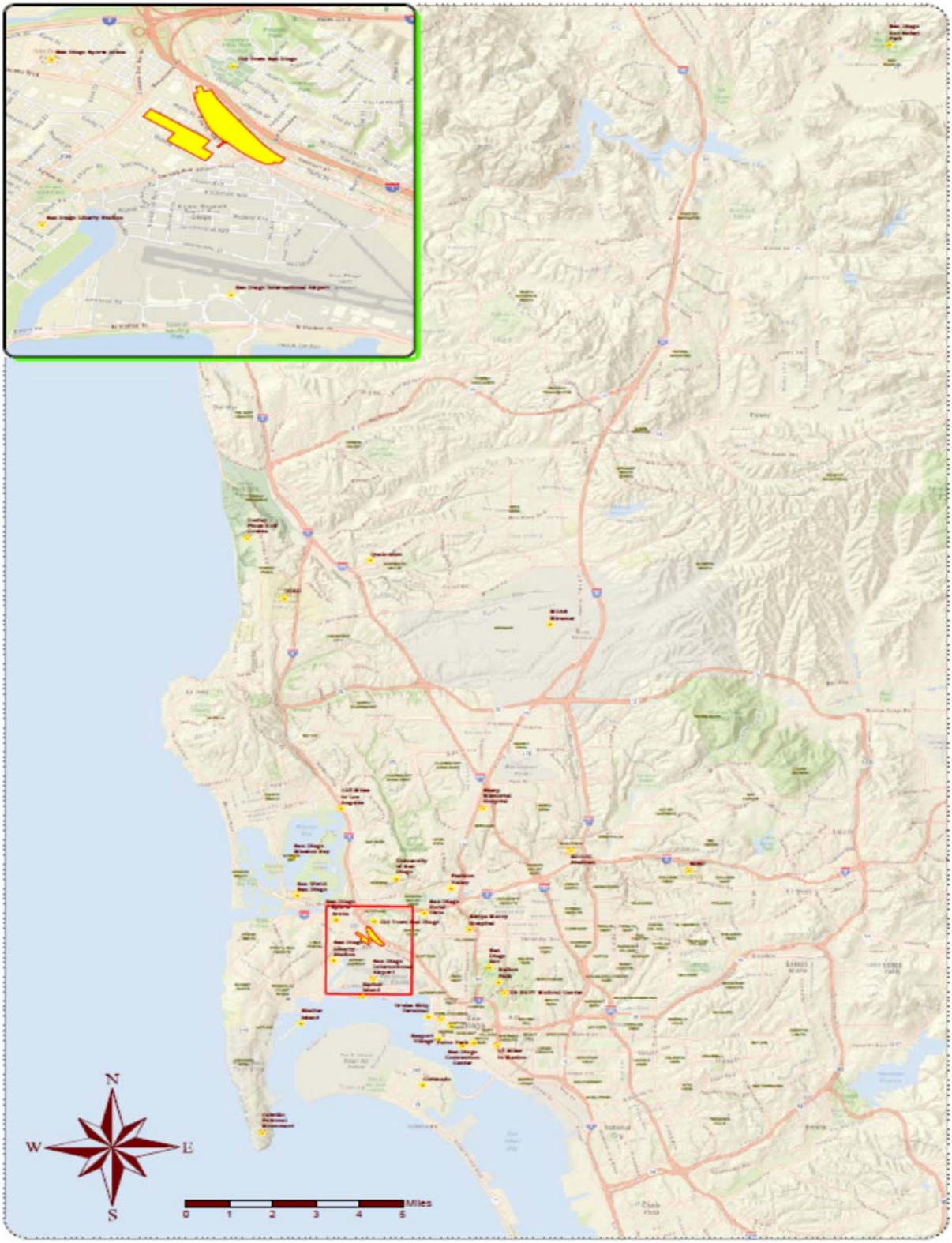


Figure 1: Naval Base Point Loma Old Town Complex and Metro San Diego.

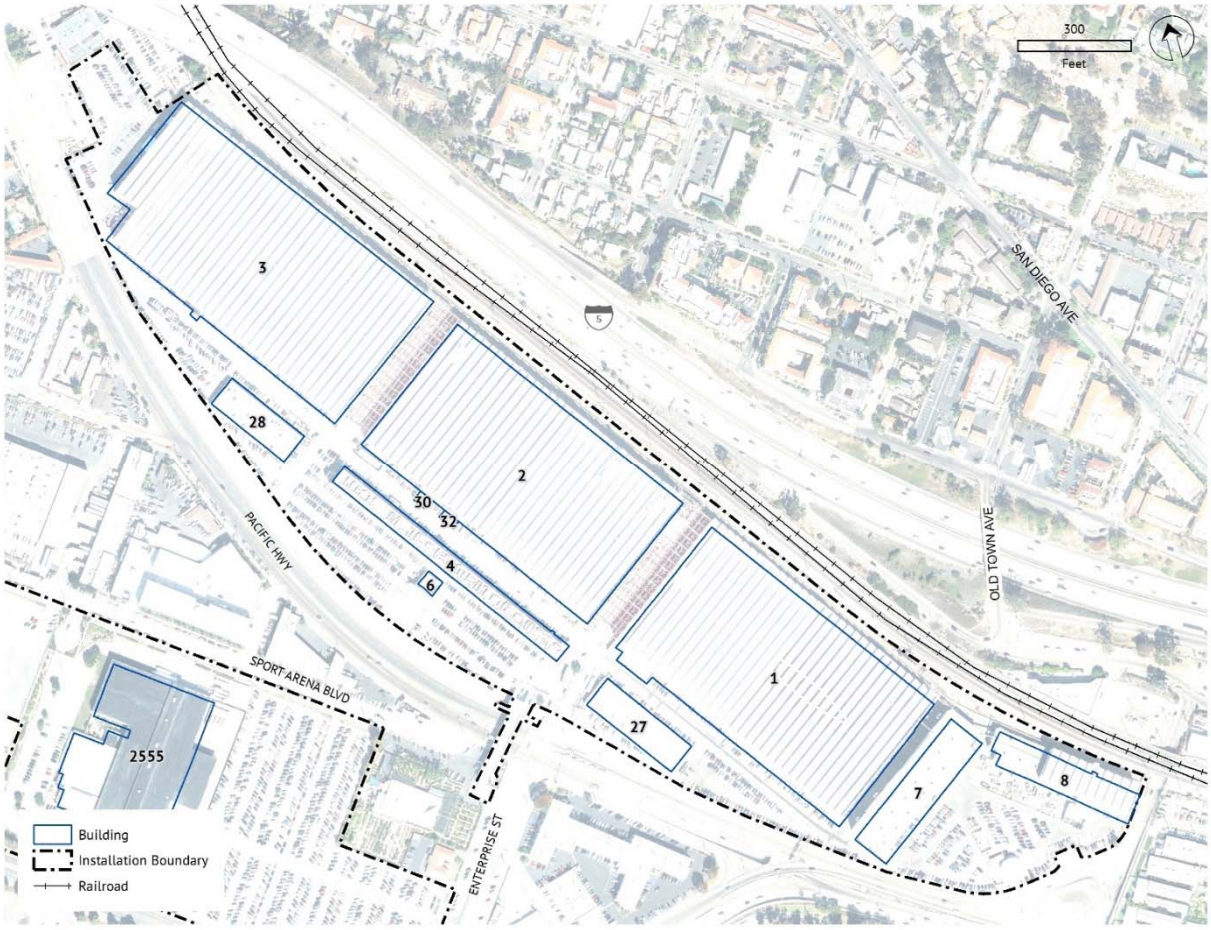


Figure 2: Old Town Complex 1

OTC 1 is the larger of the sites at 46.82 acres. It contains nearly every major building and the majority of tenant commands and personnel at NBPL OTC. It is bounded by Pacific Highway to the west, Burlington Northern Santa Fe Railroad (BNSF) right of way and Interstate 5 to the east, State of California parcel to the north and Witherby Street to the south. Vehicle entrance is via a gate off Pacific Highway at Enterprise Street. Pedestrian access is via a pedestrian bridge over Pacific Highway to Enterprise Street and Sports Arena Boulevard and the parking lots at OTC 2 or via a pedestrian gate at the north east end of the parcel, allowing access to the Old Town Transit Center.

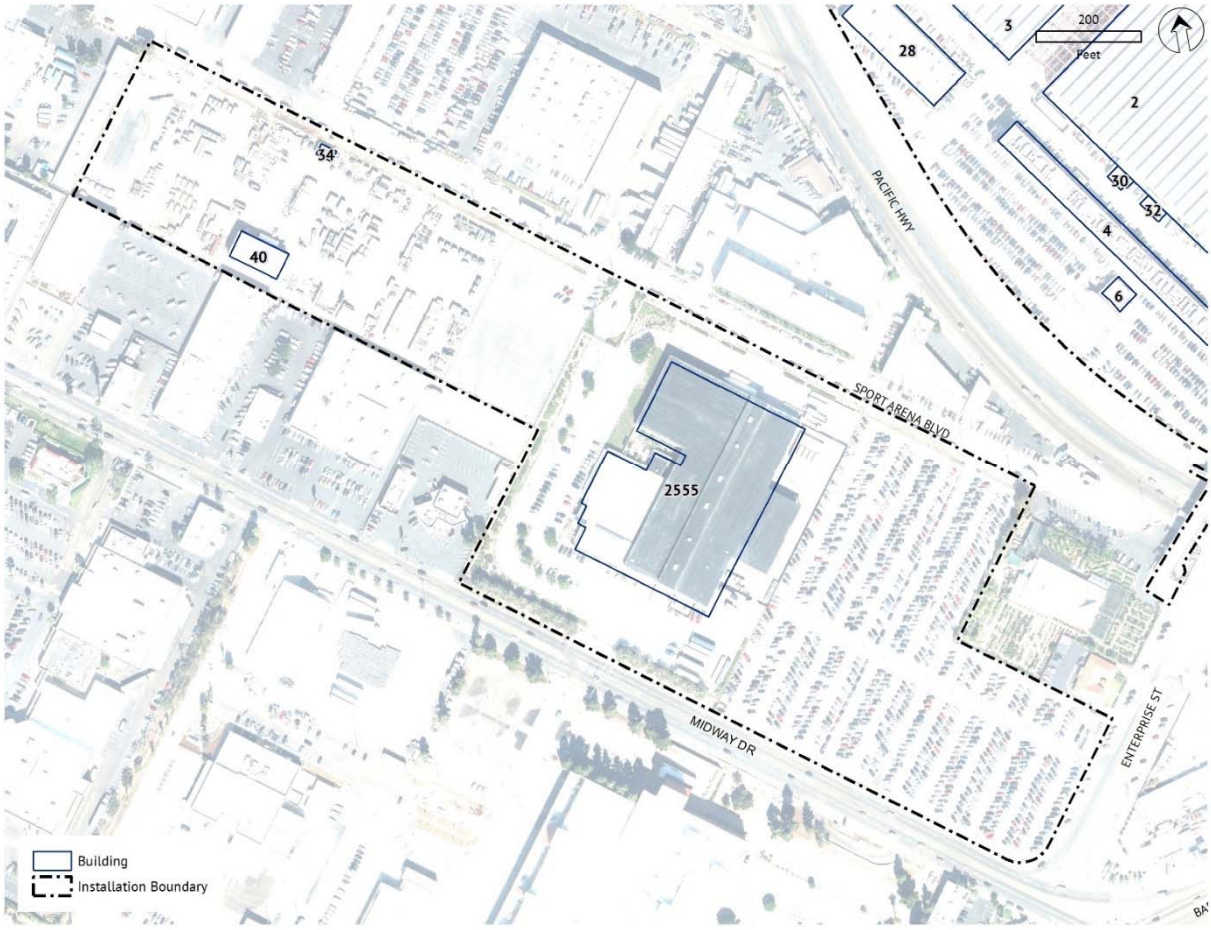


Figure 3: Old Town Complex 2

OTC 2 is the smaller of the sites at 23.64 acres. It is bounded by Midway Drive to the southwest, Sports Arena Boulevard to the northeast, Enterprise Street to the southeast and commercial parcels to the northwest on Rosecrans Street. The only major building at OTC 2 is the Warehouse building, 2555. The remainder of OTC 2 consists of parking lots for personnel assigned to OTC 1, minor buildings or laydown area.

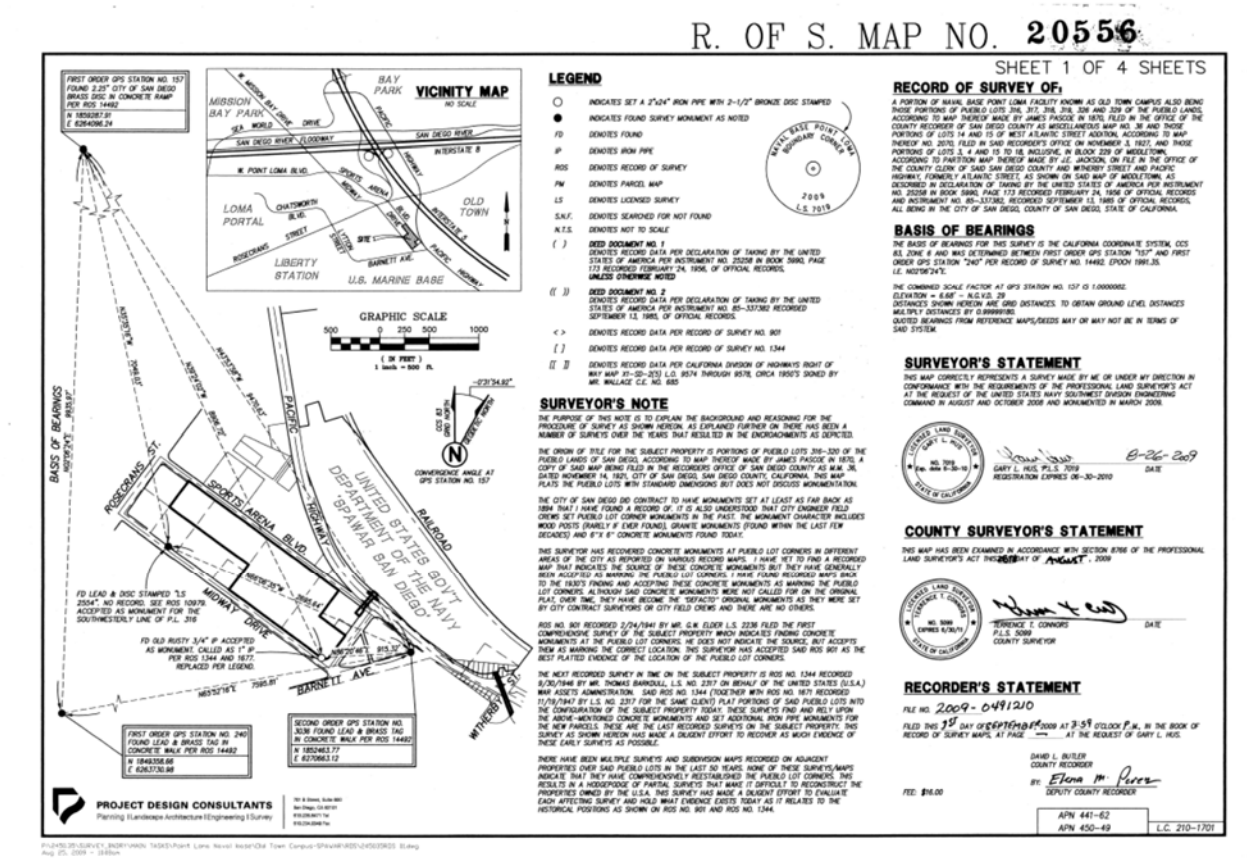


Figure 4: Old Town Complex 1 & 2 Survey Map

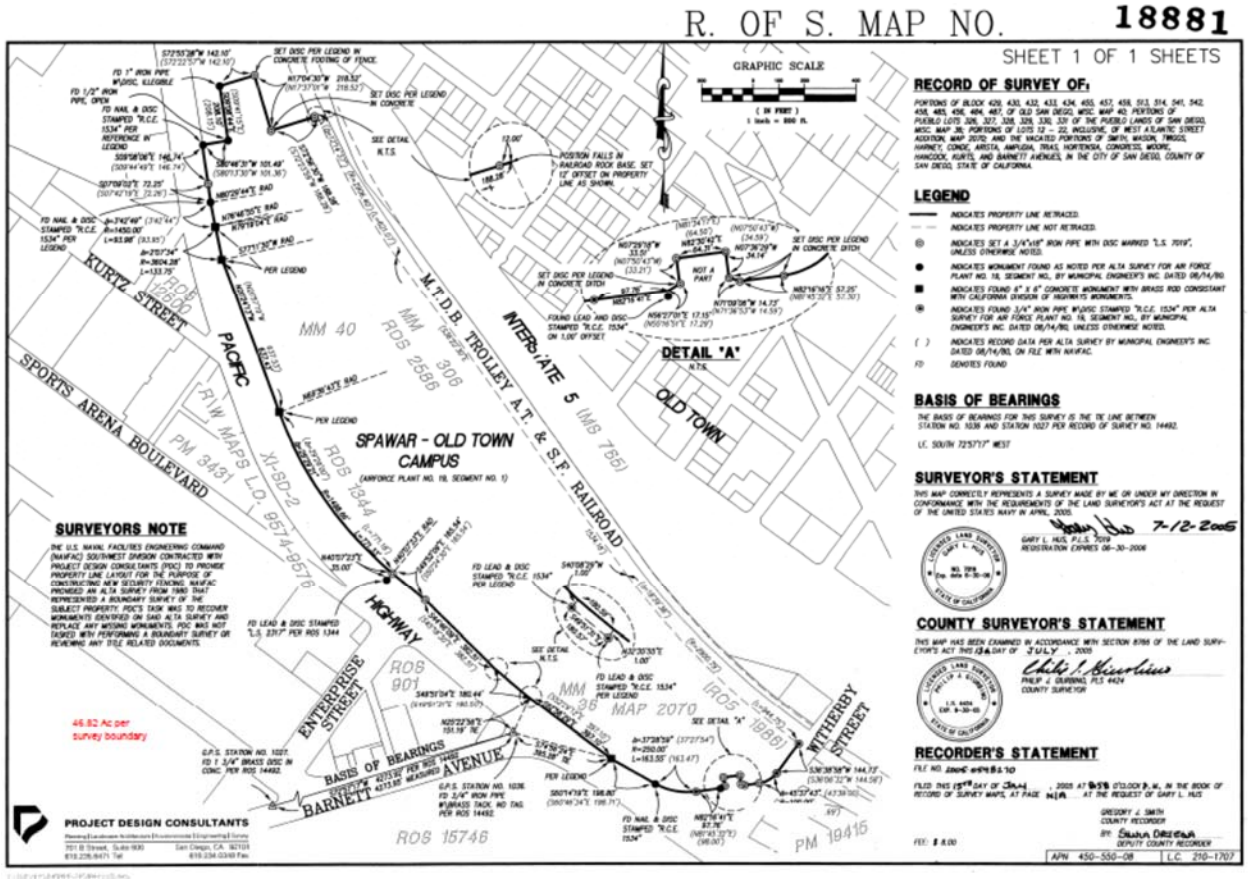


Figure 5: Old Town Complex 1 Survey Map

REGIONAL PLANNING CONSIDERATIONS

1. **City of San Diego Midway - Pacific Highway Community Plan**

Although NBPL OTC occupies U.S. Government owned land, it is located within the City of San Diego's Midway-Pacific Highway Community Planning Area. The Community Plan is in the process of being updated. (See Figure 6.)

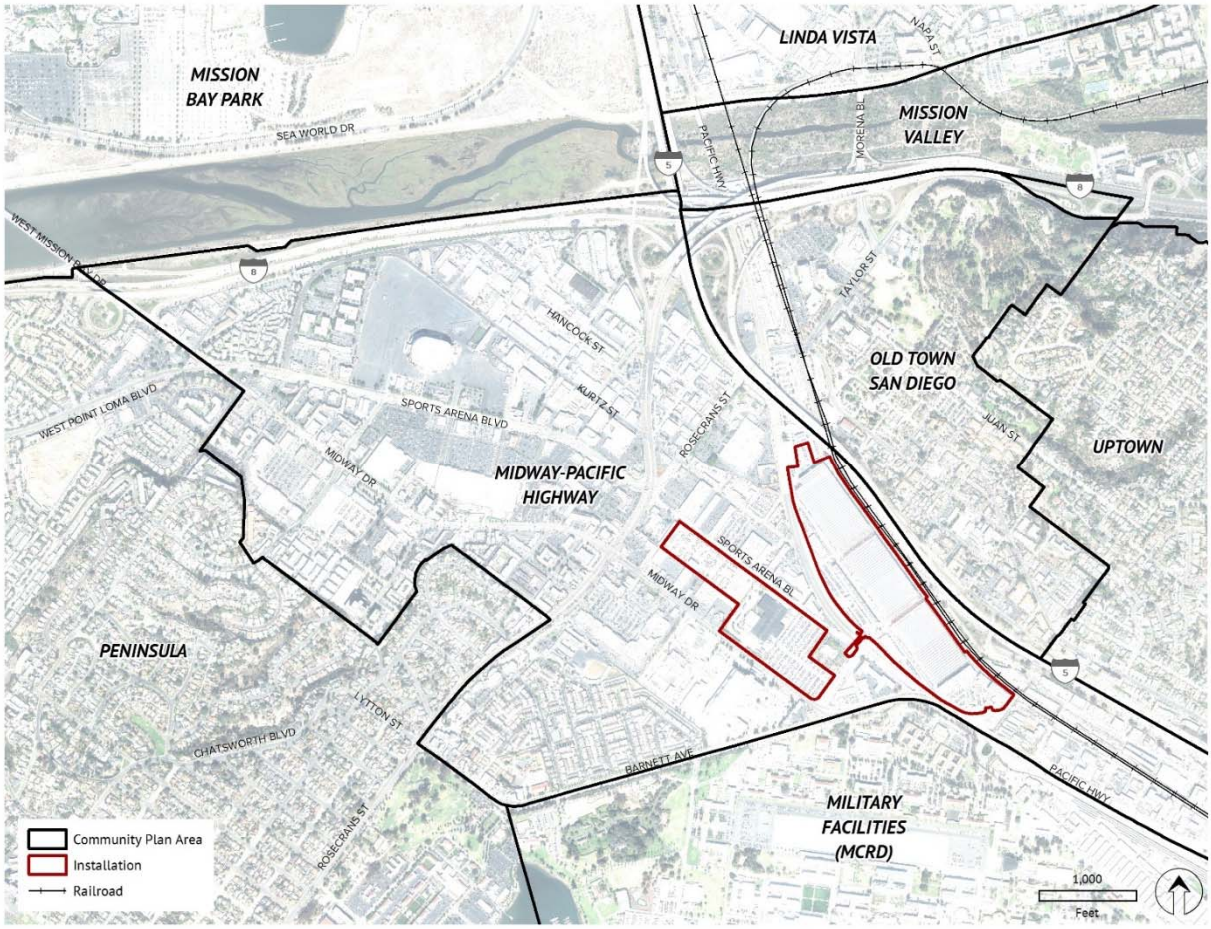


Figure 6: NBPL OTC within Community Plan Area

The Draft Community Plan provides an opportunity to transform the community through the creation of cohesive new mixed- and multiple-use villages and districts (Figure 7). OTC 1 anchors the Kurtz District. The Draft Community Plan envisions the Kurtz District as an employment area with office, research and development, and complementary residential uses which support and complement NBPL OTC.

The Dutch Flats Urban Village surrounds OTC 2. The Draft Community Plan envisions Dutch Flats as an employment and residential-focused urban village. According to the Community Plan, office uses and flex and innovation space will support and complement NBPL OTC and provide opportunities for defense-related research and development, other base sector industries to establish business locations in proximity to transit, Downtown and San Diego International Airport.

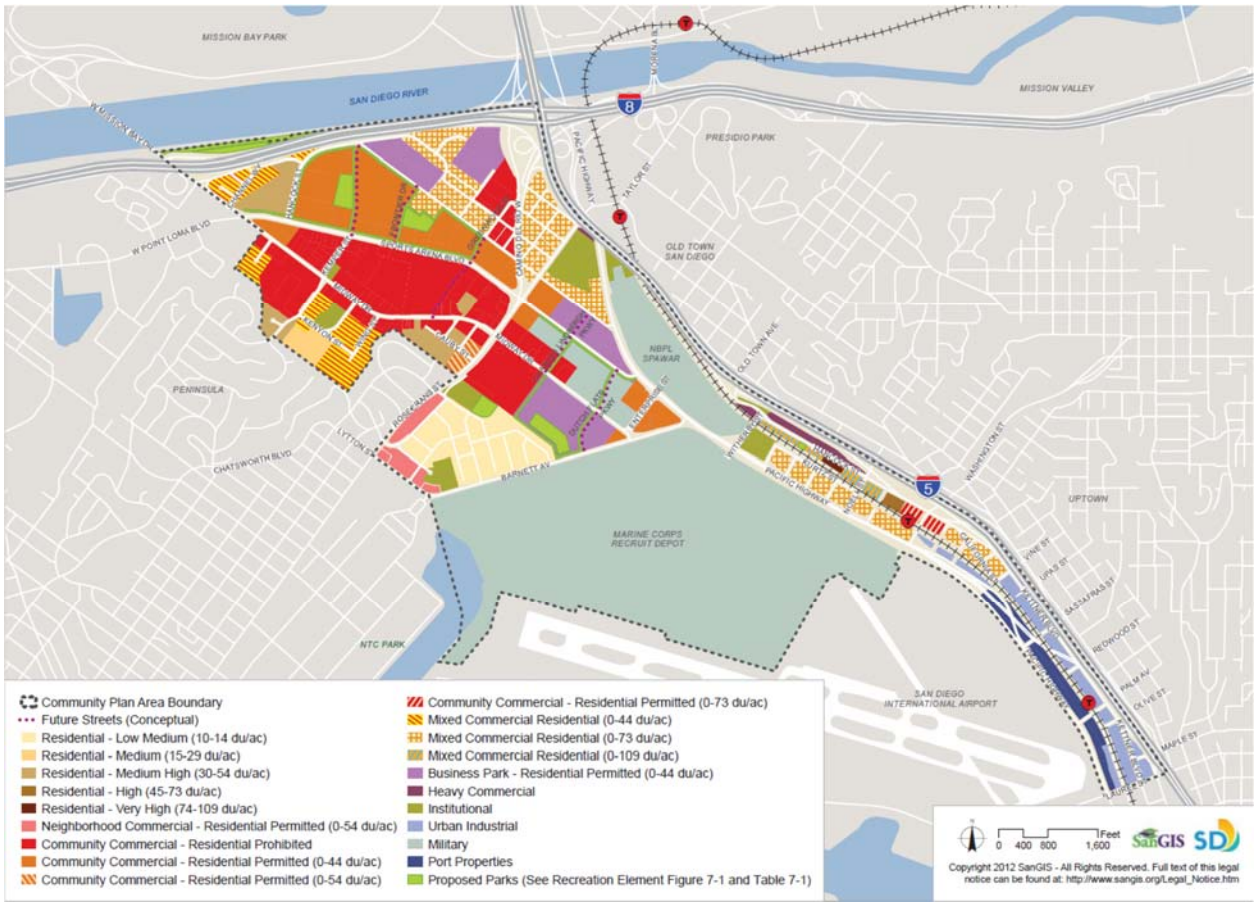


Figure 7: Midway – Pacific Community Planning Area Land Use Plan

2. **City of San Diego Coastal Height Limit**

The City of San Diego set a voter-mandated Height Limit (Proposition D, 1972) that limits the height of buildings west of Interstate 5, north of downtown to 30 feet. NBPL OTC is located within the Coastal Height Zone. Facilities 1, 2, 3, 4, 7 and 8 within NBPL OTC pre-date the Coastal Height Limit and exceed the Limit. As Federal property, NBPL OTC is not governed by this municipal ordinance and the Coastal Height Limit does not apply.

3. **San Diego County Regional Airport Authority, San Diego International Airport Land Use Compatibility Plan**

The Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport is the fundamental tool used by the San Diego County Airport Land Use Commission to promote airport land use compatibility in the Airport environs. The ALUCP provides airport land use compatibility and standards related to four airport-related factors: noise, safety, airspace protection and overflight. Although the Federal Government is exempt from regulations proposed in the San Diego International Airport Land Use Compatibility Plan, the Navy attempts to be a good neighbor and abide by regional regulations. Any new buildings constructed will have to undergo FAA Part 77 Subpart B notification. (See Figure 8.)

NBPL OTC is within Airport Influence Areas 1 and 2 (Figure 9). An overflight notification agreement must be recorded with the Office of the San Diego County Recorder for any new dwelling units within the overflight area (Figure 10). Development at NBPL OTC will require additional sound attenuation as the area may reach 60-65 decibels community noise exposure levels (Figure 11).

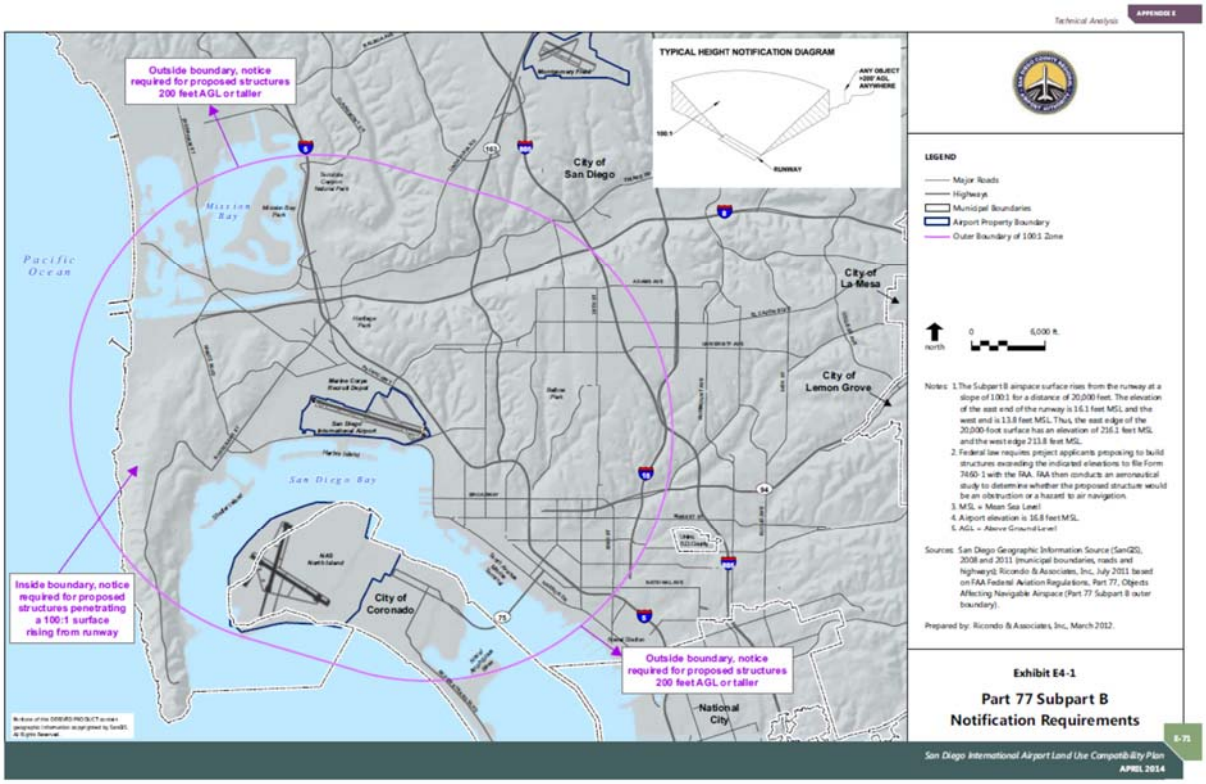


Figure 8: FAA Part 77 Subpart B Notification Requirements Boundary

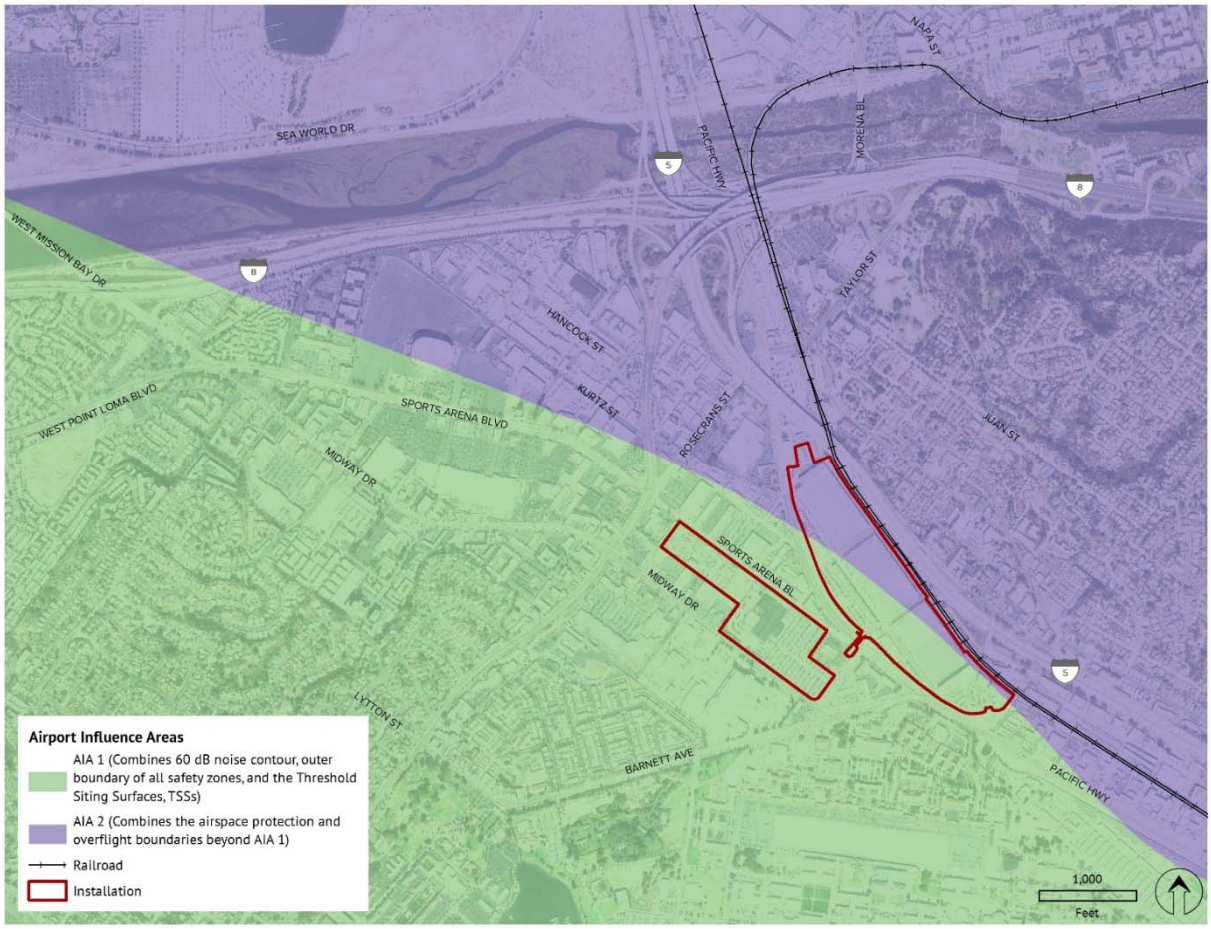


Figure 9: Airport Influence Areas

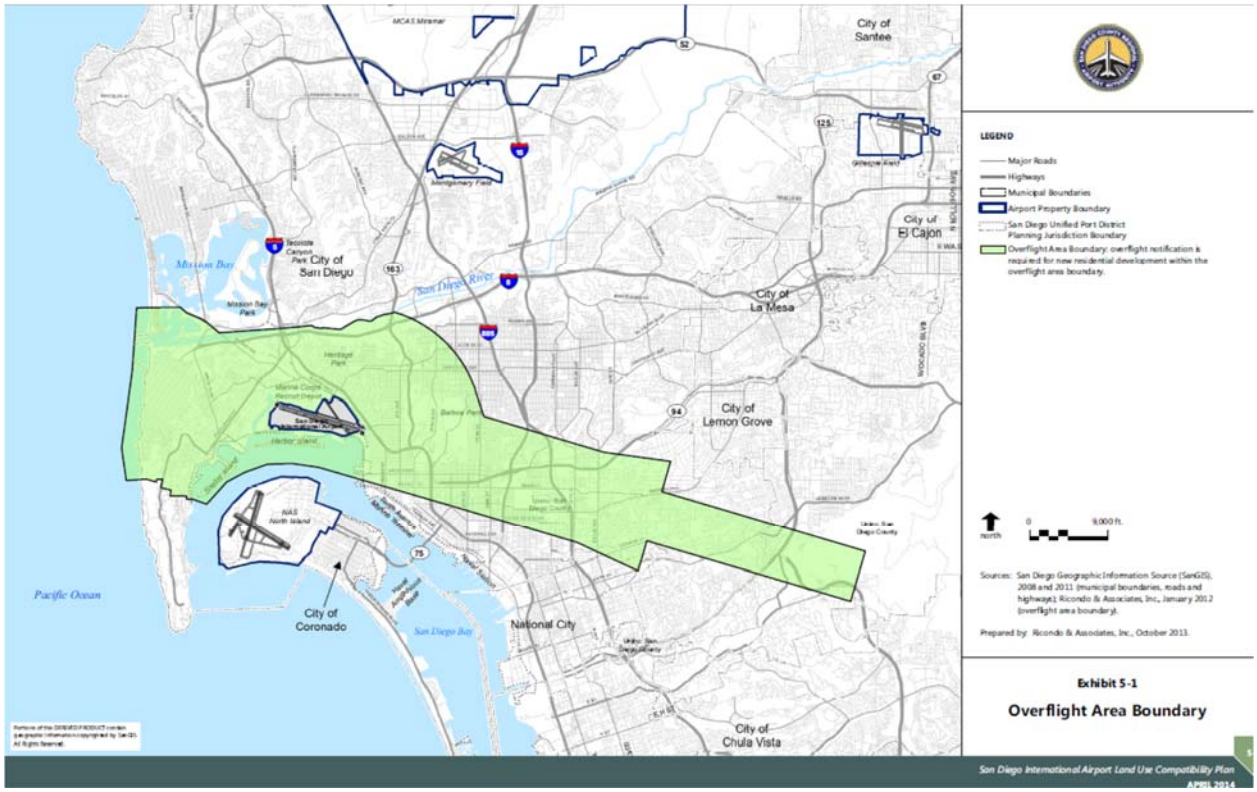


Figure 10: Overflight Boundary Area

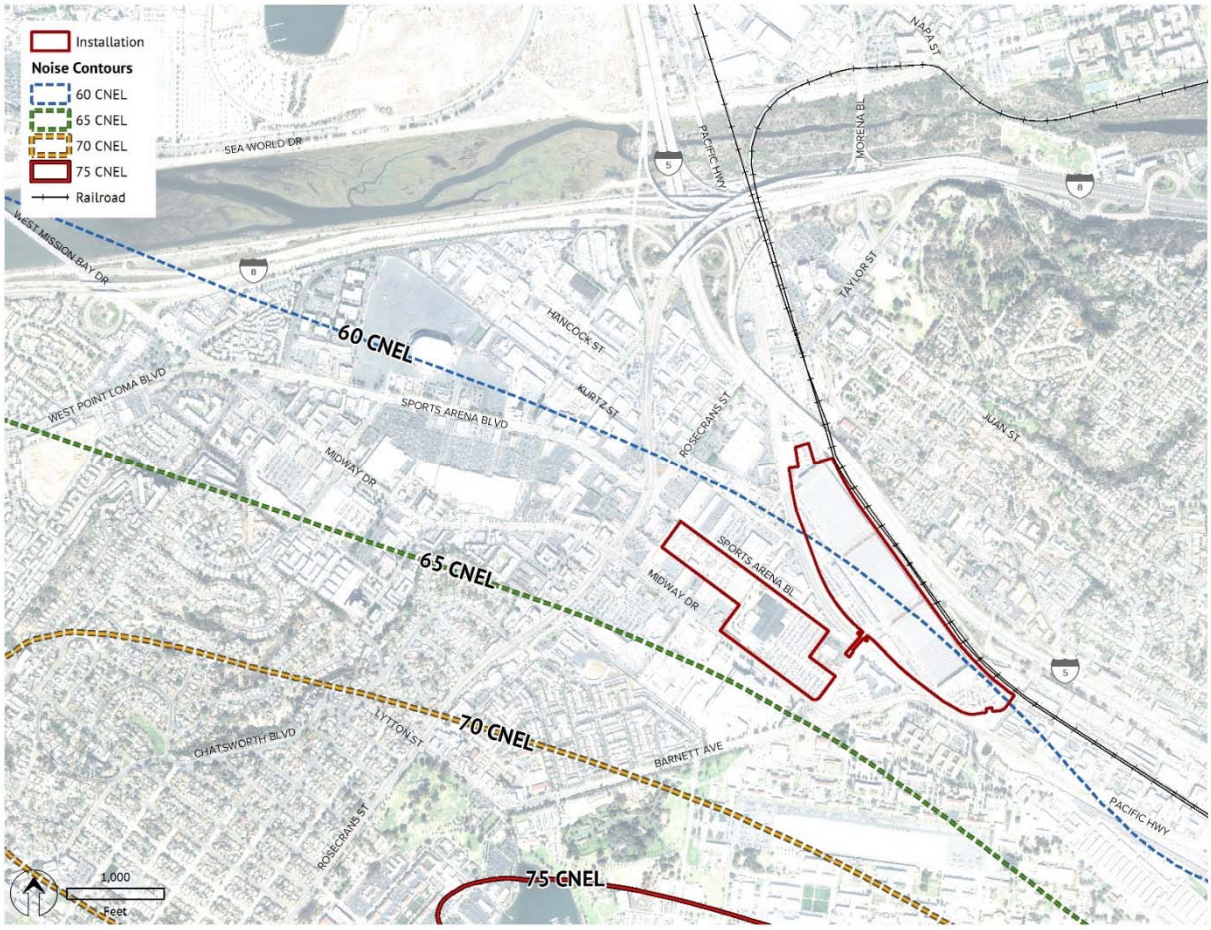


Figure 11: San Diego International Airport Noise Contours

4. **California Coastal Zone**

NBPL OTC is not within the California Coastal Zone. (See Figure 12.)

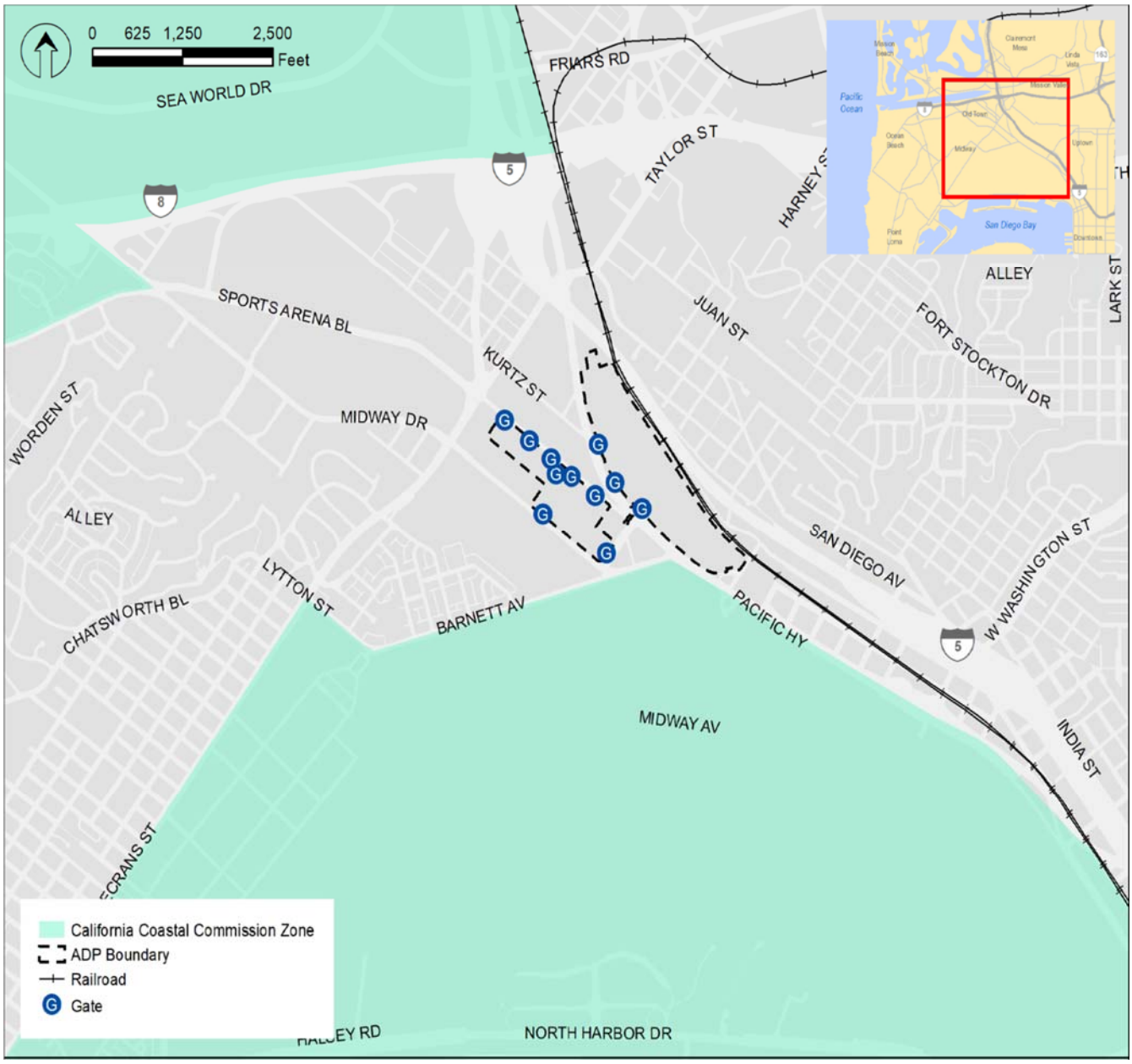


Figure 12: California Coastal Zone

REFERENCES

Midway – Pacific Highway Community Plan Draft – April 2018

https://www.sandiego.gov/sites/default/files/midway_-_pacific_highway_community_plan_april_2018_draft.pdf

City of San Diego Coastal Height Zone

http://docs.sandiego.gov/municode/MuniCodeChapter13/Ch13Art02Division05.pdf

San Diego International Airport Land Use Compatibility Plan

http://www.san.org/Portals/0/Documents/Land%20Use%20Compatibility/SDIA/SDIA%20ALUCP%20Ch%201-6%20(May%202014).pdf

California Coastal Zone Boundary Map

https://www.coastal.ca.gov/maps/czb/

FACILITY CONDITION REPORT

NAVAL BASE POINT LOMA OLD TOWN COMPLEX, SAN DIEGO, CALIFORNIA

Prepared by:

Naval Facilities Engineering Command, Southwest

September 2018

INTRODUCTION

As noted in other sections of the RFI, Naval Base Point Loma Old Town Complex (NBPL OTC) was built as an assembly plant for aircraft during World War II. Following the war, the facility continued to manufacture other aircraft and arms. In 1996, the site was transferred to the Navy; Space and Naval Warfare Systems Command (SPAWAR) is the main tenant now occupying the facilities.

Since the facilities were not initially constructed for office and research space, they have been subject to many years of renovation and adaptation. Complete "as-built" drawings are not available and the Government makes no guarantees as to the accuracy or completeness of any information in this document. Note that there are other small out facilities that are not discussed in this Report.

SUMMARY OTC 1

NBPL OTC is comprised of two sites, Old Town Complex 1 (OTC 1) and Old Town Complex 2 (OTC 2). OTC 1 is the larger of the sites at 46.82 acres. It contains nearly every major Facility and the majority of tenant commands and personnel at the Old Town Complex. It is bounded by Pacific Highway to the west, Burlington Northern Santa Fe (BNSF) Railroad right of way and Interstate 5 to the east, State of California parcel to the north and Witherby Street to the south. Vehicle entrance is via a gate off Pacific Highway at Enterprise Street. Pedestrian access is via a pedestrian bridge over Pacific Highway to Enterprise Street, Sports Arena Boulevard, and the parking lots at OTC 2 or via a pedestrian gate at the north east end of the parcel that allows access to the Old Town Transit Center.

The table below summarizes the major facilities. Floorplans for each Facility are provided at the end of this Facility Condition Report.

Facility Number	Facility Name	Area (GSF)	Measurement (L x W x H)
1	South Administration/Warehouse Facility	444,490	754 x 446 x 47 (3 Story)
2	Administration/Research Lab Facility	414,802	752 x 403 x 47 (3 Story)
3	Former Lockheed Martin Facility	463,671	829 x 403 x 48 (3 Story)
4	SPAWAR Command Facility	78,304	772 x 57 x 35 (2 Story)
6	Former Visitor Reception Center	2,235	48 x 48 x 16
7	Staging Warehouse	45,870	402 x 104 x 53 (2 Story)
8	Warehouse	71,361	400 x 147 x 49 (3 Story)
27	Storage Facility	23,366	281 x 83 x 18 (1 Story)
28	Administration Structure	20,194	242 x 84 x 18 (1 Story)
30	Storage Facility	1,398	41 x 41 x 18 (1 Story)
32	Lunch Room Facility	1,468	49 x 30 x 15 (1 Story)
34	Yard Office	625	31 x 21 x 13 (1 Story)
40	OTC Production Facility	5,000	100 x 50 x 26 (1 Story)
2555	Operational Supply Facility	110,600	1000 x 1000 (1 Story)

FACILITY DESCRIPTIONS

Facility 1

Photo: Northwest corner of Facility 1 looking south.

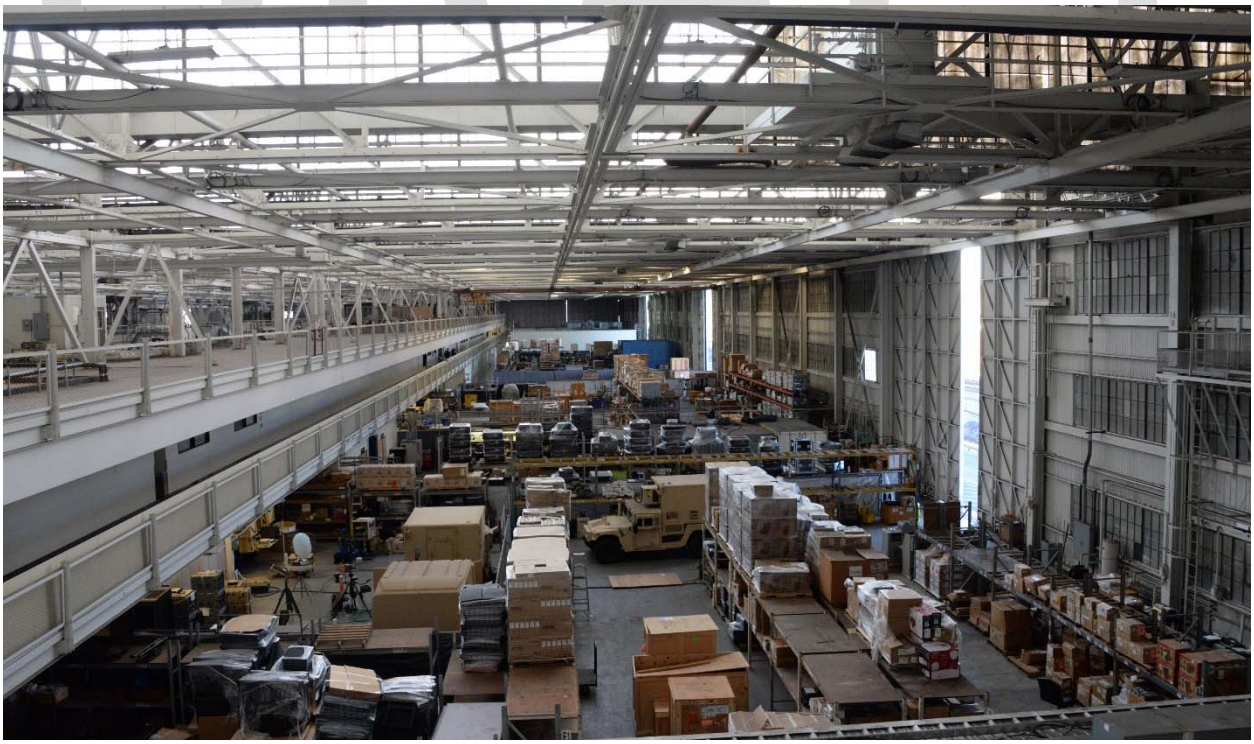


Photo: Interior showing large open assembly spaces, elevated walkways, and trusses.

Photo: Interior of Facility 1 showing HVAC, mechanical and other equipment.

Facility Number	1
Facility Name	South Administrative/Warehouse Facility
Facility Function	Administrative Office, Operational Storage, Combined Research Lab
Dimensions	754'L x 446'W x 47'H
Area	444,490 sq. ft.
Floors	3
Floor 1 Area	308,638 sq. ft.
Floor 2 Area	67,926 sq. ft.
Floor 3 Area	67,926 sq. ft.

Construction:

- Built in 1942, Facility 1 has a reinforced concrete slab on pile foundations, corrugated roof with polyester emulsion coating with steel joists, beams and columns.

Equipment:

- 4,500 lb. Passenger Elevator, hydraulic; 2 floors.

- 4,000 lb. Freight Elevators (4), hydraulic; 3 floors.

Condition:

- Electrical system is past its useful life. Circuit Breakers are not rated for the electric loads they serve.
- Sewer System past its useful life and backs up frequently.
- Saw tooth roof leaks during rain events.
- 6,000 sq. ft. is unusable space that is occupied by seismic bracing.
- Third Floor has 67,000 sq. ft. of mechanical air conditioning ducts and it is open. This space cannot be used; it would exceed Fire Safety Codes if used.
- The HVAC system is past its useful service life and consistently fails.
- The windows fall out and break during storms and are difficult to replace due to age of the facility.

Facility 2

Photo: Facility 2 Southwest side looking North.

Photo: View of Facility 2 from the South.

Photo: Interior view of Facility 2 showing enclosed offices and open assembly area.

Photo: Interior view of Facility 2 showing roof trusses, machines and equipment.

Facility Number	2
Facility Name	Administrative/Research Lab Facility
Facility Function	Administrative Office, Combined Research Lab
Dimensions	752'L x 403'W x 47'H
Area	414,802 sq. ft.
Floors	3

Construction:

- Built in 1942, Facility 2 has a reinforced concrete slab on pile foundations, corrugated roof with steel joists, beams and columns, corrugated metal siding.

Equipment:

- 4,500 lb. Passenger Elevator, hydraulic; 2 floors.
- 4,000 lb. Freight Elevators (4), hydraulic; 3 floors.
- Blower/Fan, Belt Drive Centrifugal in Line Fan Systems (6).
- Hoist, Elect or Pneumatic, 3-Ton and Other.

Condition:

- Third Floor has 51,000 sq. ft. of mechanical air conditioning ducts and it is open. This space cannot be used; it would exceed Fire Safety Codes if used.
- Electrical system is past its useful life. Circuit Breakers are not rated for the electric loads they serve.
- Sewer System past its useful life and backs up frequently.
- Saw tooth roof leaks during rain events.
- The HVAC system is past its useful service life and consistently fails.
- The windows fall out and break during storms and are difficult to replace due to age of the facility.

Facility 3

Photo: View of Facility 3 from the North side.

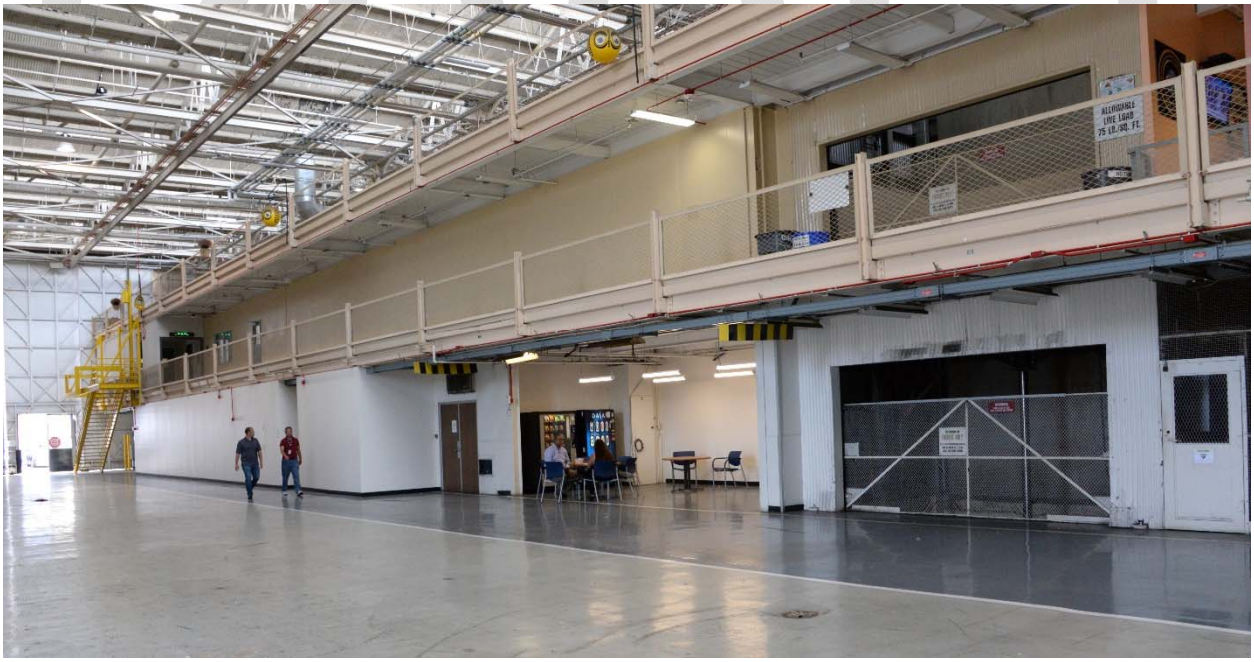


Photo: Interior view of Facility 3.

Facility Number	3
Facility Name	Former Lockheed Martin Facility
Facility Function	Administrative Office, Operational Storage, Auditorium, Combined Research Lab, General Purpose Warehouse
Dimensions	829'L x 403'W x 48'H
Area	463,671 sq. ft.
Floors	3

Construction:

- Built in 1942, Facility 3 has a reinforced concrete slab on pile foundation, corrugated roof with steel joists, beams and columns, corrugated metal siding.

Equipment:

- 2,500 lb. Passenger Elevator, hydraulic; 2 floors.
- 4,000 lb. Freight Elevators (3), hydraulic; 3 floors.
- 4,000 lb. Freight Elevator, hydraulic; 2 floors.

Condition:

- Electrical system is past its useful life. Circuit Breakers are not rated for the electric loads they serve.
- Sewer System past its useful life and backs up frequently.
- Saw tooth roof leaks during rain events.
- The HVAC system is past its useful service life and consistently fails.
- The windows fall out and break during storms and are difficult to replace due to age of the facility.

Facility 4

First Photo: View of Facility 4 at the Northwest elevation facing South.

Second Photo: View of Facility 4 at the Southeast elevation facing North.

Facility Number	4
Facility Name	SPAWAR Command Facility
Facility Function	Administrative Office
Dimensions	772'L x 57'W x 35'H
Area	78,304 sq. ft.
Floors	2

Construction:

- Built in 1942.

Equipment:

- 2,500 lb. Passenger Elevator, hydraulic; 2 floors.
- Material Handling QT Lifts.
- VRC Lift, GRD, 6,000 lbs. 2 floors.

Condition:

- The roof has inadequate drainage, causing substantial leaks during rain. The drains must be manually cleared often.
- The HVAC system is past its useful service life and consistently fails.
- Electrical system is past its useful life. Circuit Breakers are not rated for the electric loads they serve.
- Sewer System past its useful life and backs up frequently.

- The windows fall out and break during storms and are difficult to replace due to age of the facility.

Facility 6

Photo: Front elevation of Facility 6.

Photo: Rear elevation of Facility 6.

Facility Number	6
Facility Name	Former Visitor Reception Center
Facility Function	Administrative Office
Dimensions	48'L x 48'W x 16'H
Area	2,235 sq. ft.
Floors	1
Floor 1 Area	2,235 sq. ft.

Construction:

- Built in 1997

Facility 7

Photo: Northeast corner of Facility 7.

Photo: Interior view of Facility 7.

Facility Number	7
Facility Name	Staging Warehouse
Facility Function	General Purpose Warehouse, Paint & Blasting Shop
Dimensions	402'L x 104'W x 53'H
Area	45,870 sq. ft.
Floors	2

Construction:

- Built in 1942, Facility 7 has steel joists, beams and deck on columns.

Equipment:

- Centrifugal fan system, in-line 2,000 cfm, 1 floor - paint room.

Condition:

- The HVAC system is past its useful service life and consistently fails.
- Roof leaks.

Facility 8

Photo: Northside view of Facility 8 with the railroad tracks to the east.

Photo: Interior view of Facility 8.

Facility Number	8
Facility Name	Warehouse
Facility Function	RDT&E Storage
Dimensions	400'L x 147'W x 49'H
Area	71,361 sq. ft.
Floors	3

Construction:

- Built in 1942, Facility 8 has pile foundation, reinforced slab on grade, metal panel saw-toothed roof over columns and beams.

Equipment:

- 4,000 lb. freight elevator, hydraulic, 3 floors.

Condition:

- Unoccupied. Lack of ventilation has caused an unsafe working environment.

Facility 27

Photo: Exterior view of Facility 27.

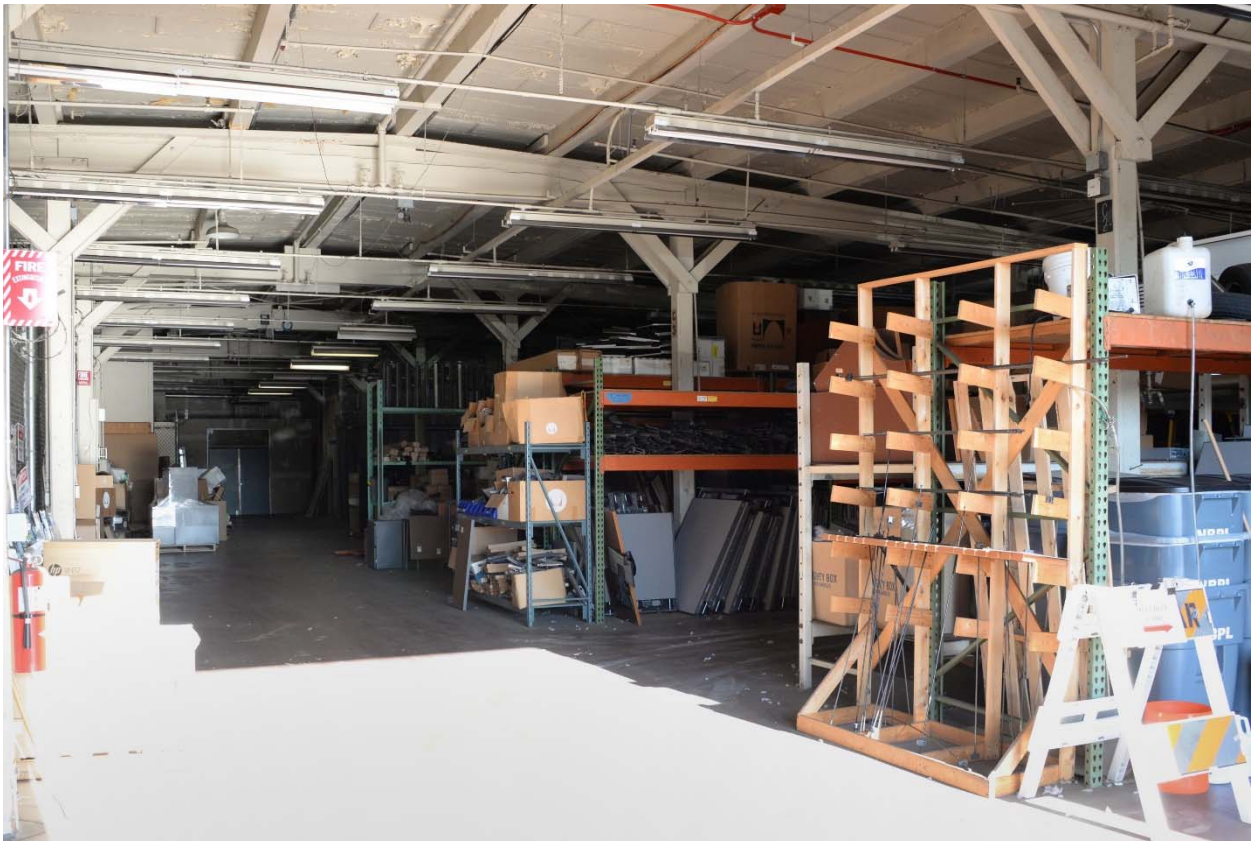


Photo: Interior view of Facility 27.

Facility Number	27
Facility Name	Storage Facility
Facility Function	Operational Storage, Food Service
Dimensions	281'L x 83'W x 18'H
Area	26,366 sq. ft.
Floors	1
Floor 1 Area	26,366

Construction:

- Built in 1942.

Equipment:

- Kitchen/Grill exhaust fan.

Condition:

- The storage area of the Facility has cracked beams and is no longer suitable for occupied uses.
- The HVAC system is past its useful service life and breaks frequently. Condensate leaks into Facility, causing work stoppage.

Facility 28

Photo: Southwest corner of Facility 28.

Facility Number	28
Facility Name	Admin Structure
Facility Function	Administrative Office, Telephone Exchange Facility
Dimensions	242'L x 84'W x 18'H
Area	20,194 sq. ft.
Floors	1
Floor 1 Area	20,194 sq. ft.

Construction:

- Built in 1942.

Condition

- Roof leaks.
- Plumbing backs up frequently.

Facility 30

Photo: View of Facility 30 adjacent to Facility 2.

Facility Number	30
Facility Name	Storage Facility
Facility Function	Admin Storage (misc.)
Dimensions	41'L x 41'W x 18'H
Area	1,398 sq. ft.
Floors	1
Floor 1 Area	1,398 sq. ft.

Construction:

- Built in 1942, Facility 30 has open web joists and wood decks, stucco walls, metal windows and metal doors.

Condition:

- Janitorial supply Facility.
- Roof leaks.
- No HVAC.

Facility 32

Facility Number	32
Facility Name	Lunch Room Facility
Facility Function	Food Service
Dimensions	49'L x 30'W x 15'H
Area	1,468 sq. ft.
Floors	1
Floor 1 Area	1,468 sq. ft.

Construction:

- Built in 1942.

SUMMARY OTC 2

The OTC 2 is the smaller of the sites at 23.64 acres. It is bounded by Midway Drive to the southwest, Sports Arena Boulevard to the northeast, Enterprise Street to the southeast and commercial parcels to the northwest on Rosecrans Street. The only major Facility at OTC 2 is the Warehouse Facility, 2555. The remainder of OTC 2 consists of parking lots for personnel working at OTC 1, minor Facilities, and a laydown area.

Facility 34

Facility Number	34
Facility Name	Yard Office
Facility Function	Rest Room
Dimensions	31'L x 21'W x 13'H
Area	625 sq. ft.
Floors	1
Floor 1 Area	625 sq. ft.

Construction:

- Built in 1942.

Facility 40

Facility Number	40
Facility Name	OTC Production Facility
Facility Function	Electronic & Communications Maintenance Shop
Dimensions	100'L x 50'W x 26'H
Area	5,000 sq. ft.
Floors	1
Floor 1 Area	5,000 sq. ft.

Construction:

- Built in 2008.

Facility 2555

Photo: Southwest exterior view of Facility 2555.

Facility Number	2555
Facility Name	Operational Supply Facility
Facility Function	Operational Storage
Dimensions	
Area	111,600 sq. ft.
Floors	1

Construction:

- Built in 1998.

Condition:

- HVAC design is old and energy inefficient and does not heat or cool the spaces very well.
- Fire suppression system is suspect at best. Needs updating and at a minimum maintenance and testing.
- Fire alarm system needs replacing.
- Parking lot is deteriorating, could use patching or replacing.
- Lights are out of date, exterior and interior.

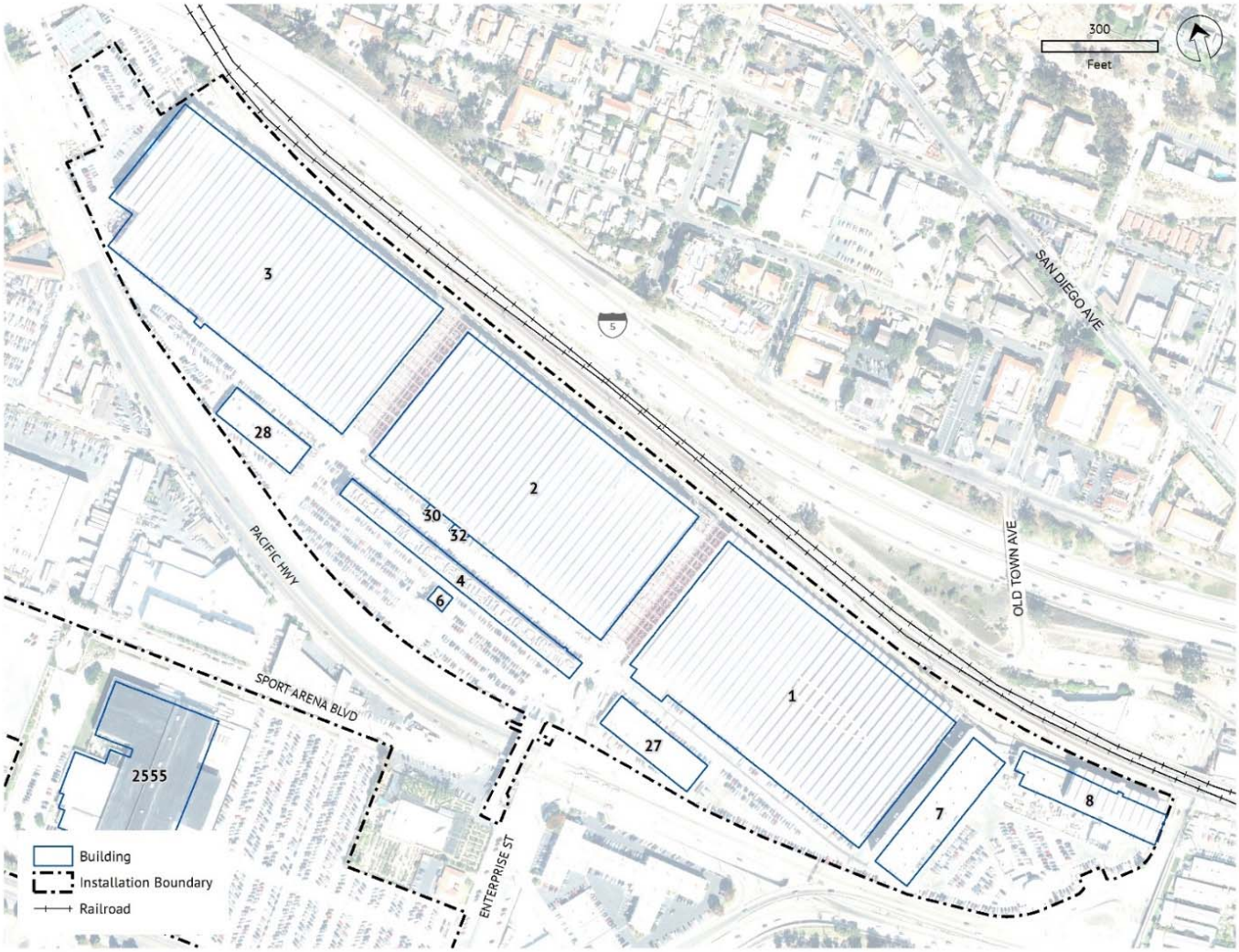
Pedestrian Bridge

The pedestrian bridge crosses Pacific Highway, linking OTC 1 to the west side of Pacific Highway, Enterprise Street and Sports Arena Blvd. The Navy has an aerial easement over Pacific Highway. Turnstiles at each end afford secure access to the site. Pedestrian bridge is the main connector between OTC 1 and OTC 2.

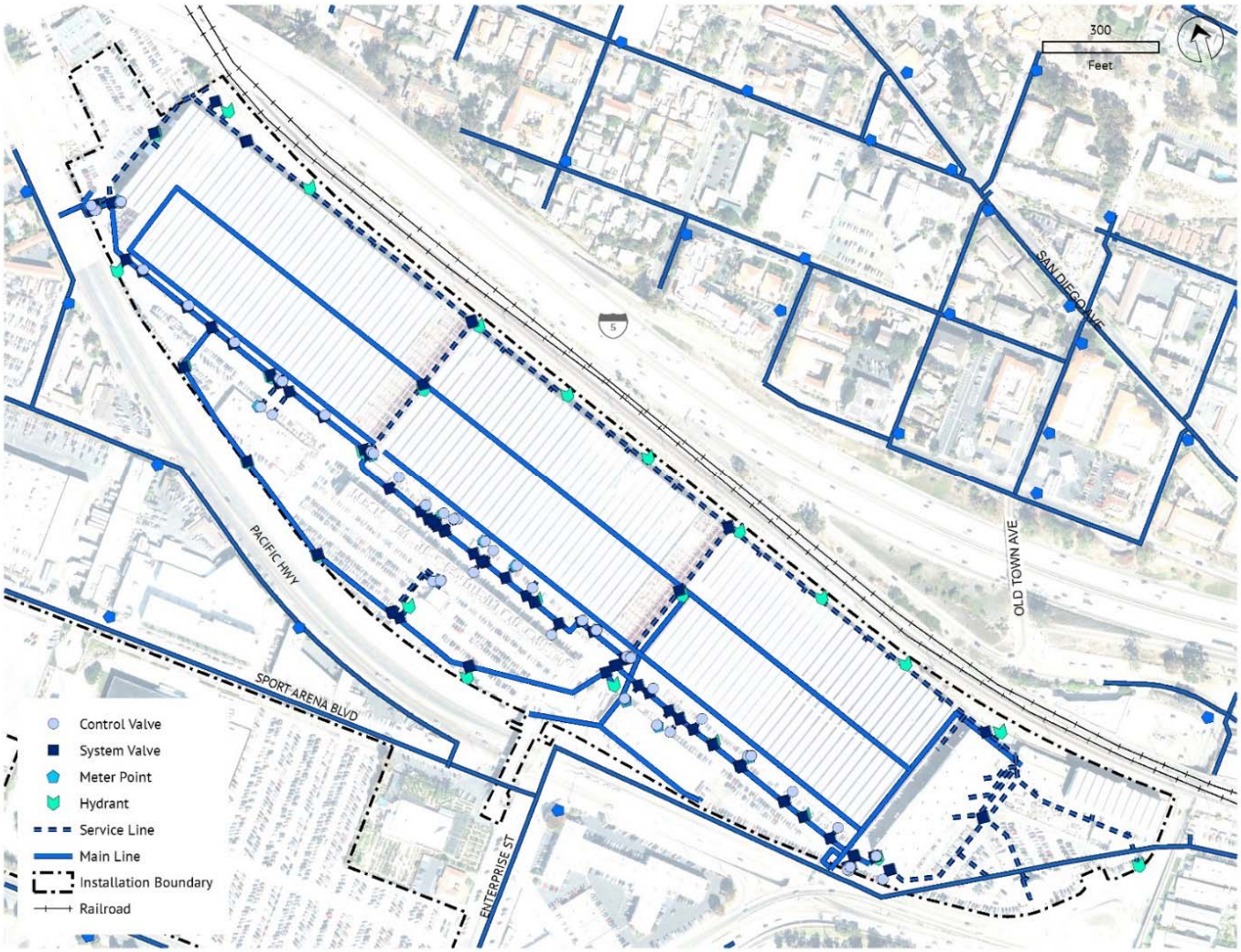
UTILITES SUMMARY

The Utilities Summary includes exhibits illustrating approximate locations of major utilities and other infrastructure within NBPL OTC Sites. Due to the age of the existing utilities and amount of adaptation to the various systems, exact locations, sizes and conditions are not always known. The Government makes no guarantees as to the accuracy and completeness of the information provided herein.

OTC 1

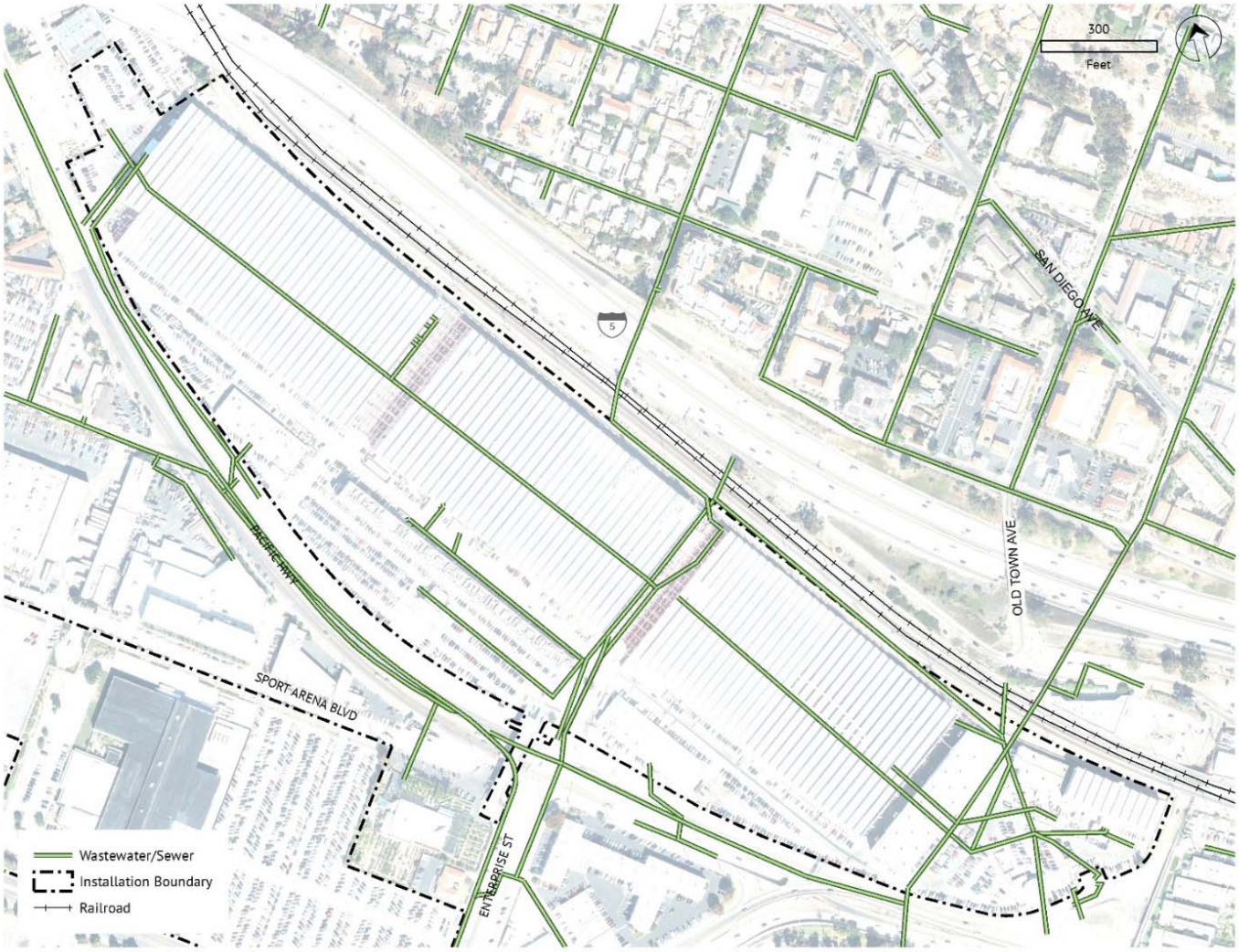


WATER



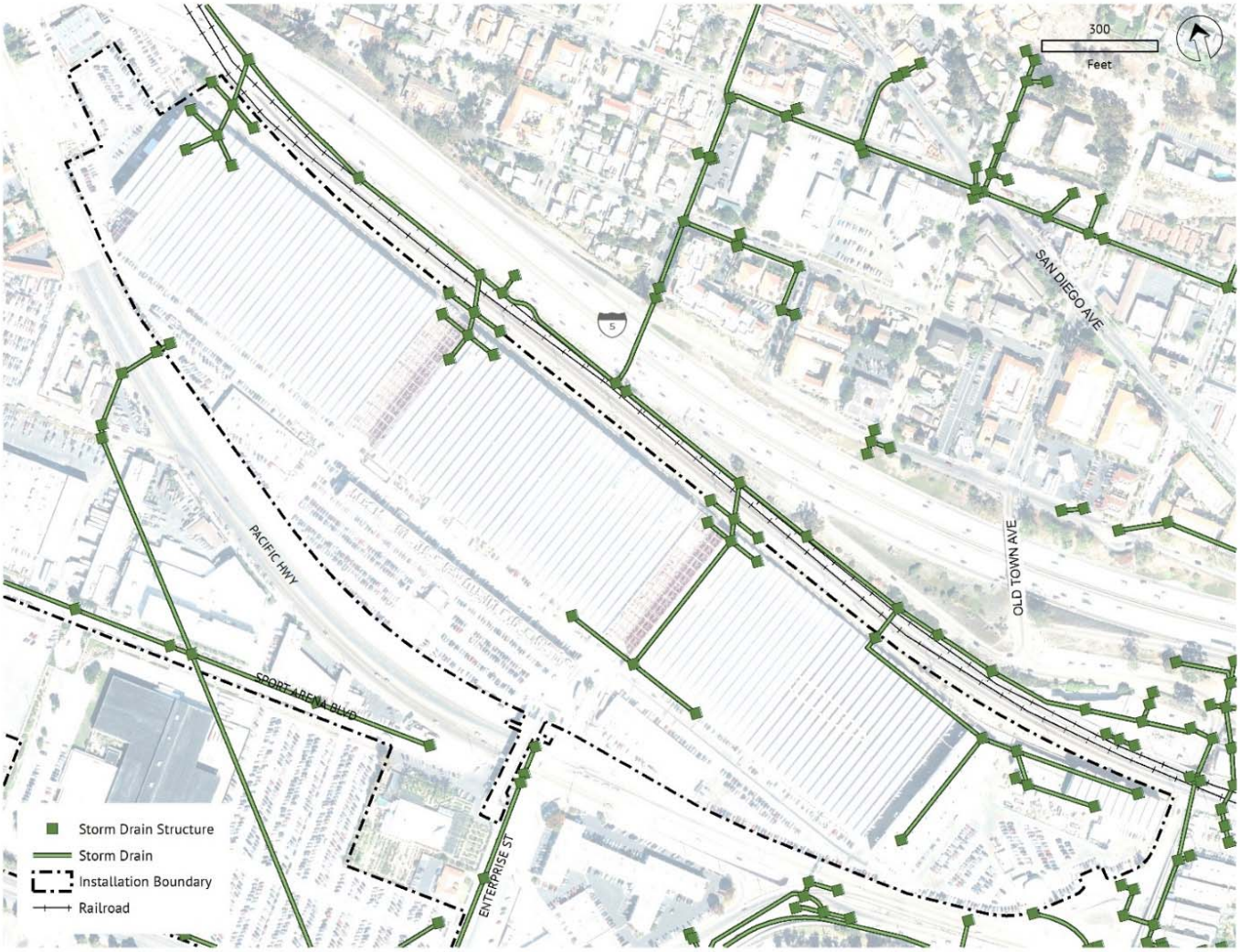
- A 12” ductile iron water main point of connection is located near the northwest corner of the property.
- 10” and 8” PVC mainlines are located within the property.

SEWER

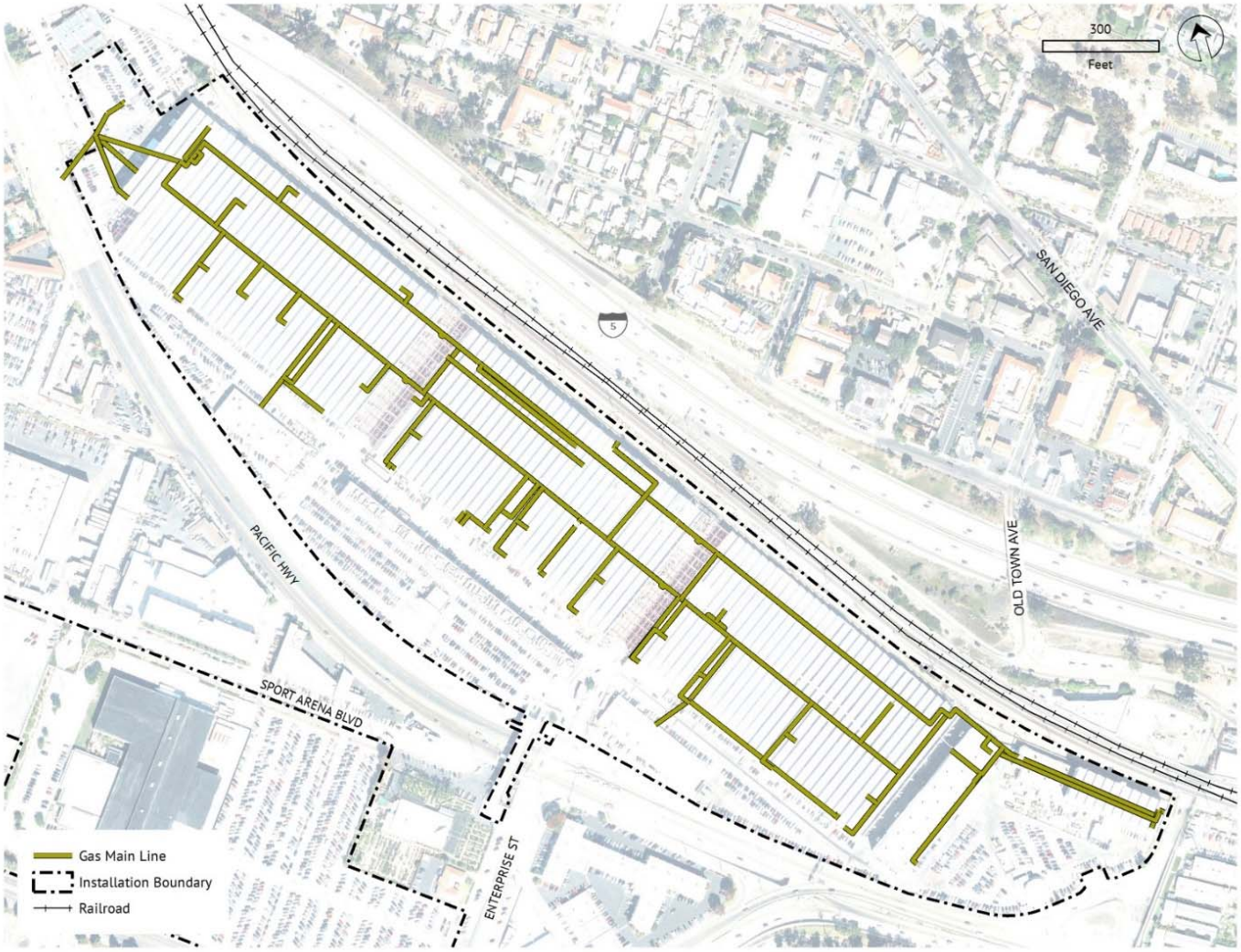


- 16” gravity mains connect to City of San Diego.

STORM DRAINS

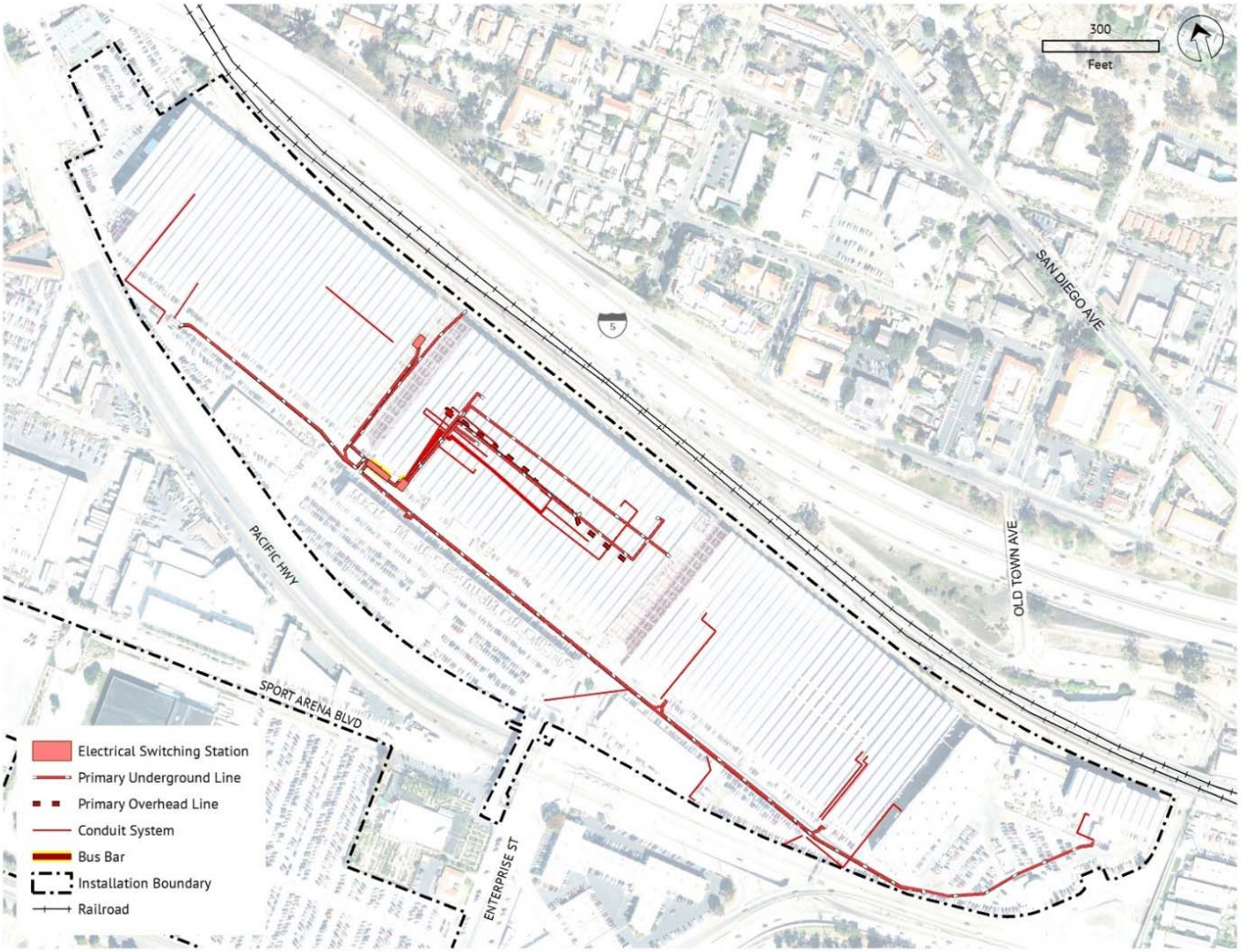


GAS

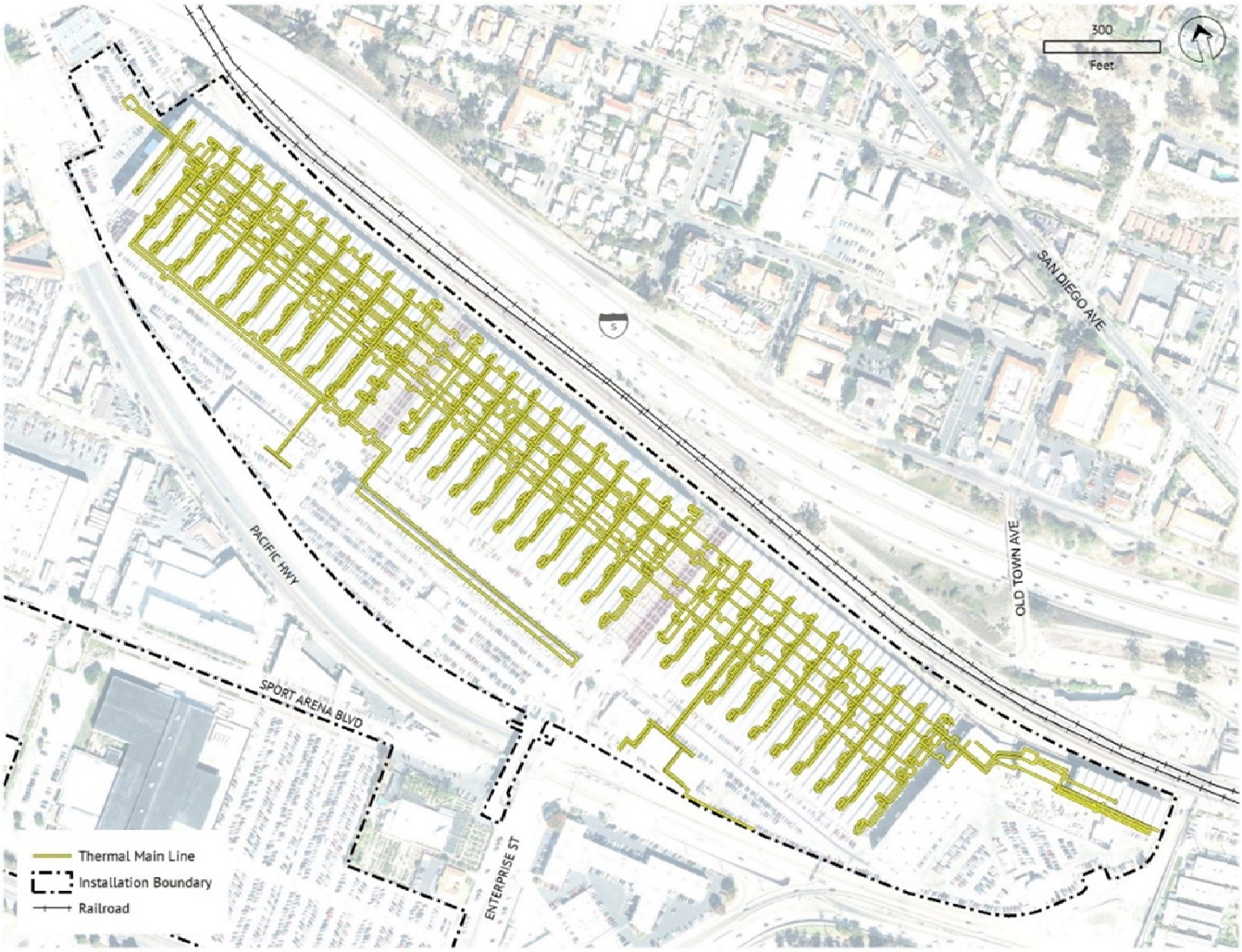


- Gas lines vary in sizes from 6” to 1.5”.

ELECTRICAL

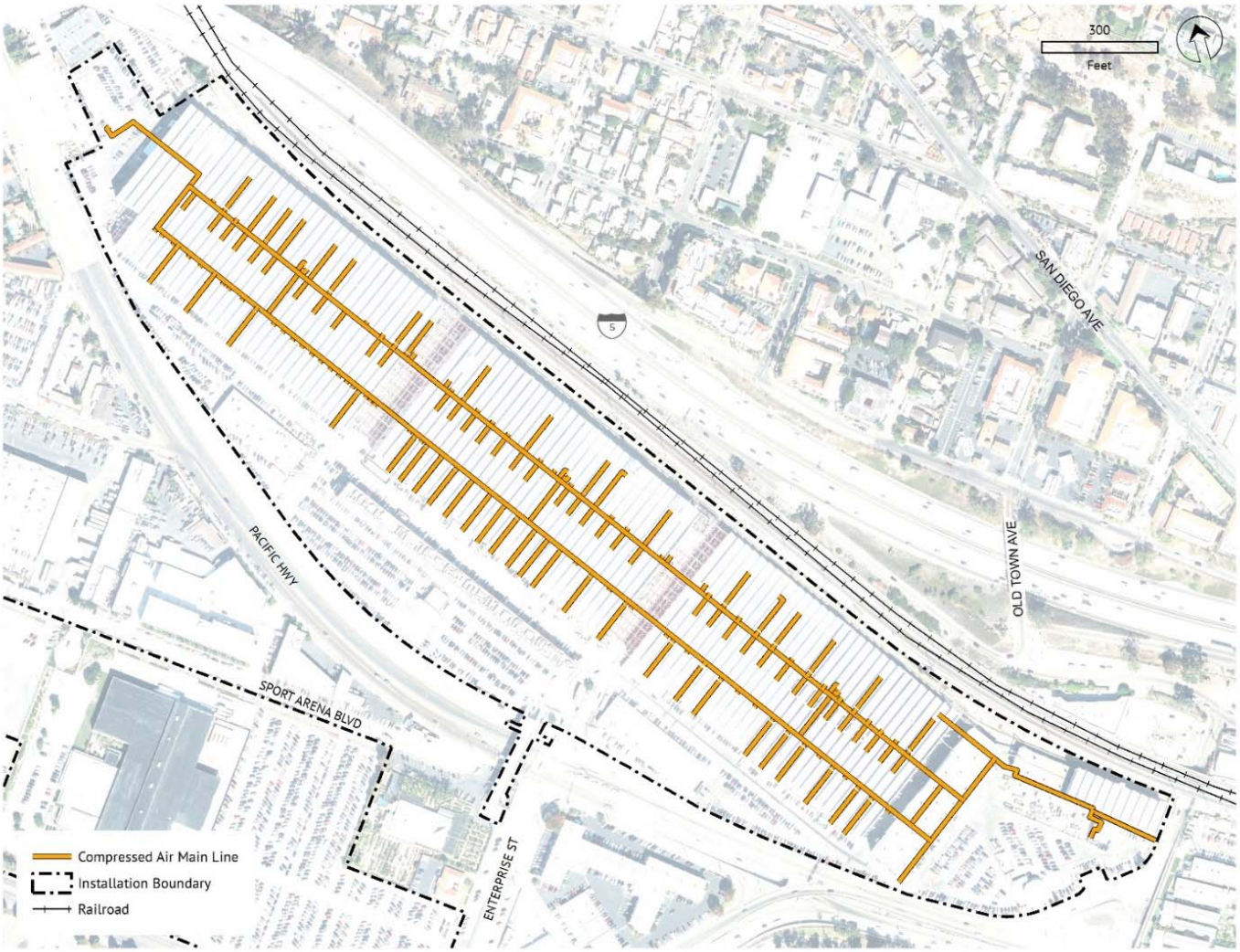

300
Feet
SAN DIEGO AVE
OLD TOWN AVE
PACIFIC HWY
SPORT ARENA BLVD
ENTERPRISE ST
5
Electrical Switching Station
Primary Underground Line
Primary Overhead Line
Conduit System
Bus Bar
Installation Boundary
Railroad

THERMAL

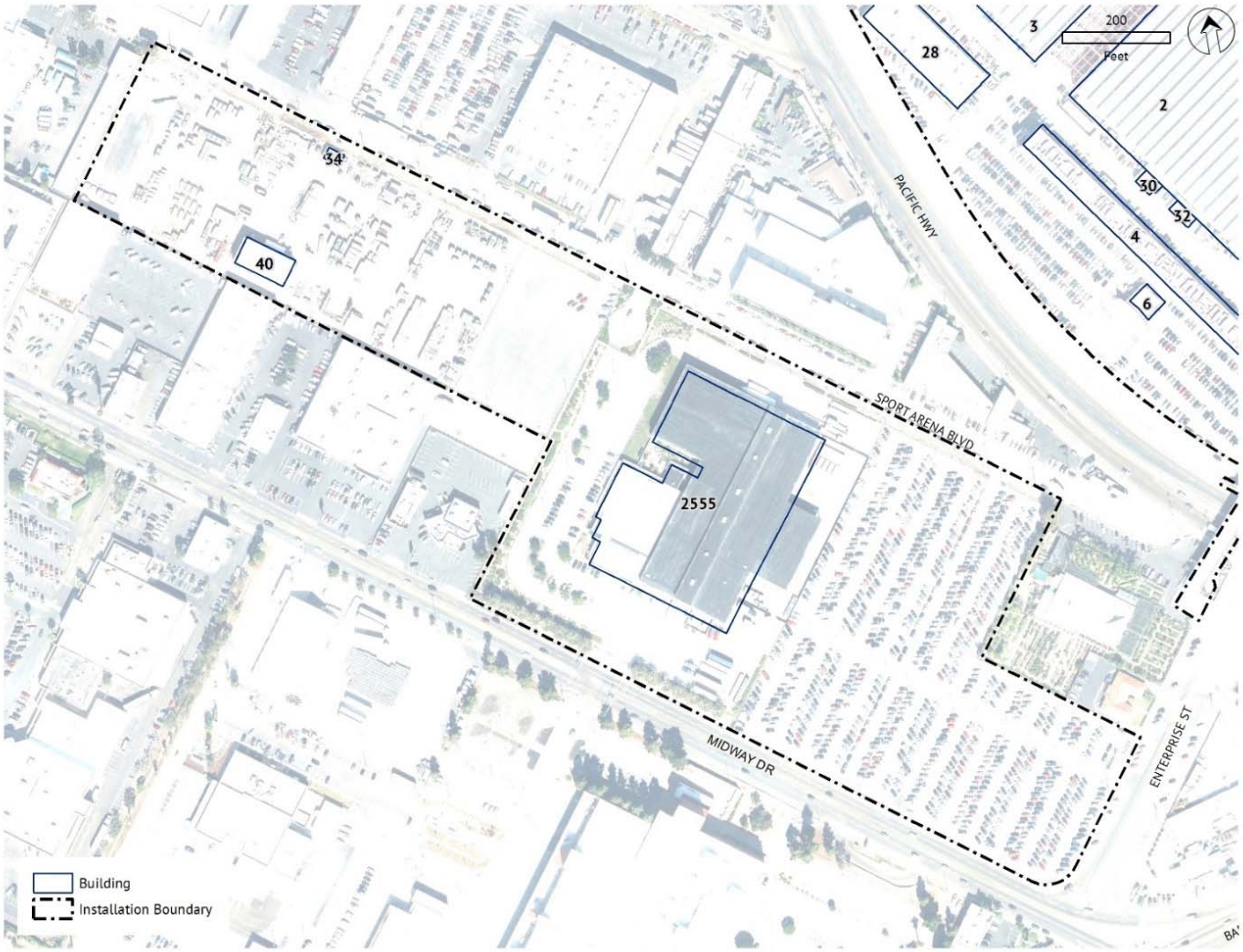


- Existing thermal lines have been abandoned.

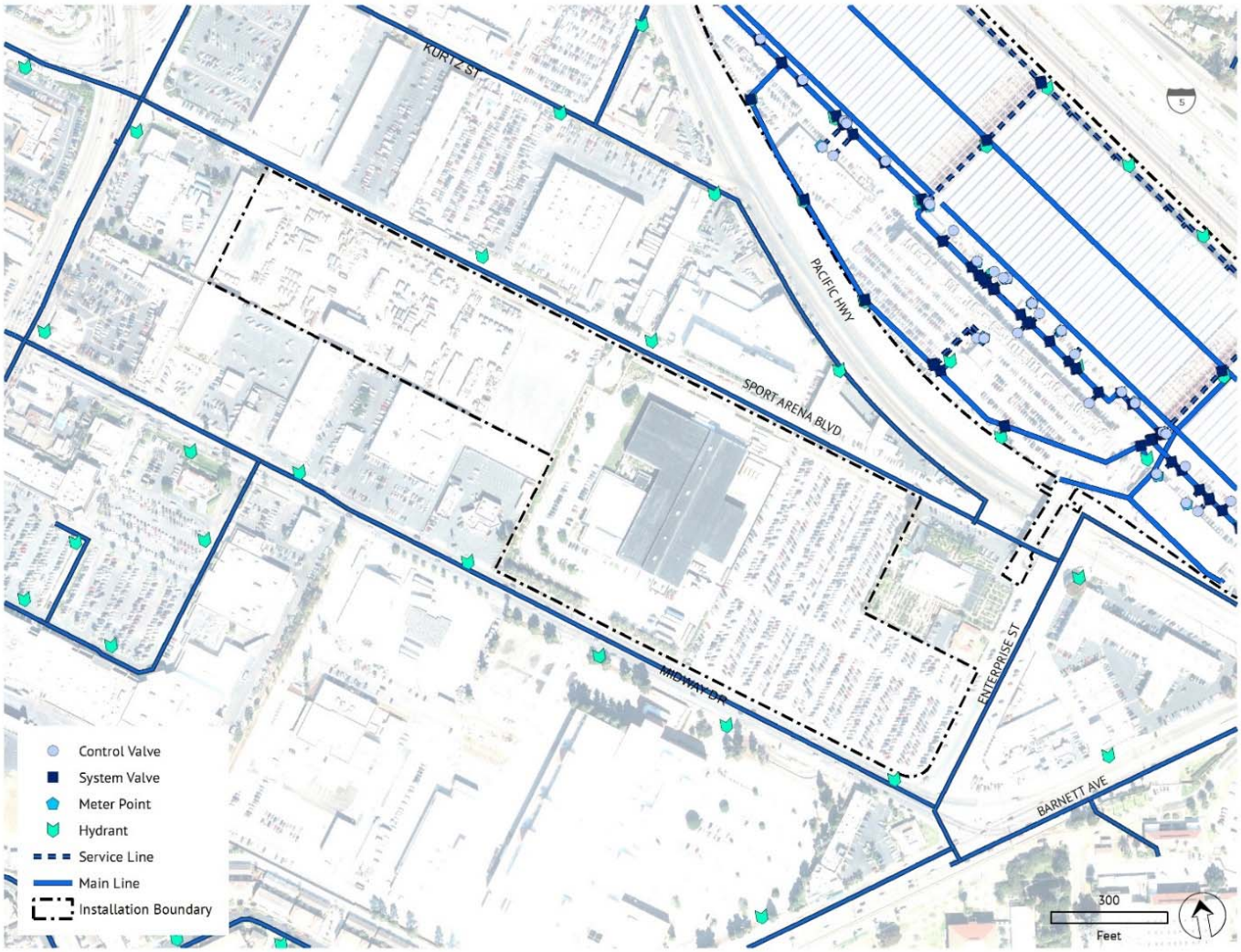
COMPRESSED AIR



OTC 2


200
Feet
28
3
2
30
32
4
6
34
40
PACIFIC HWY
SPORT ARENA BLVD
2555
MIDWAY DR
ENTERPRISE ST
Building
Installation Boundary

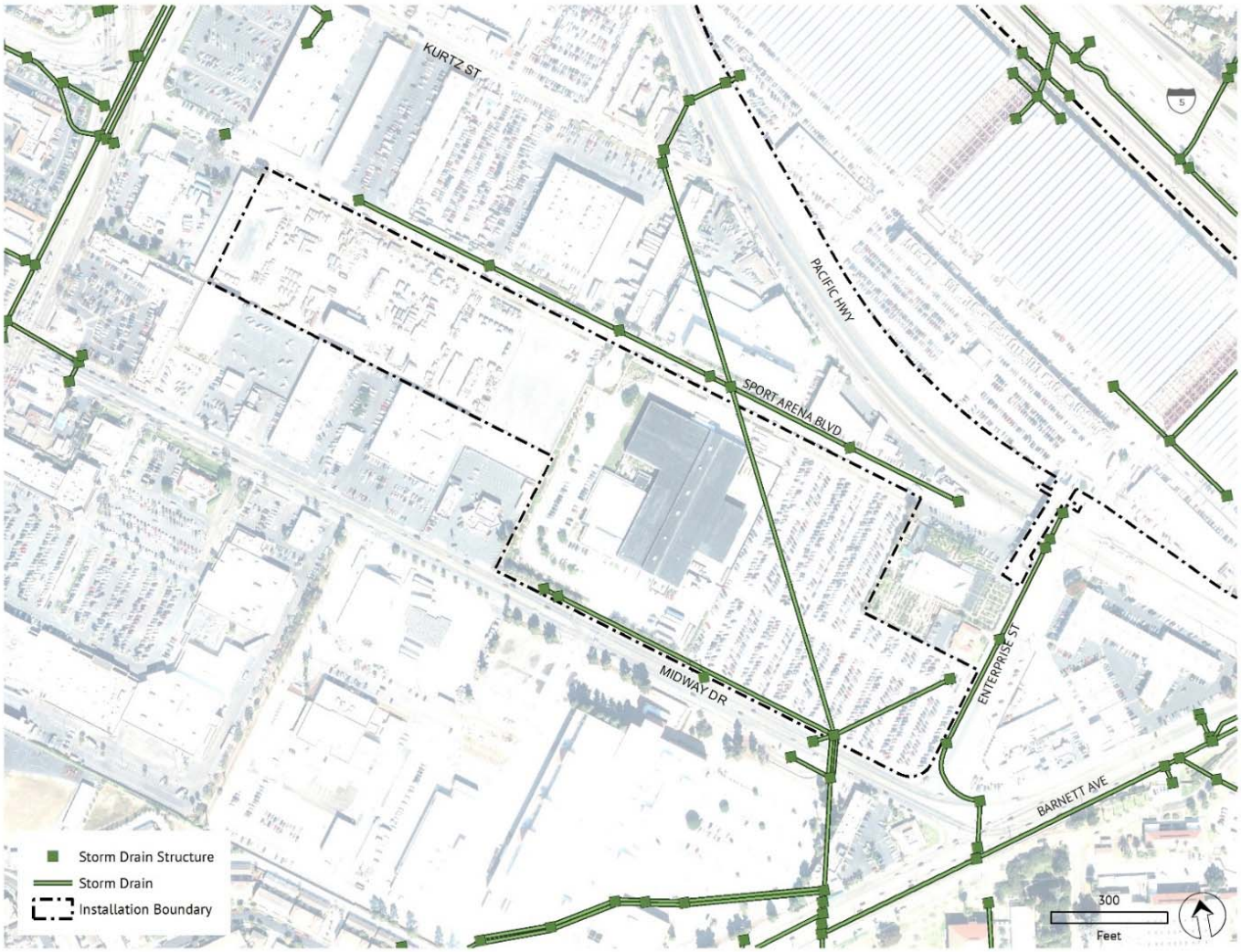
WATER


KURTZ ST
PACIFIC HWY
SPORT ARENA BLVD
MIDWAY DR
ENTERPRISE ST
BARNETT AVE
5
Control Valve
System Valve
Meter Point
Hydrant
Service Line
Main Line
Installation Boundary
300
Feet

SEWER

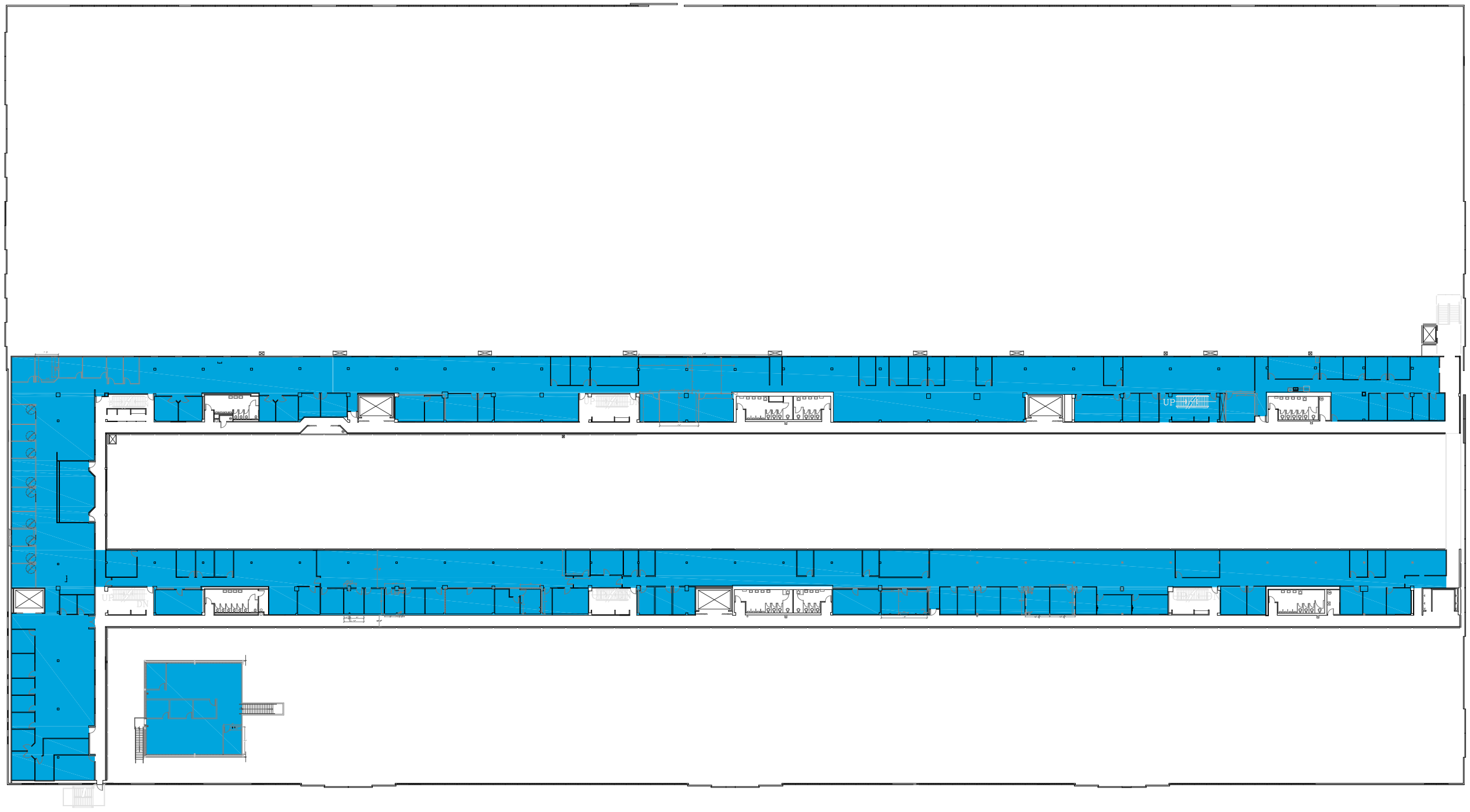

KURTZ ST
PACIFIC HWY
SPORT ARENA BLVD
MIDWAY DR
ENTERPRISE ST
BARNETT AVE
5
Sewer Manhole
Wastewater/Sewer
Installation Boundary
300
Feet

STORM DRAINS



Facility 1
1st Floor

Facility 1
2nd Floor



HQ

SSC PAC

North

Facility 2
1st Floor

IF SHEET IS LESS THAN 22" x 34", IT IS A REDUCED PRINT.
SCALE REDUCED ACCORDINGLY

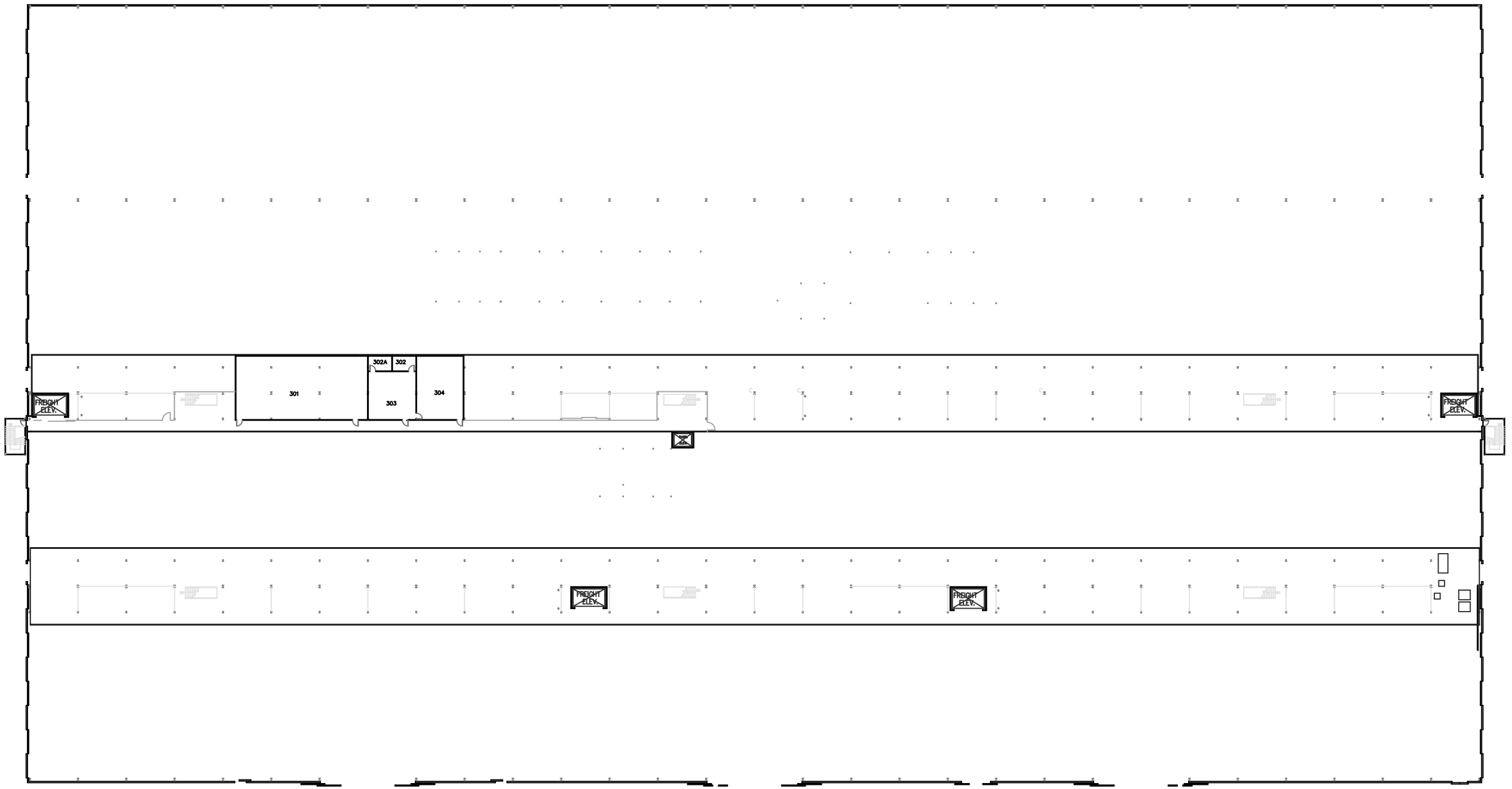
ENGR
DWG
NO

DRAWN	DEPARTMENT OF THE NAVY NAVAL FACILITIES ENGINEERING COMMAND
UPDATED	NAVAL COMMAND CONTROL AND OCEAN SURVEILLANCE CENTER
UPDATED	RDT&E DIVISION
UPDATED	SAN DIEGO, CALIFORNIA
UPDATED	
UPDATED	
UPDATED	
UPDATED	SIZE CODE IDENT. NO.
UPDATED	D 80091
SATISFACTORY TO	SCALE GRAPHIC
CODE DATE	

NRaD Facilities Office

NRaD Developed By Facilities Office

Facility 2
3rd Floor



0 15 30 60 90

GRAPHIC SCALE = FEET

North

IF SHEET IS LESS THAN 22" x 34", IT IS A REDUCED PRINT. SCALE REDUCED ACCORDINGLY

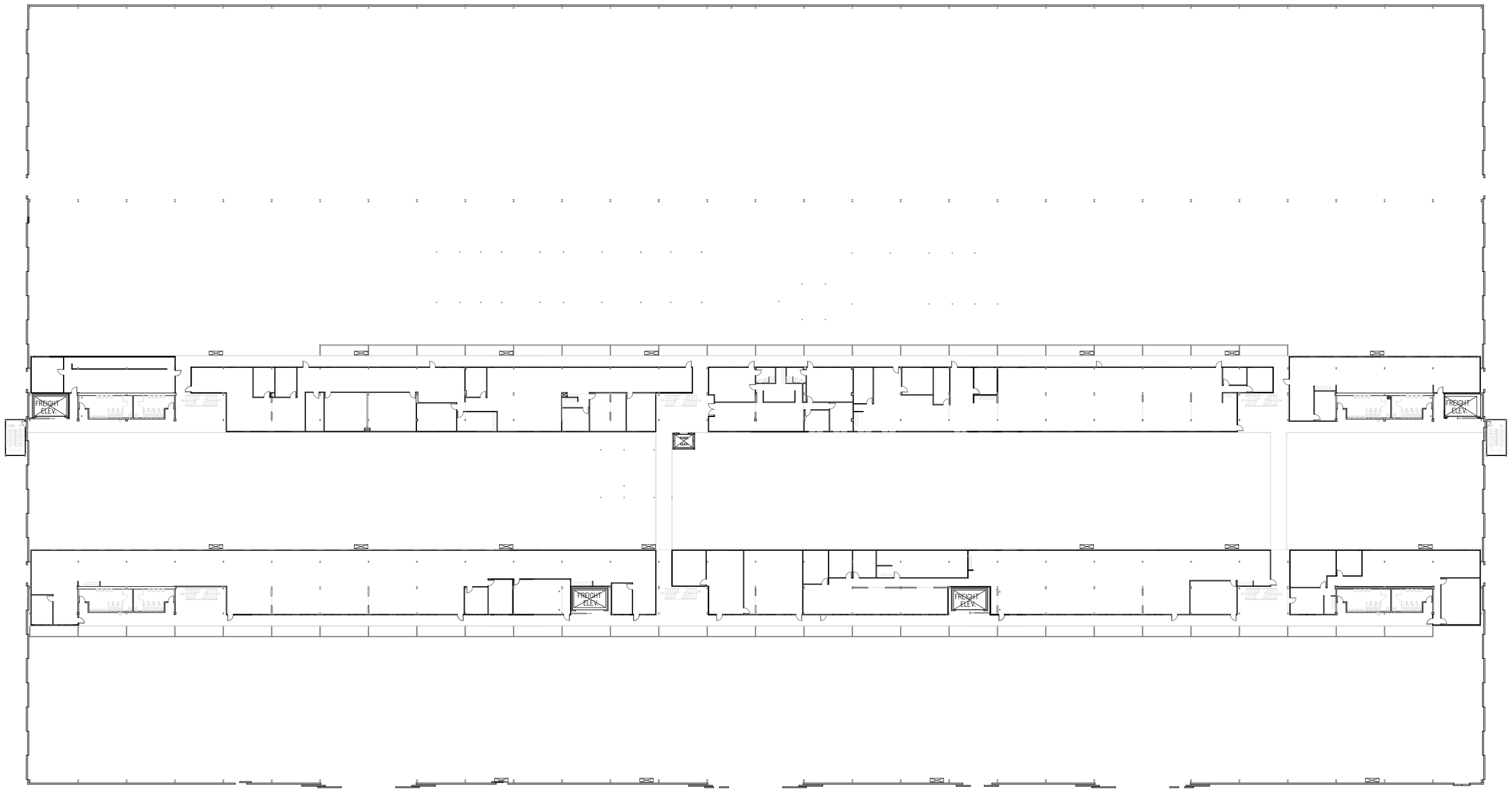
ENGR DWG NO OTC002-3

DRAWN 1/10/94	DEPARTMENT OF THE NAVY NAVAL FACILITIES ENGINEERING COMMAND NAVAL COMMAND CONTROL AND OCEAN SURVEILLANCE CENTER RDT&E DIVISION SAN DIEGO, CALIFORNIA
UPDATED	THIRD FLOOR PLAN BUILDING 2 OTC
UPDATED	
UPDATED	
UPDATED	
UPDATED	
UPDATED	MAP GRID E4
UPDATED	SIZE D CODE IDENT. NO. 80091
UPDATED	SCALE GRAPHIC
ACAD PLOT SCALE 1 = 360	
SATISFACTORY TO	
CODE DATE	

NRaD Facilities Office

NRaD Developed By Facilities Office

Facility 2
2nd Floor



IF SHEET IS LESS THAN 22" x 34", IT IS A REDUCED PRINT.
SCALE REDUCED ACCORDINGLY

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DEPARTMENT OF THE NAVY NAVAL FACILITIES ENGINEERING COMMAND
NAVAL COMMAND CONTROL AND OCEAN SURVEILLANCE CENTER
RDT&E DIVISION
SAN DIEGO, CALIFORNIA

SATISFACTORY TO
CODE DATE

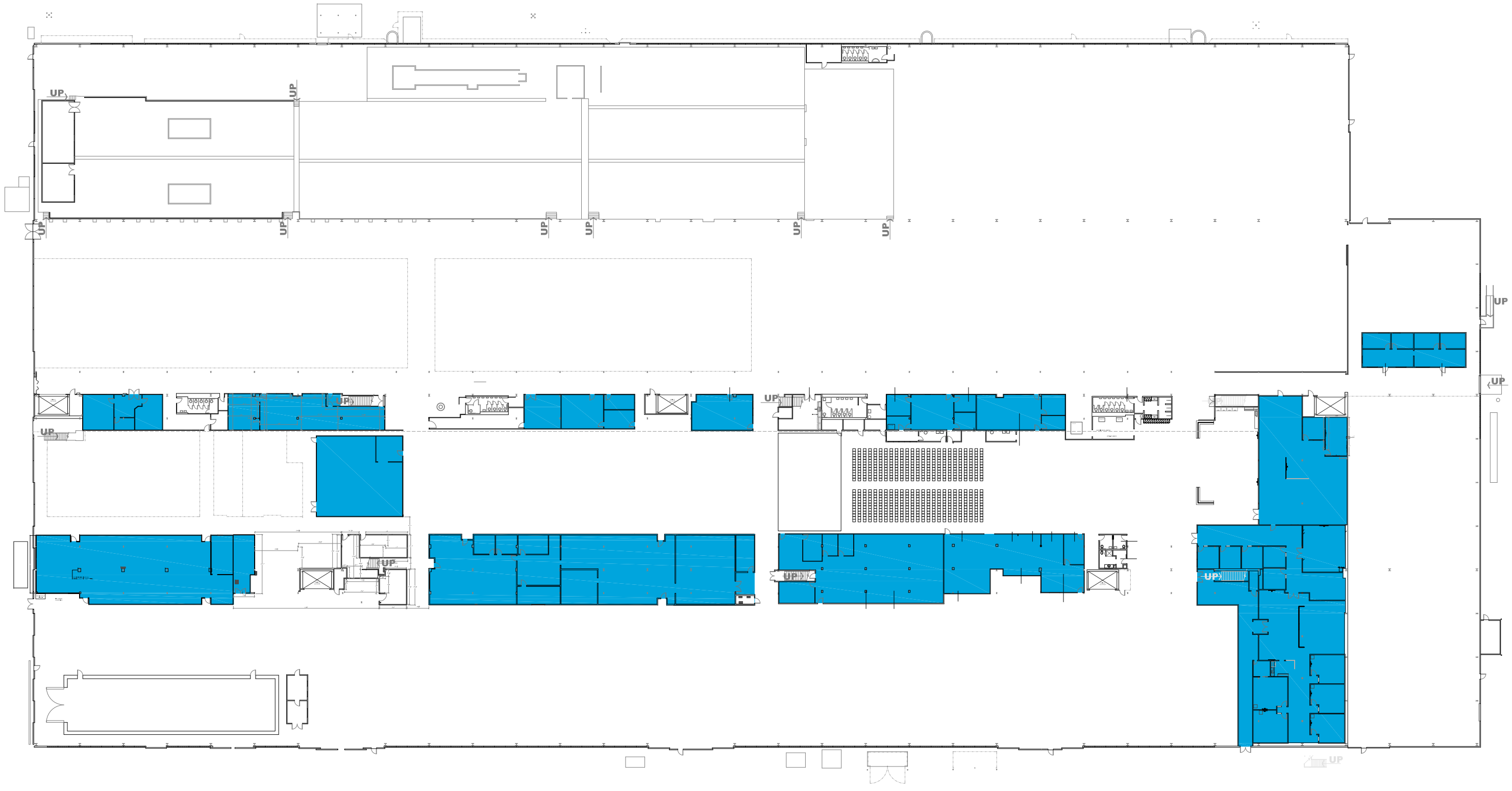
NRaD Facilities Office

SIZE D | CODE IDENT. NO. 80091

NRaD Developed By Facilities Office

SCALE GRAPHIC

Facility 3
1st Floor

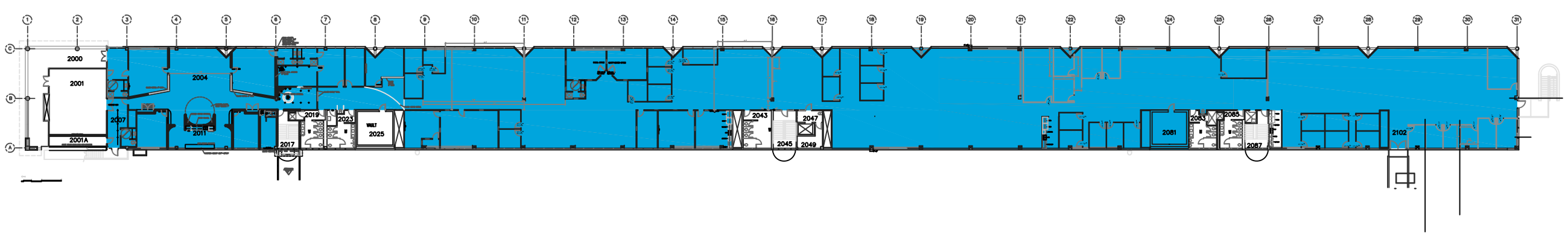


North

OH

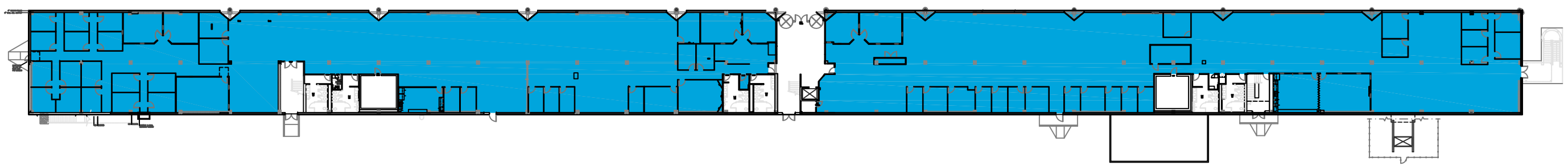
Facility 3
2nd Floor

Facility 4
2nd Floor



HQ

Facility 4
1st Floor



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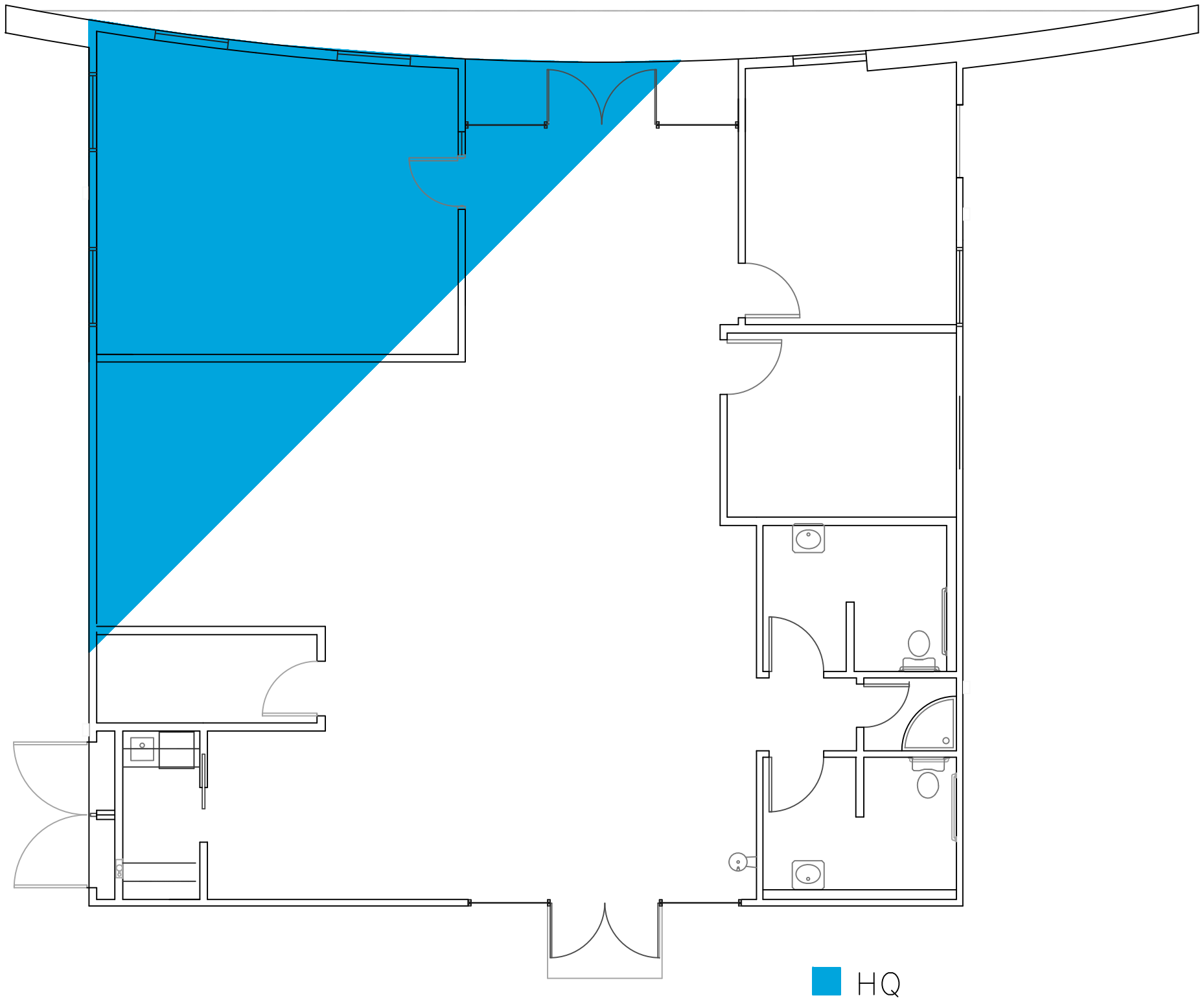
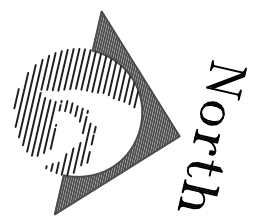
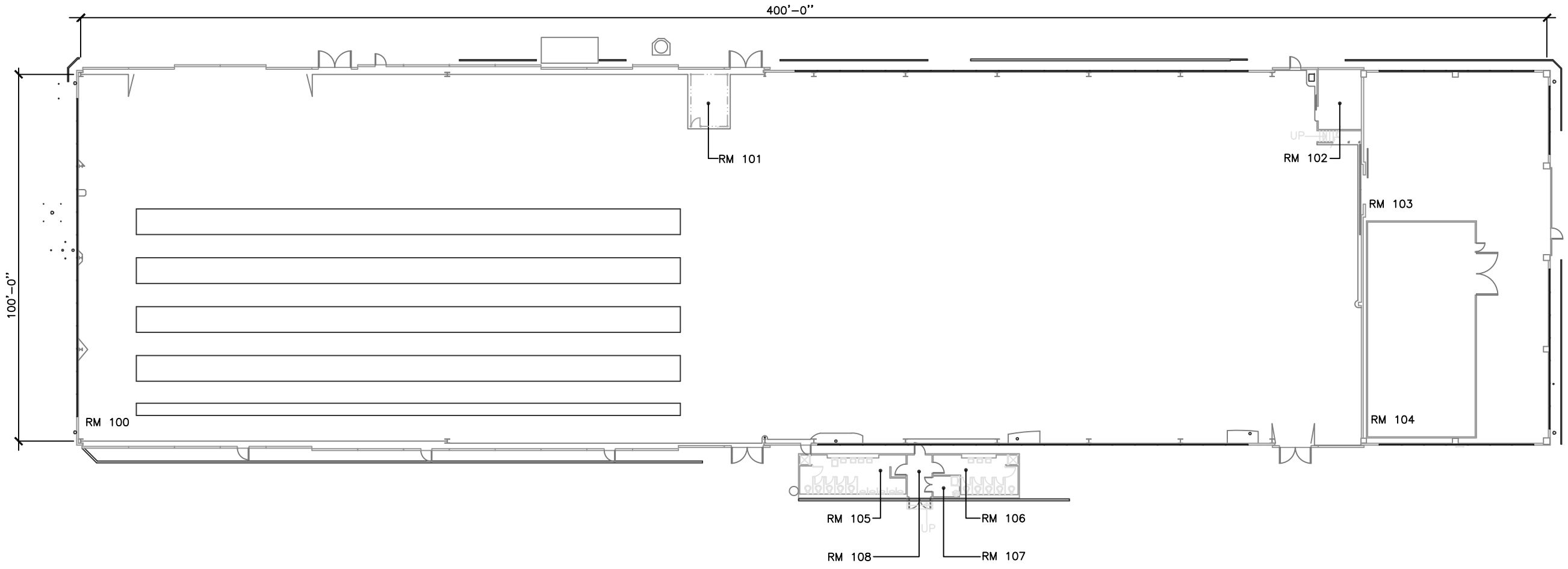
Facility 6





Facility 7
1st Floor



IF SHEET IS LESS THAN 22" x 34", IT IS A REDUCED PRINT.
SCALE REDUCED ACCORDINGLY

ENGR DWG NO OTC007–1

North

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GRAPHIC SCALE = FEET

DRAWN	7/22/96
UPDATED	
UPDATED	
UPDATED	
UPDATED	
UPDATED	
UPDATED	
UPDATED	
UPDATED	

CONWELL SHONKWILER AND ASSOCIATES
ARCHITECTURE · FACILITIES PLANNING
3180 CAMINO DEL RIO SOUTH, SUITE 217
SAN DIEGO, CALIFORNIA 92108
PHONE 619–283–7217

ACAD PLOT SCALE
1 =192

SATISFACTORY TO

CODE DATE

DEPARTMENT OF THE NAVY NAVAL FACILITIES ENGINEERING COMMAND
NAVAL COMMAND CONTROL AND OCEAN SURVEILLANCE CENTER
RDT&E DIVISION
SAN DIEGO, CALIFORNIA

FIRST FLOOR PLAN
BUILDING 7 OTC

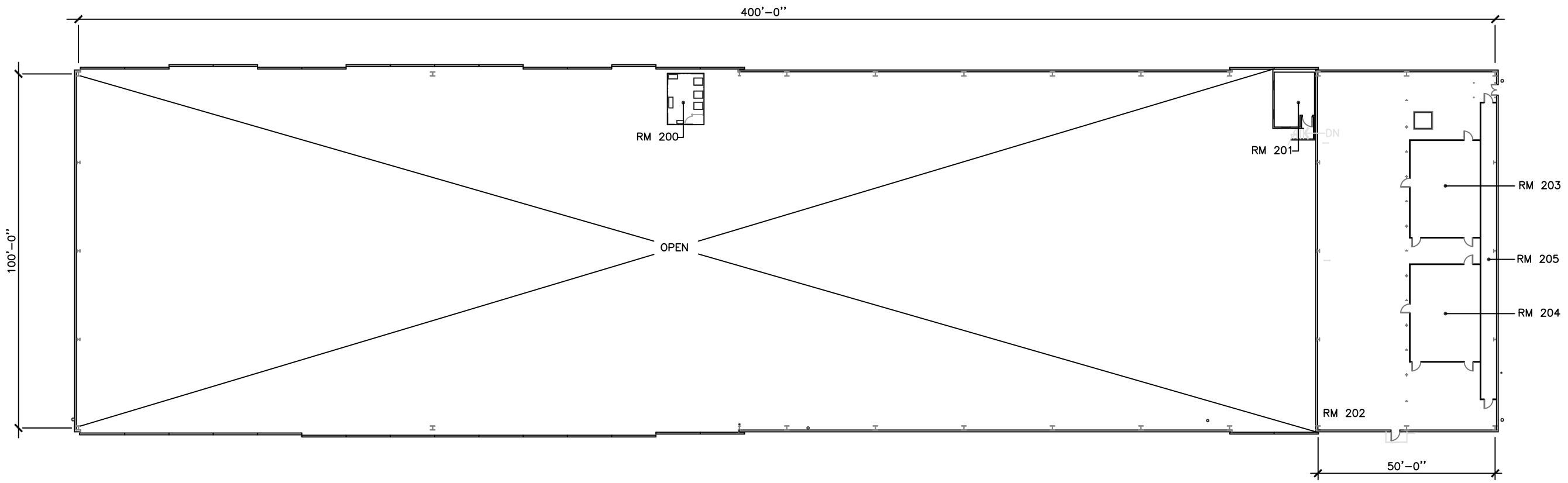
MAP GRID B4

SIZE D | CODE IDENT. NO. 80091

Developed By Facilities Office

SCALE GRAPHIC

Facility 7
2nd Floor



North

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GRAPHIC SCALE = FEET

IF SHEET IS LESS THAN 22" x 34", IT IS A REDUCED PRINT.
SCALE REDUCED ACCORDINGLY

ENGR DWG NO OTC007–2

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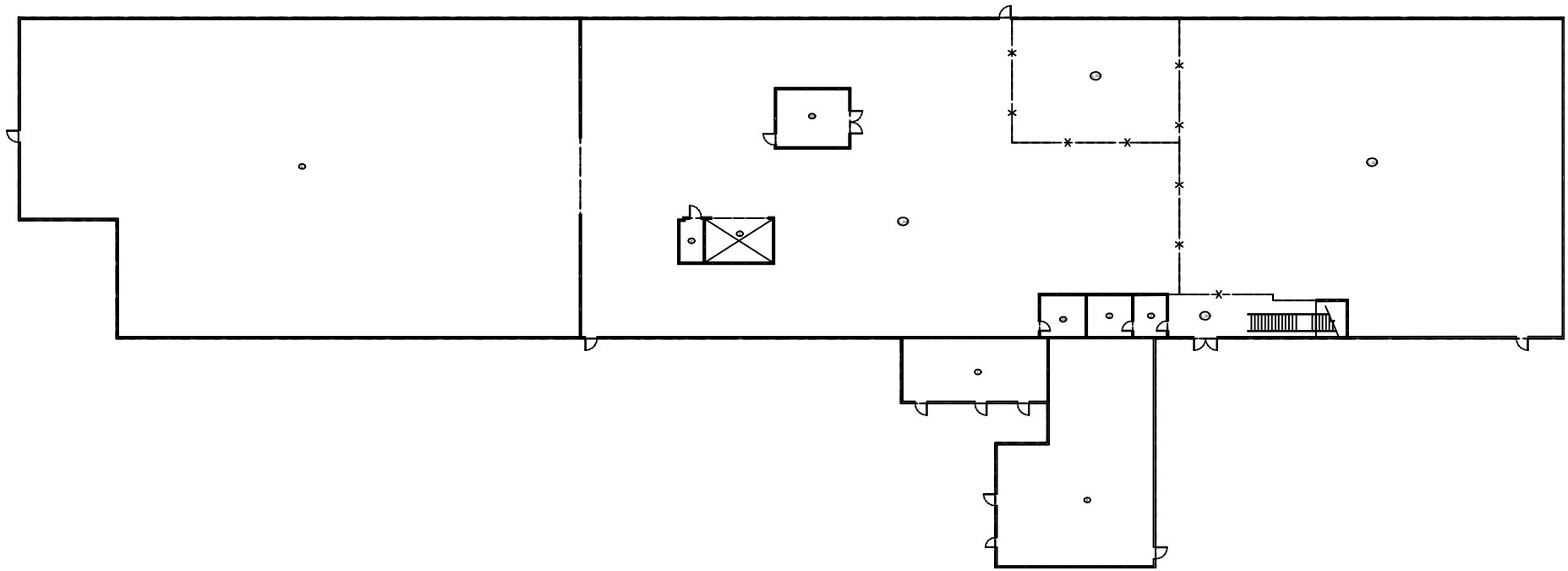
UPDATED	SECOND FLOOR PLAN BUILDING 7 OTC
UPDATED	
UPDATED	
UPDATED	
UPDATED	MAP GRID B4
UPDATED	
UPDATED	SIZE D CODE IDENT. NO. 80091 — Developed By Facilities Office
UPDATED	
CONWELL SHONKWILER AND ASSOCIATES ARCHITECTURE FACILITIES PLANNING 3180 CAMINO DEL RIO SOUTH, SUITE 217 SAN DIEGO, CALIFORNIA 92108 PHONE 619–283–7217	SCALE GRAPHIC

ACAD PLOT SCALE
1 = 192

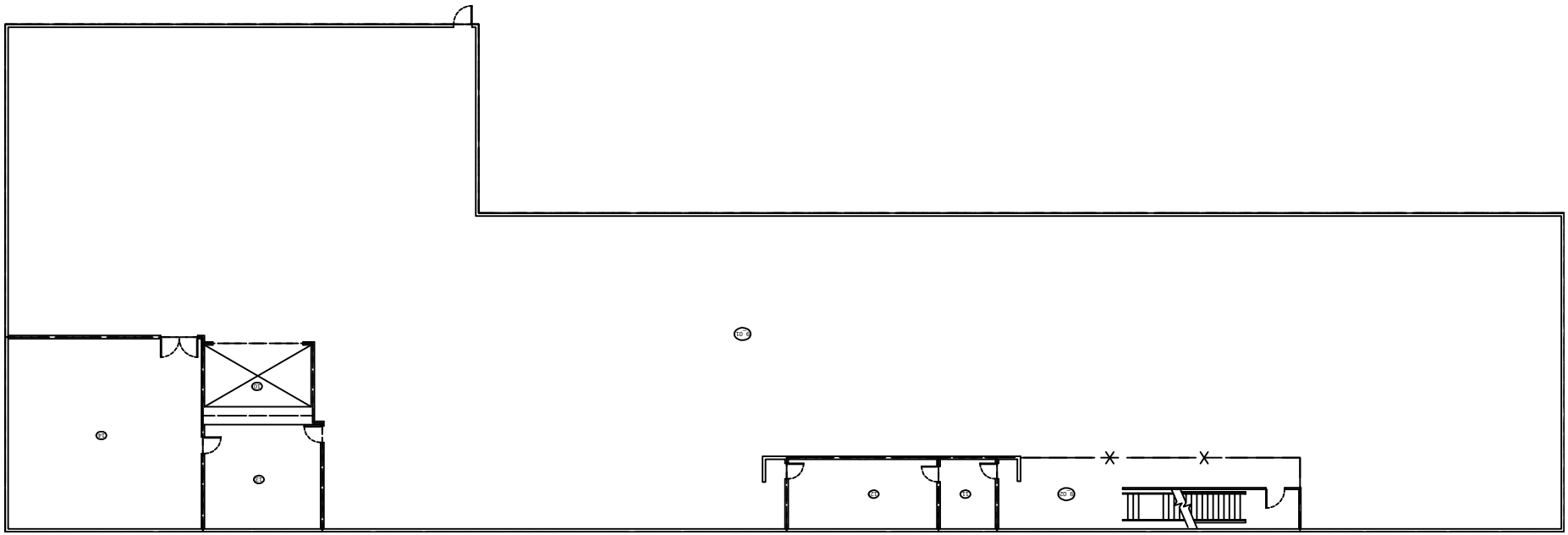
SATISFACTORY TO

CODE DATE

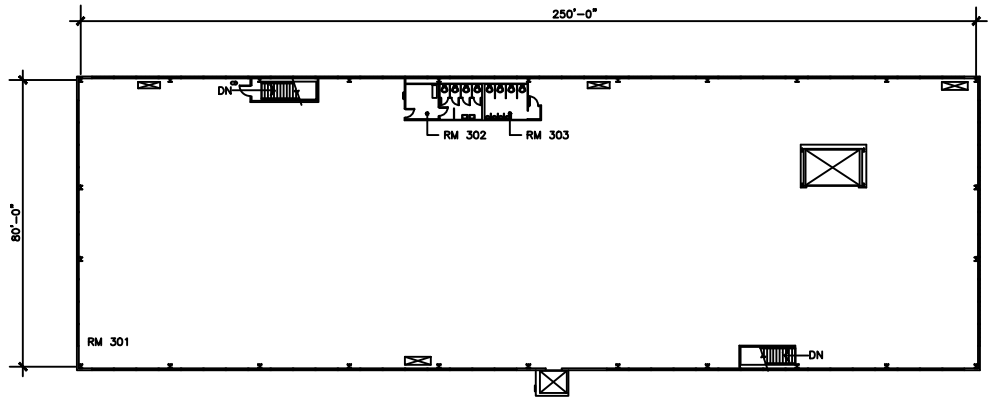
Facility 8
1st Floor



Facility 8
2nd Floor



Facility 8
3rd Floor



North

0 8 16 32 48
GRAPHIC SCALE = FEET

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SCALE REDUCED ACCORDINGLY

ENGR DWG NO. OTC008-3

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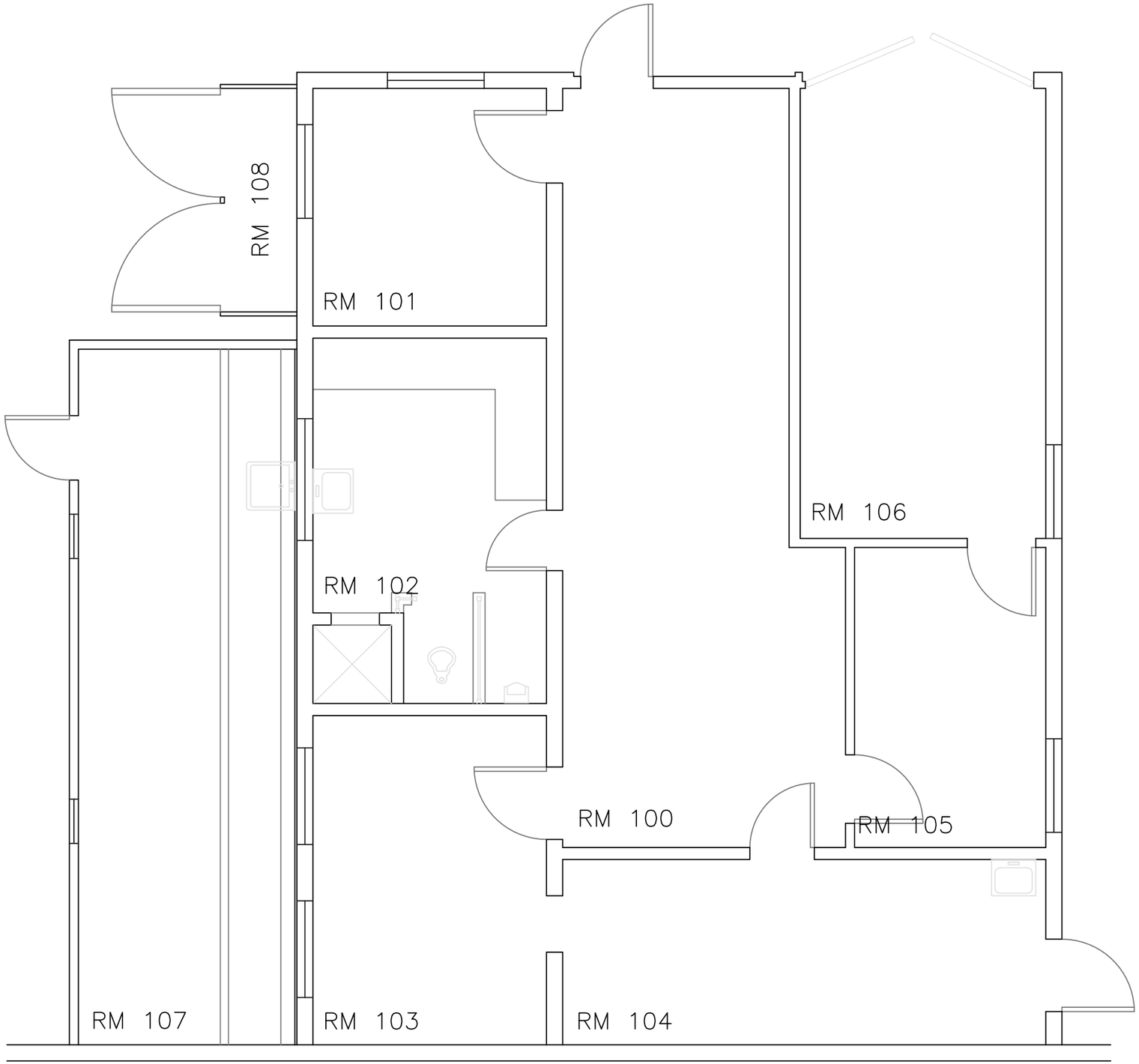
UPDATED	
UPDATED	
UPDATED	THIRD FLOOR PLAN BUILDING 8 OTC
UPDATED	
UPDATED	
UPDATED	MAP GRID A5
UPDATED	SIZE D CODE IDENT. NO. 80091 — Developed By Facilities Office
UPDATED	SCALE GRAPHIC
ACAD PLOT SCALE 1 = 192	
SATISFACTORY TO	
CODE DATE	

Facility 30



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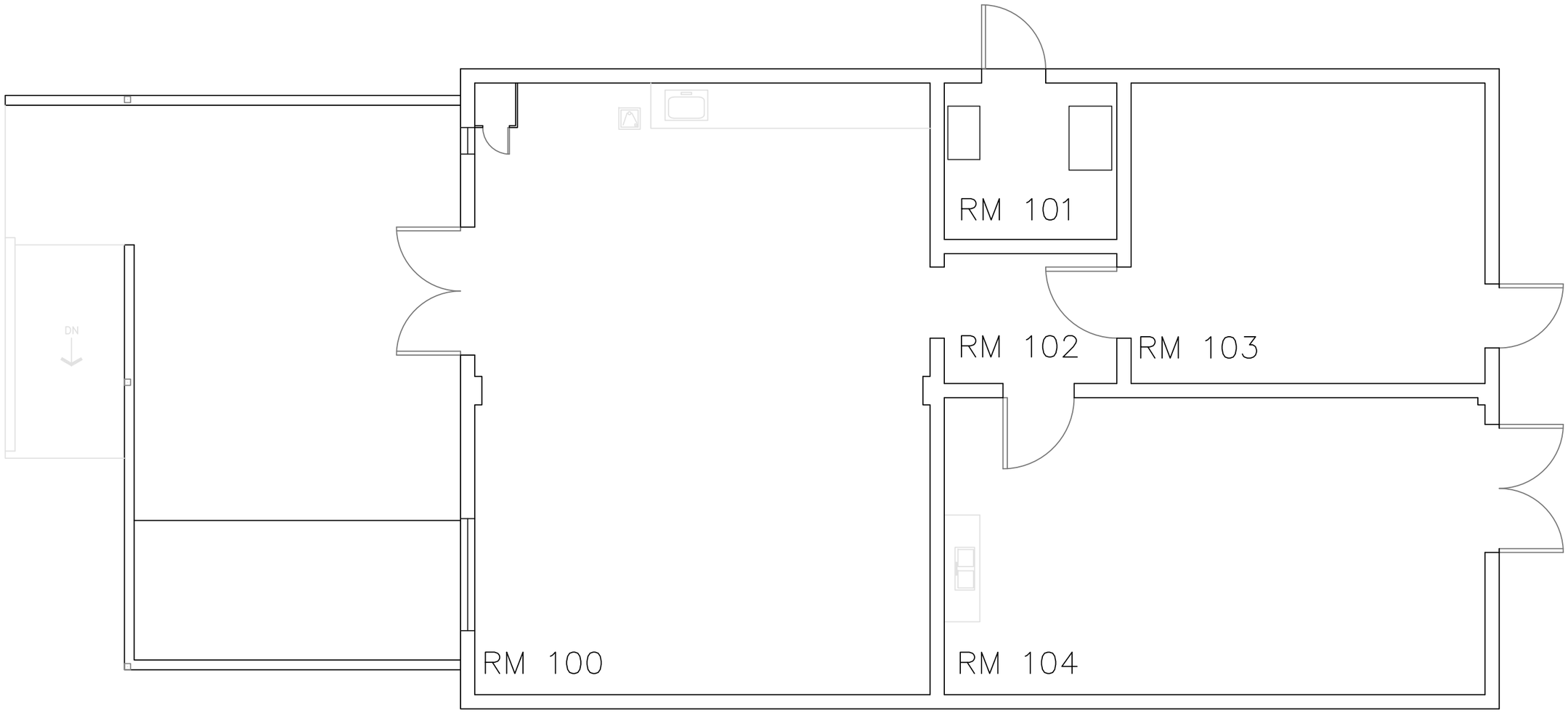

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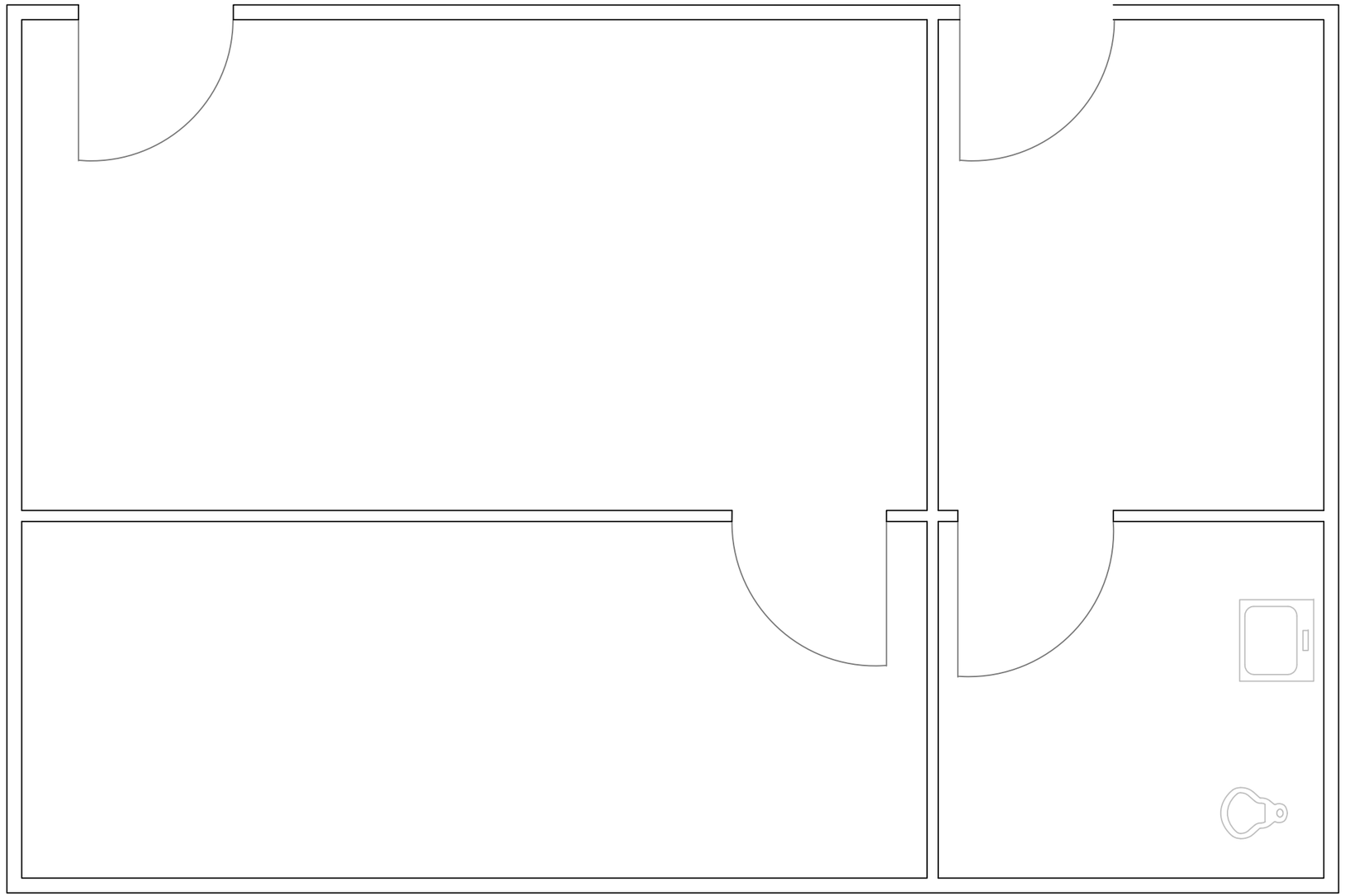

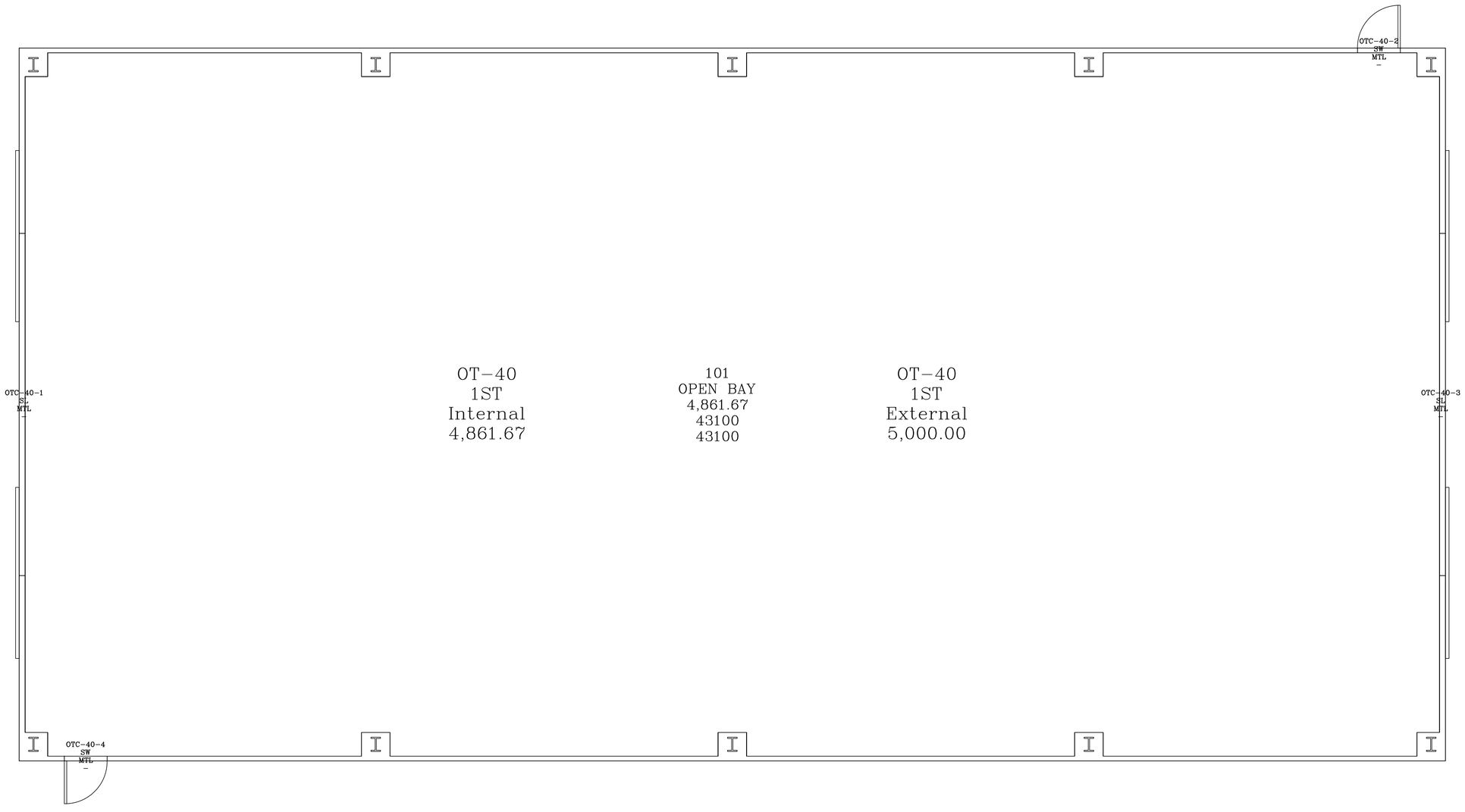

OT-40
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Internal
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101
OPEN BAY
4,861.67
43100
43100

OT-40
1ST
External
5,000.00

0 2 4 8 12

GRAPHIC SCALE = FEET

North

IF SHEET IS LESS THAN 22" x 34", IT IS A REDUCED PRINT.
SCALE REDUCED ACCORDINGLY

ENGR DWG NO OTC 40-1

ACAD PLOT SCALE 1 = 48	
SATISFACTORY TO	
CODE	DATE

DRAWN BCW 04/07/2008	
UPDATED CW 08/24/2017	
UPDATED	
UPDATED	
UPDATED	
UPDATED	
UPDATED	
UPDATED	
UPDATED	
Old Town Facilities Office	

DEPARTMENT OF THE NAVY NAVAL FACILITIES ENGINEERING COMMAND
SPACE AND NAVAL WARFARE SYSTEMS CENTER PACIFIC
SAN DIEGO, CALIFORNIA

FLOOR PLAN
BUILDING 40

MAP GRID E3

SIZE	CODE IDENT. NO.	
D	80091	*Developed By Facilities Office*
SCALE GRAPHIC		

ENVIRONMENTAL SUMMARY REPORT

NAVAL BASE POINT LOMA OLD TOWN COMPLEX, SAN DIEGO, CALIFORNIA

Prepared by:

Naval Facilities Engineering Command, Southwest

September 2018

Review of Environmental Conditions at Naval Base Point Loma Old Town Complex

This Environmental Summary was prepared by Naval Facilities Engineering Command Southwest (NAVFAC SW) to support proposed and potential real estate actions involving the Subject Property. A review of existing documents and limited visual observation of the Subject Property and adjacent properties was conducted to assess the environmental conditions at the facility. This review documents potential use limitations related to residual contamination left from the site's industrial history. This review is not meant to constitute an exhaustive and definitive listing of all environmental conditions at the subject property. This document is not meant to serve as an Environmental Condition of Property Report for any individual real estate action.

Site Description

The Naval Base Point Loma Old Town Complex (NBPL OTC) has been the site of industrial/ manufacturing activities, mainly aerospace production, since 1940. The site is located in an urban area within the Midway district of the City of San Diego. The main parcel of the Subject Property is bounded by Pacific Highway on the west and by a railway easement and Interstate 5 to the east. A notable feature of the Subject Property is the presence of three large buildings, each being roughly 740 feet long by 400 feet wide, originally used for manufacturing aircraft. Also included are a number of other facilities along with surrounding parking. Facilities 1 and 3 are occupied by the Navy, whereas Facility 2 is occupied by a government contractor. An additional parcel is located west of Pacific Highway and includes mainly paved parking and storage areas, along with a facility used as a regional supply/distribution facility.

Site Physiography

NBPL OTC is essentially flat, with elevations ranging from approximately 9 to 13 feet above sea level. The geology underlying the site consists of man-made fill/dredged sediments overlying bay/marsh sediments. Groundwater at the site is relatively shallow, on the order of five to fifteen feet below ground surface. A mapped trace of the active, north – south trending, Rose Canyon Fault Zone is located roughly 1,400 feet east of the site. A closer, concealed (inferred, approximately located), fault trace of the Rose Canyon Fault Zone has been mapped just east of Interstate 5. Refer to Enclosure (1) for site topography and location.

Site History

The following summary of the site history is taken from the California Regional Water Quality Control Board (RWQCB) GeoTracker Website: “Space and Naval Warfare Systems Center, Old Town Campus (SPAWAR OTC), an active satellite of SPAWAR Point Loma, is located north of the Marine Corps Recruit Depot and the San Diego International Airport. OTC was historically operated as a government owned/contractor operated facility owned by the United States Air Force (USAF) and operated by General Dynamics Corporation. Air Force Plant (AFP) 19 was constructed in 1940 for Consolidated Vultee Aircraft Corporation (Convair) to use in supporting PBY and B-24 aircraft production operations during World War II. At the end of the war, the plant was

declared surplus and subsequently sold to a private developer for use as a multipurpose industrial complex. This facility was in operation from 1948 until 1956 and was occupied by several moving and storage companies, as well as an electrical company. In 1951, Convair leased Building 2 and resumed production of military aircraft. In 1957, the USAF reacquired the plant, and constructed four support buildings for Atlas missile manufacturing and assembly. With the exception of the period from 1951 through 1956, AFP19 was primarily used for aircraft production until the 1970s. Aircraft assemblies produced during this period include the B-24, B-36, T-29, F-102, F-106, B-58, F-111, C- 141, and C-5. Manufacturing operations took place in Buildings 1, 2, 3, 7, and 8. Processing activities such as painting, etching, plating, deoxidizing, irradiating, and cleaning occurred mainly in Buildings 1 and 7, while subassembly operations were carried out in Buildings 2, 3, and 8. Typical wastes generated by these activities included waste oil; paint sludges; spent chromic, hydrochloric, and nitric acids; plating materials; degreasing solvents; and Oakite cleaners. Building 33, a belowground bunker, was used for storage of pyrotechnics and sealant cribs before being removed from use about 1982 to 1984. During World War II, most of the processing tanks were located in the southern portion of Building 1. After 1956, most of these processes were relocated to Building 7. The facility's main paint shop also operated in Building 7. In July 1995, the ownership of the plan was transferred from the USAF to the U.S. Navy. Known or suspected contaminants in soil and ground- water include heavy metals, polychlorinated biphenyls, volatile and semi-volatile organic compounds, and petroleum products."

Environmental Conditions

The following environmental conditions have been identified for the Subject Property:

Installation Restoration Sites

- The Navy Installation Restoration Program (IRP) addresses the legacy release of contaminants into the environment due to past activities and practices. As a result of contamination left behind by some of the above described activities, active IRP Sites 1, 10, and 11, and closed IRP Sites 2, 3, 4, 5, 7, and 9 are located on the site. It is possible that contaminated soil, groundwater, or soil vapor could be encountered during redevelopment activities. Although IRP sites have been identified, investigated, and, where needed, remediated, the NBPL OTC has been a manufacturing plant for many years and full understanding and documentation of where all processes took place is incomplete. Known or potential contaminants include petroleum products, heavy metals, polychlorinated biphenyls (PCB), and volatile and semi-volatile organic compounds including chlorinated solvents. Industrial reuse standards have been considered applicable for the IRP sites at NBPL OTC.

- Vapor intrusion of trichloroethene (TCE) inside Facility 3 has been documented and is currently being addressed under the IRP by engineering controls and remedial action.

- Refer to attached IRP site descriptions and photographs.

Environmental Compliance

- Air Emissions from current site activities include the operation of emergency diesel generators and coating systems; these are conducted under permits from the San Diego Air Pollution Control District (APCD).

- Petroleum spills and leaks from past operations may have resulted in petroleum contaminated soil, groundwater, or soil vapor that could be encountered during construction activities.

- Asbestos-containing material (ACM) has been identified in some buildings and may be present in additional structures throughout the NBPL OTC. There is a potential of encountering ACM on site due to the age of the facility and the methods of construction used at that time.

- Lead-based paint (LBP) is likely to be present in some structures, and management requirements may be identified. There is a potential of encountering LBP on site due to the age of the facility and the methods of construction used at that time.

- Underground Storage Tanks (UST) have been present on site. The California RWQCB GeoTracker map shows two closed UST sites on the subject property. Another recently discovered UST is currently in the process of being closed in conjunction with the San Diego County Department of Environmental Health (DEH). Due to the operational history of aircraft manufacturing and other industrial uses, there is a possibility of encountering additional unknown USTs.

- Storm Water discharges are managed in accordance with NBPL permit requirements and the associated Storm Water Pollution Prevention Plan (SWPPP) for the subject site. According to the OTC Storm Water Discharge Management Plan, facility categories on site include: Equipment Maintenance; Material Loading and Unloading; Material Storage; Painting; Metal Finishing; and Metal Processing. Industrial activities occurring outdoors generally have a potential to expose pollutants to storm water. Outdoor industrial activities include outdoor storage, manufacturing, and processing activities, including activities that generate significant quantities of dust or particulates.

  The following outdoor industrial activities are conducted at NBPL OTC:

  - Storage of surplus materials and equipment on pallets outdoors
  - Maintenance of forklifts and equipment at designated areas at various facilities
  - Transfer of hazardous waste from facilities where it is generated and typically stored in secondary containment for a period of less than 30 days to an approved 180-day storage facility until it is transported offsite for disposal

- Transfer of hazardous materials from shipping and receiving centers to facilities
- Storage of hazardous materials and hazardous waste in appropriate secondary containment
- Tanker truck loading/unloading of diesel fuel at above-ground storage tanks (AST)
- Transfer of packaged products and equipment to and from trucks at loading and unloading areas
- Maintenance and repairs to Marine Air Traffic Control and Landing System (MATCALS) vans, air conditioning equipment, and miscellaneous equipment
- Maintenance and testing of portable generators
- Collection of recycling materials such as scrap metal, cardboard, and aluminum in recycle bins

Additional permit information is available from the San Diego Regional Water Quality Control Board (RWQCB) at this link: https://www.waterboards.ca.gov/sandiego/board_decisions/adopted_orders/20 17/ R9-2017-0010.pdf

- A 90-day hazardous waste accumulation facility is located on the southern end of the site. Wastes that have been generated at the site in recent years include (but are not limited to) solvents, waste and mixed oil, adhesives, paint sludge, low-pH liquids, metals including lead, etc.

- No land use controls (LUC) have been identified at the site. However, industrial standards for cleanup of contamination have been typically considered appropriate at the site; residential development may require the use of LUCs or further mitigation of contaminants.

Natural Resources

- Natural Resource issues have not been identified on site. Almost all areas of the site that do not contain building structures have been paved. Much of the site has been constructed on dredged fill overlying bay/marsh sediments. No wetlands have been identified on site. Due to the urbanized and ubiquitously paved characteristics of the facility, ecological concerns are considered to be minimal. The site has only sparse ornamental vegetation that may support casual migratory species (e.g., Short-eared Owl (Asio flammeus), and urbanized mammals including feral cats (Felis catus), black rat (Rattus rattus), and the house mouse
(Mus musculus).

Cultural Resources

- Cultural Resources have not been identified on site. Almost all areas of the site that do not contain building structures have been paved. Much of the site has been constructed on dredged fill overlying bay/marsh sediments. NBPL OTC has been surveyed and determined through evaluation and/or consultation with the

California State Historic Preservation Office (SHPO) as not eligible for the National Registry of Historic Places.

Environmental Data Report

- A search of available environmental records related to the site and surrounding properties was conducted by Environmental Data Resources, Inc (EDR) in August 2018. A data report was produced by EDR based on records found in a number of government and other databases. The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), and the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14).

Property Classification Guidelines

Based on this review and general summary of environmental factors, the site has been assigned an Area Type in accordance with Navy Environmental Condition of Property (ECP) reporting guidelines. The purpose of the classification is to define the environmental condition of the Subject Property. The classification is intended to help NAVFAC SW categorize the Subject Property into area types to facilitate and support the environmental review and summary, and make determinations for which properties are suitable and which are unsuitable for outgrant.

The seven standard ECP area types are:

- Area Type 1- An area or parcel of real property where no release or disposal of hazardous substances or petroleum products or their derivatives has occurred (including no migration of these substances from adjacent properties).
- Area Type 2 - An area or parcel of real property where the release or disposal of only petroleum products or their derivatives has occurred.
- Area Type 3 - An area or parcel of real property where release, disposal, or migration, or some combination thereof, of hazardous substances has occurred, but at concentrations that do not require a removal or remedial action.
- Area Type 4 - An area or parcel of real property where release, disposal, or migration, or some combination thereof, of hazardous substances has occurred, and all remedial actions necessary to protect human health and the environment have been taken.
- Area Type 5 - An area or parcel of real property where release, disposal, or migration, or some combination thereof, of hazardous substances has occurred and removal or remedial actions, or both, are underway, but all required actions have not yet been taken.
- Area Type 6 - An area or parcel of real property where release, disposal, or migration, or some combination thereof, of hazardous substances has occurred, but required response actions have not yet been initiated.

- Area Type 7 - An area or parcel of real property that is unevaluated or requires additional evaluation.

The selection of the standard environmental condition of property area type(s) was performed in accordance with ASTM 05746-98.

Based on the readily available information accessed for this review, NBPL OTC has been categorized as Standard Property Classification Area Type 5. NBPL OTC was categorized as Area Type 5 because of the ongoing investigation of the potential or identified petroleum and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) contaminants documented at active IRP Sites 1, 10, and 11, and closed IRP Sites 2, 3, 4, 5, 7, and 9.

References:

California Department of Toxic Substances Control (DTSC), 2018, Hazardous Waste Tracking System (HWTS), EPA ID Profile.

California Geological Survey, 2008, Geologic Map of the San Diego 30'X60' Quadrangle, 1:100,000 scale, compiled by Kennedy and Tan.

California State Water Resources Control Board (RWQCB), 2018, GeoTracker online map and database, http://geotracker.waterboards.ca.gov/.

Department of the Navy (DoN), 2018, Remedial Advisory Board presentation: SPAWAR OTC Status Update, Naval Base Point Loma, February 2018.

DoN, 2017 (updated 2018), Final Naval Base Point Loma Integrated Cultural Resources Management Plan, U.S. Department of the Navy, Naval Facilities Engineering Command Southwest, February 2017 (Updated May 2018).

DoN, 2016, Storm Water Discharge Management Plan for Naval Base Point Loma, Volume 5 Of 5, Space and Naval Warfare Systems Center, Old Town Campus, San Diego, California, October 2016.

DoN, 2015, Indoor Air Fact Sheet #4, Building 3 and Building 3 Annex, Naval Base Point Loma, Old Town Complex, June 2015.

DoN, 2014, Focused Feasibility Study, Installation Restoration Sites 10 And 11, Space and Naval Warfare Systems Center, Old Town Campus, San Diego, California, September 2014.

DoN, 2014, Final Record of Decision for Installation Restoration Sites 1 and 9, Space and Naval Warfare Systems Center, Old Town Campus Facility, San Diego, California, April 2014.

DoN, 2012, Final Naval Base Point Loma Integrated Natural Resources Management Plan, U.S. Department of the Navy, Naval Facilities Engineering Command Southwest, November 2012.

DoN, 2012, Final 2011 Site Management Plan, Naval Base Point Loma, San Diego, California, U.S. Department of the Navy, Naval Facilities Engineering Command Southwest, May 2012.

Environmental Data Resources, Inc., 2018, Map Reports; City Directory Abstract; Historical Aerial Photographs, August 2018.

Google Earth, 2018, lat. 32.747797°, long. -117.196938°, imagery date 11/8/2016, accessed 8/1/2018.

SITE LOCATION MAP

2012

This report includes information from the following map sheet(s).

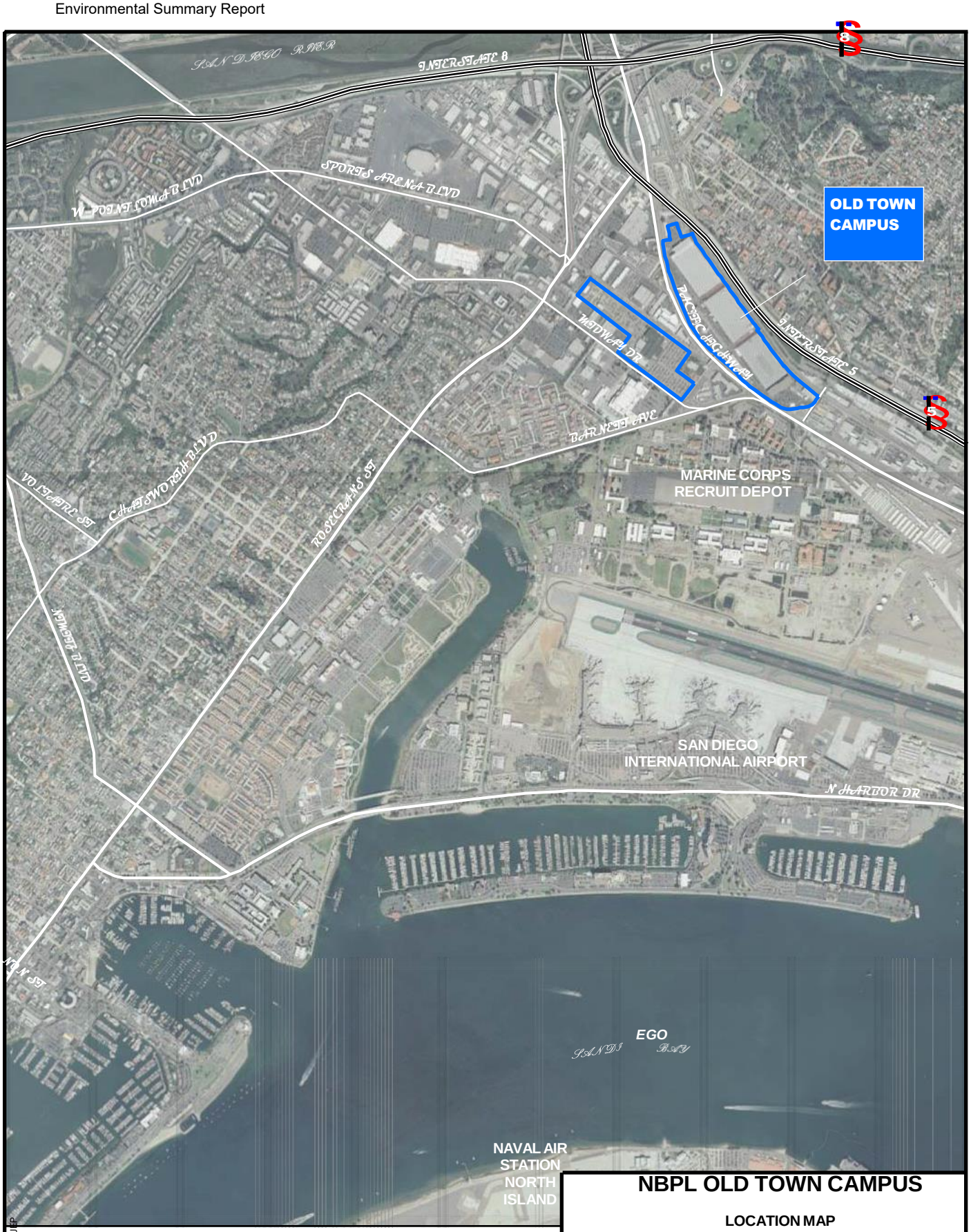
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Point Loma, 2012, 7.5-minute
N, La Jolla, 2012, 7.5-minute

SITE NAME: NBPL Old Town Complex
ADDRESS: 4301 Pacific Highway
San Diego, CA 92110
CLIENT: U.S. Navy, Southwest Division

N



NBPL OLD TOWN CAMPUS

LOCATION MAP

Site Management Plan
Naval Base Point Loma, San Diego, California

FIGURE
4.6-1

IR SITE LOCATIONS
OLD TOWN CAMPUS
SITE LOCATION/STATUS MAP
Site Management Plan
Naval Base Point Loma, San Diego, California

FIGURE
4.6-2

File: Master6.mxd 11/29/2011 JEP

OTC IR Site 1, Railroad Spur

The following subsections provide information about OTC IR Site 1, Railroad Spur. The Navy IRP follows the federal Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) process, which includes phases and milestones starting with identification of a contaminated site and ending with site closeout. The phases and milestones include: Preliminary Assessment/Site Inspection (PA/SI), Remedial Investigation/Feasibility Study (RI/FS), Proposed Plan (PP), Record of Decision (ROD), Remedial Design/Remedial Action (RD/RA), and Site Closure (SC). The CERCLA status for Site 1 is currently in the Remedial Action (RA) phase.

Chemicals of Concern

The following is the primary class of COCs for soil and/or groundwater at IR Site 1 (NAVFAC SW, 2011a):
PCBs

Physical Description

IR Site 1 is comprised of the railroad spur located along the entire eastern edge of the property at approximately 5 feet below the ground surface elevation of the rest of the OTC facility (RBA, 2010). This railroad spur no longer connects to the BNSF railroad. The rails and ties in the rail spur were removed for recycling in summer 2011. The site is approximately 2.2 acres in size. IR Site 1 is unpaved and predominantly consists of bare soil, parts of which are covered by a thin layer of gravel. The far southern end of IR Site 1 was observed to be used to store concrete K-rails. All current facility operations are industrial. The Navy's proposed future use for the entire facility will remain industrial, with controlled access restricted to badged personnel (KCH, 2011). There are no plans for redevelopment into residential land use. There are no known residences located within 200 feet of the property boundaries.

Currently, no human populations are exposed to PCB-impacted soil or groundwater at IR Site 1, because it is an unused rail spur covered with ballast material at an active military facility (KCH, 2010). However, future pathways could develop if construction or industrial activities were to occur in the rail bed.

Regulatory Strategy and Schedule

PCB-contaminated soil was excavated and hauled off site as part of the completed remedial action. The excavated soil was disposed of at a licensed waste disposal facility. The Navy requested No Further Action (NFA) for IR Site 1 in the Draft Remedial Action Completion Report. The Navy is in the process of responding to agency comments.

LEGEND

IR SITE BOUNDARY
GREEN=CLOSED, RED=OPEN

FACILITY BOUNDARY

0 200 400
FEET

OTC IR SITE 1
RAILROAD SPUR

LOCATION MAP

Site Management Plan
Naval Base Point Loma, San Diego, California

KCH

FIGURE
4.6.1-1

File: Master6.mxd 11/29/2011 JEP

LEGEND

IR SITE BOUNDARY
GREEN=CLOSED, RED=OPEN

FACILITY BOUNDARY

0 150 300
FEET

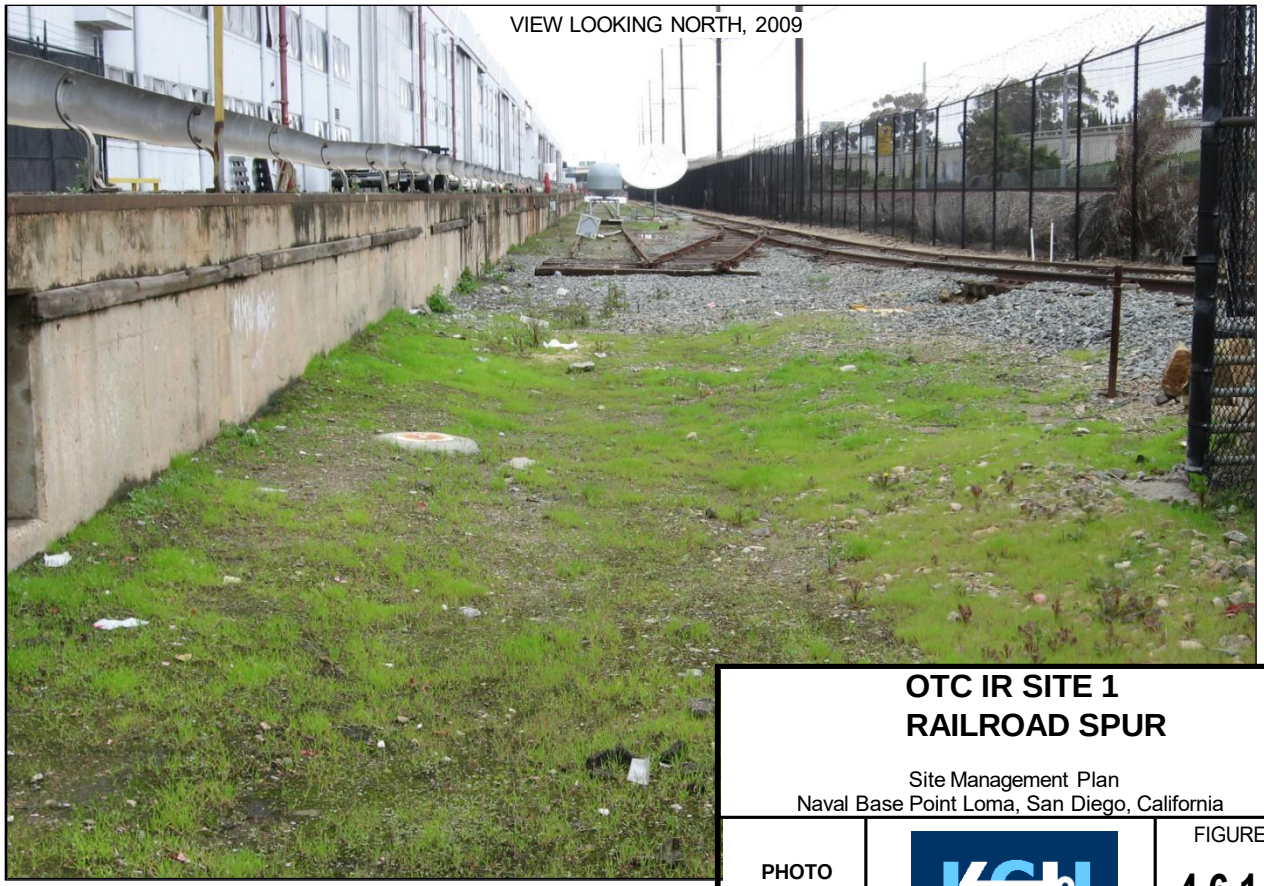
OTC IR SITE 1
RAILROAD SPUR

SITE MAP

Site Management Plan
Naval Base Point Loma, San Diego, California

FIGURE
4.6.1-2

File: Master7.mxd 12/19/2011 JEP



SOURCE: Richard Brady and Associates

OTC IR SITE 1
RAILROAD SPUR

Site Management Plan
Naval Base Point Loma, San Diego, California

PHOTO

FIGURE:
4.6.1-3

File: Photographs.pptx 10/16/2011 JEP

OTC IR Site 2, Exposed Pipe

The following subsections provide information about SPAWAR OTC IR Site 2, Exposed Pipe. The CERCLA status for the site is shown as follows.

Physical Description

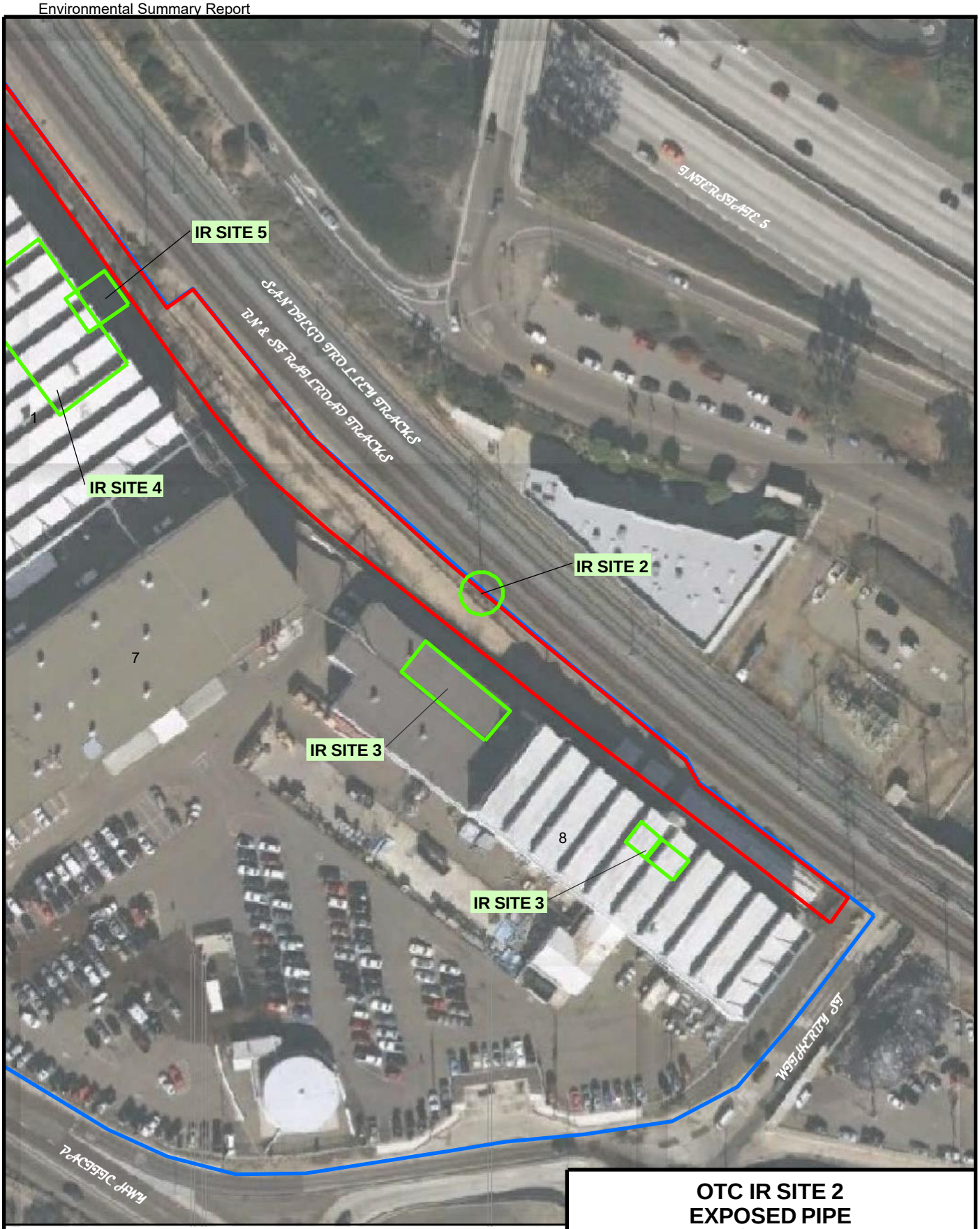
IR Site 2 consists of an exposed 10-inch-diameter pipe located outside the facility fence line and outside the Old Town Campus Facility boundary in the railroad right- of-way east of Building 8 (RBA, 2008c). The exposed pipe sticks out of the ground at an angle of approximately 45 degrees and was suspected to be part of a broken pipeline. The exposed pipe end appears to have been torch-cut and does not appear to be connected to any potential source of contamination originating at the OTC Facility. See Figure 4.6-2 and Figure 4.6.2-1 for site locations and Figure 4.6.2-2 for photographs of the site.

Historical Operations

The origin and historical use of this pipe is unknown and the pipe could not be removed during attempts conducted in previous investigations (RBA, 2008c). The pipe does not appear to be connected to any potential source of contamination originating at the OTC facility (DSP, 2004). Building 8, constructed in 1940, was used for fabrication purposes, which consisted of sheet metal works using mills, presses, routers, and lathes.

Site Closure Documentation

Based on the data collected and risk assessments conducted during previous investigations, and agreement that industrial reuse standards are applicable to the OTC facility, IR Sites 2, 3, 4, 5, and 7 were recommended for closure with NFA in the RI work plan (RBA, 2008c). Following the RI sampling effort, these sites, along with the new RI sample data, were discussed at a meeting held on January 7, 2009, attended by Navy, regulatory agency partners, and RBA personnel (RBA, 2010). No additional sampling had been conducted at IR Sites 2, 3, 5, and 7 during the RI. At this meeting, it was agreed that closure letters would be issued for IR Sites 2, 3, 5, and 7 in accordance with the work plan recommendation. An agency concurrence letter for NFA was received in March 2009.



LEGEND

IR SITE BOUNDARY
GREEN=CLOSED, RED=OPEN

FACILITY BOUNDARY

0 50 100
FEET

OTC IR SITE 2
EXPOSED PIPE

SITE MAP

Site Management Plan
Naval Base Point Loma, San Diego, California

FIGURE
4.6.2-1

File: Master7.mxd 12/19/2011 JEP


VIEW LOOKING EAST, DRAIN PIPE BEYOND FENCE, 2009


VIEW LOOKING EAST, CLOSE-UP OF THE DRAIN PIPE, 2009

SOURCE: NAVFAC SW

OTC IR SITE 2
EXPOSED PIPE

Site Management Plan
Naval Base Point Loma, San Diego, California

PHOTO

FIGURE:
4.6.2-2

File: Photographs.pptx 12/20/2011 JEP

OTC IR Site 3, Removed Hydraulic Presses

The following subsections provide information about OTC IR Site 3, Removed Hydraulic Presses. The CERCLA status for the site is shown as follows.

Physical Description

IR Site 3 consists of three former concrete-lined pits which previously housed hydraulic presses approximately 10 to 12 feet deep located inside Building 8 (RBA, 2008c).

Historical Operations

The hydraulic presses were in operation from the early 1940s and were used for a variety of metal-stretching and molding operations (RBA, 2008c).

Site Closure Documentation

Based on the data collected and risk assessments conducted during previous investigations, and agreement that industrial reuse standards are applicable to the OTC facility, IR Sites 2, 3, 4, 5, and 7 were recommended for closure with NFA in the RI work plan (RBA, 2008c). Following the RI sampling effort, these sites, along with the new RI sample data, were discussed at a meeting held on January 7, 2009, attended by Navy, regulatory agency partners, and RBA personnel (RBA, 2010). No additional sampling had been conducted at IR Sites 2, 3, 5, and 7 during the RI. At this meeting, it was agreed that closure letters would be issued for IR Sites 2, 3, 5, and 7 in accordance with the work plan recommendation (RBA, 2010). An agency concurrence letter for NFA was received in March 2009.

LEGEND

IR SITE BOUNDARY
GREEN=CLOSED, RED=OPEN

FACILITY BOUNDARY

0 50 100
FEET

OTC IR SITE 3
BLDG 8 HYDRAULIC PRESS

SITE MAP

Site Management Plan
Naval Base Point Loma, San Diego, California

FIGURE
4.6.3-1

File: Master6.mxd 11/29/2011 JEP

OTC IR SITE 3
BLDG 8 HYDRAULIC PRESS

Site Management Plan
Naval Base Point Loma, San Diego, California

PHOTO

FIGURE:
4.6.3-2

SOURCE: NAVFAC SOUTHWEST

File: Photographs.mpx 11/22/2011 JFP

OTC IR Site 4, Removed Hydraulic Presses

The following subsections provide information about OTC IR Site 4, Removed Hydraulic Presses. The CERCLA status for the site is shown as follows.

Physical Description

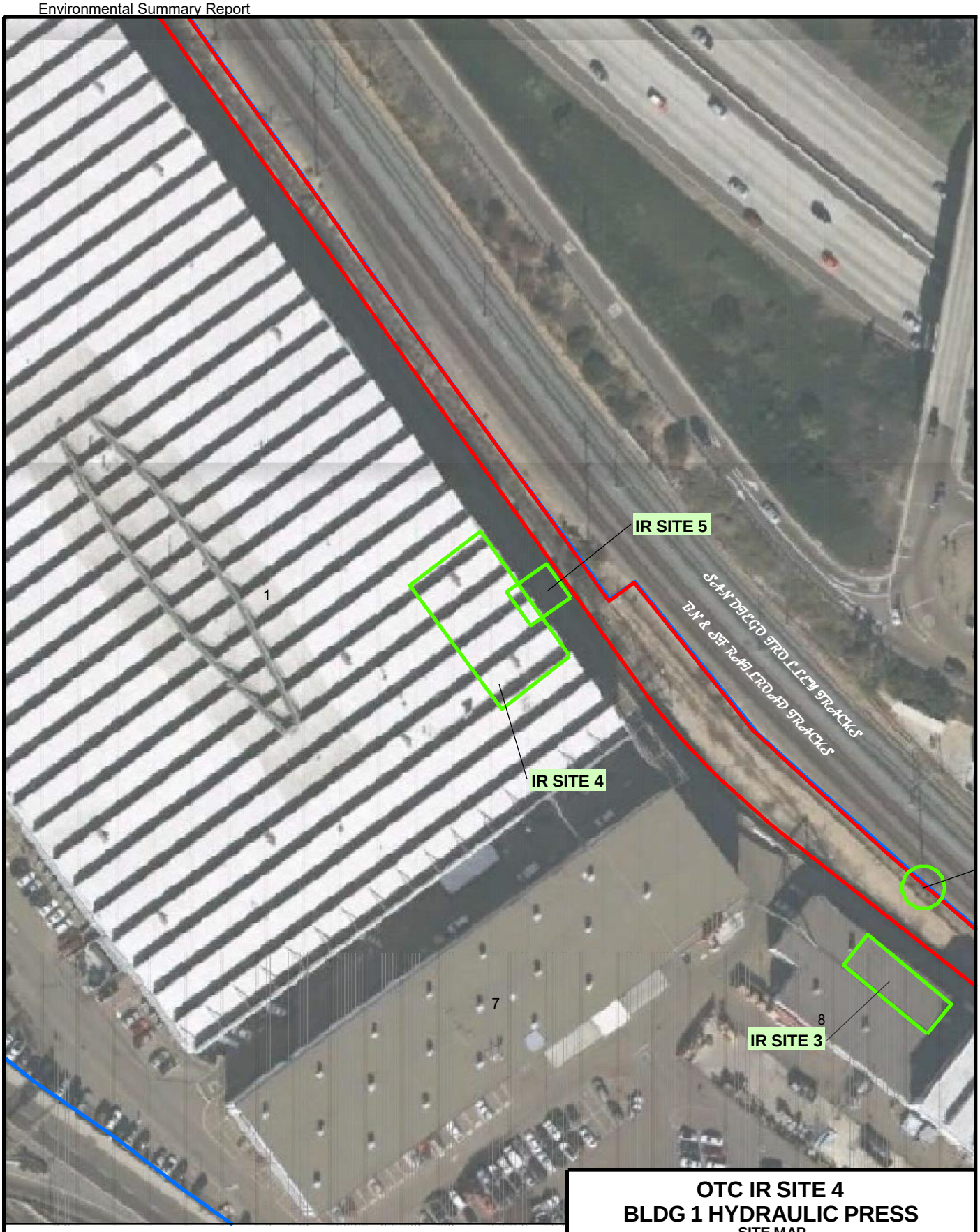
IR Site 4 consists of a hydraulic press pit (constructed in 1940), two pipeline corridors, and an 8-foot deep hydraulic fluid tank (HFT) pit in an area approximately 33 feet wide by 56 feet long located inside Building 1 (RBA, 2008c). The IR Site 4 hydraulic press pit is approximately 19 feet wide by 25 feet long by 15 feet deep. This HFT pit is capped by a 12-inch-thick reinforced concrete cap and connected via a 2-foot diameter by 8-foot-long underground pipeline to the hydraulic press pit. The walls and floor of the hydraulic and HFT pits are lined with 12-inch-thick reinforced concrete. The HFT pit was approved by the state for cleaning. The pits were cleaned and backfilled sometime in 2005. See Figures 4.6-2 and 4.6.4-1 for site locations and Figure 4.6.4-2 for photographs of the site.

Historical Operations

The hydraulic press was in operation beginning in the early 1940s and was used for metal-stretching and molding operations (RBA, 2008c). Building 1, constructed in 1940, was used to produce B-24 airplanes by General Dynamics via a subcontract to the U.S. Army Air Corps (DSP, 2004). During World War II most of the processing tanks containing acids, solvents, and Oakite cleaners were located in Building 1.

Site Closure Documentation

Based on the data collected and risk assessments conducted during previous investigations, and agreement that industrial reuse standards are applicable to the OTC facility, IR Sites 2, 3, 4, 5, and 7 were recommended for closure with NFA in the RI work plan (RBA, 2008c). Following the RI sampling effort, these sites, along with the new RI sample data, were discussed at a meeting held on January 7, 2009, attended by Navy, regulatory agency partners, and RBA personnel (RBA, 2010). No additional sampling had been conducted at IR Sites 2, 3, 5, and 7. At this meeting, it was agreed that closure letters would be issued for IR Sites 2, 3, 5, and 7 in accordance with the work plan recommendation, and that limited additional groundwater sampling would be conducted at IR Site 4 as part of Phase II sampling to confirm groundwater results for metals. These additional data for IR Site 4 were collected in mid-January 2009. Because the results of the additional sampling were similar to the previous data, regulatory agency partners then concurred with site closure with no further investigation for IR Site 4 (RBA, 2010). An agency concurrence letter for NFA was received in April 2009.



LEGEND

IR SITE BOUNDARY
GREEN=CLOSED, RED=OPEN

FACILITY BOUNDARY

0 50 100
FEET

OTC IR SITE 4
BLDG 1 HYDRAULIC PRESS

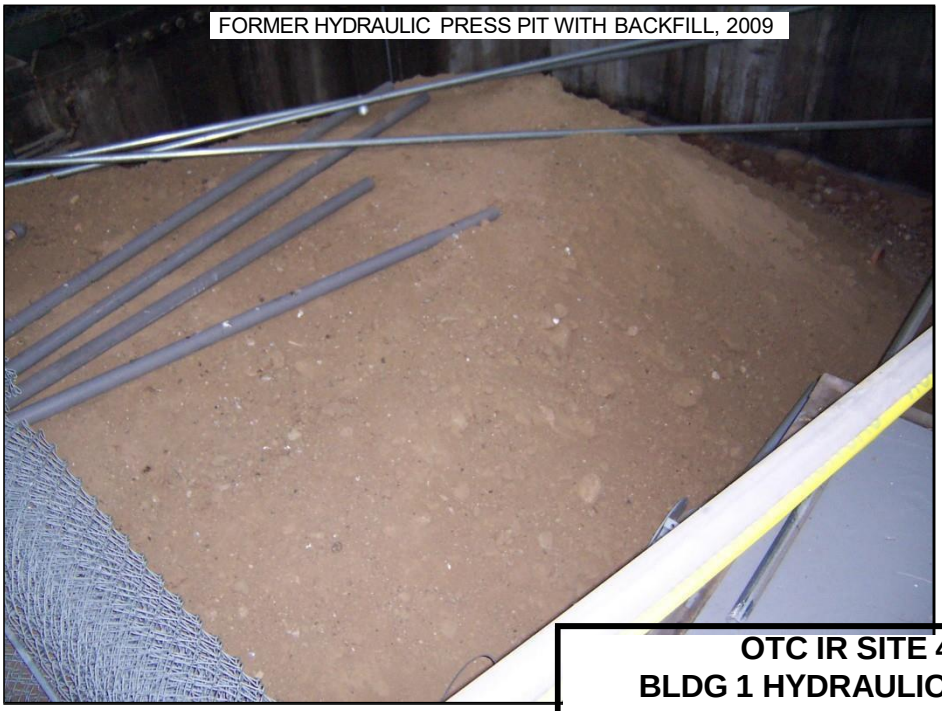
SITE MAP

Site Management Plan
Naval Base Point Loma, San Diego, California

FIGURE
4.6.4-1

File: Master6.mxd 11/29/2011 JEP

VIEW OF FORMER PIT, 2009



FORMER HYDRAULIC PRESS PIT WITH BACKFILL, 2009

SOURCE: NAVFAC SW

OTC IR SITE 4
BLDG 1 HYDRAULIC PRESS

Site Management Plan
Naval Base Point Loma, San Diego, California

PHOTO

FIGURE:
4.6.4-2

File: Photographs.pptx 12/20/2011 JEP

TC IR Site 5, Pipe Drain

The following subsections provide information about OTC IR Site 5, Pipe Drain. The CERCLA status for the site is shown as follows.

Physical Description

IR Site 5 consists of three metal pipes that penetrate the eastern wall of Building 1 and feed into a 6-inch-diameter drain on the exterior of the building (RBA, 2008c). Although the pipe drain was associated with an air compressor blow-down or air-relief valve, the site was identified because of unspecified concern that the pipe and drain may have been used for product or waste disposal. See Figure 4.6-2 and Figure 4.6.5-1 for site locations and Figure 4.6.5-2 for photographs of the site.

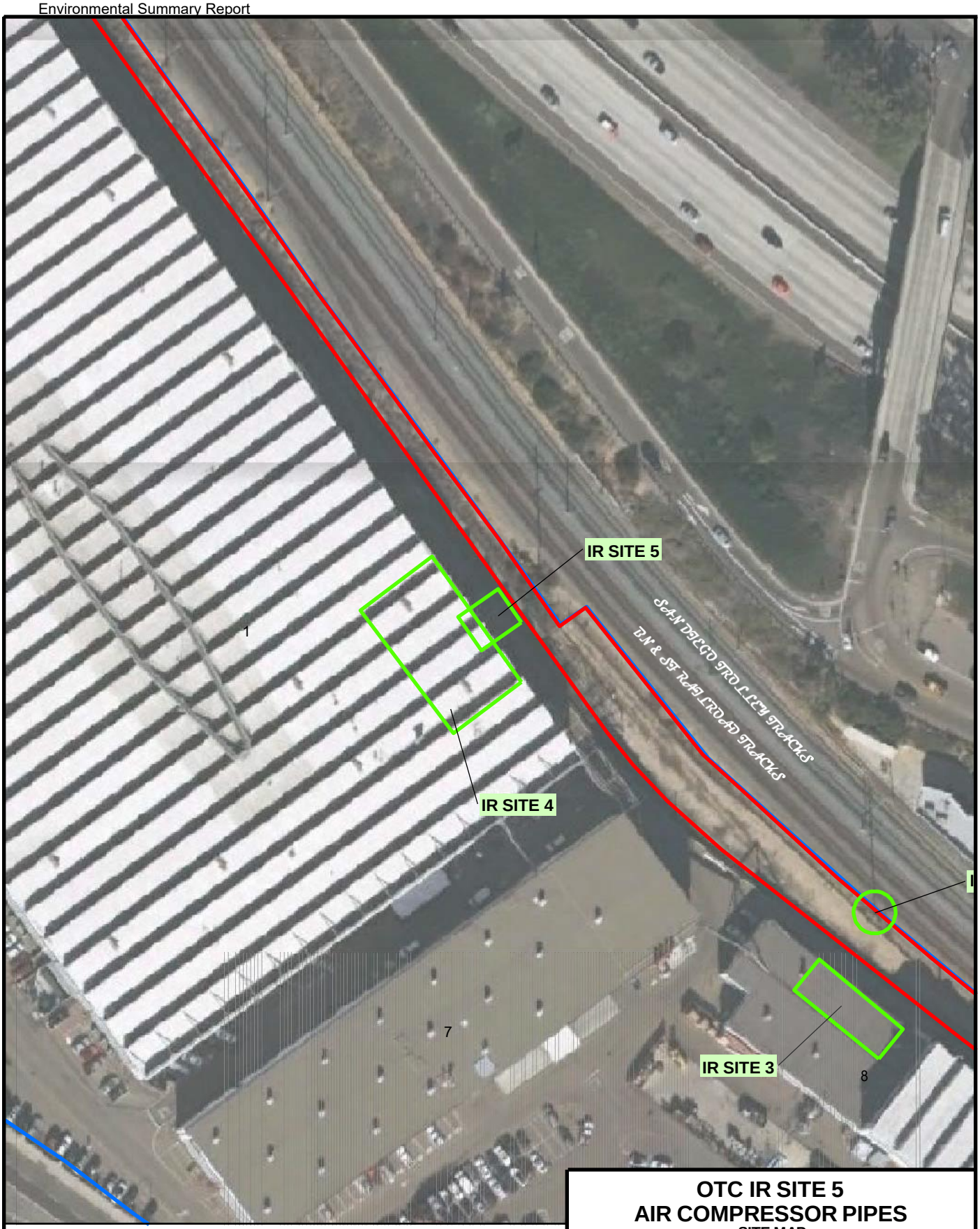
Historical Operations

Information regarding the history of this pipe drain is unknown at this time (DSP, 2004). The pipe exiting the building was traced to an unused boiler tank inside the building. The 1-inch-diameter pipe is a pressure/hot water relief valve for the boiler tank. The drain appears to be a catch basin for water/steam that exited the pipe when the boiler was in use. The pipe does not appear to be connected to any potential source of contamination originating at the OTC facility.

Process equipment in Building 1 has included paint booths, dye-spray and dip booths, an oil-quench tank, and a photographic laboratory (RBA, 2008c). Process tanks containing etching acid solvents, plating chemicals, cleaning solutions, oxidizing agents, and waste oil were reportedly stored in Building 1 from 1940 to 1948 (BNI, 2000; CDM, 2006).

Site Closure Documentation

Based on the data collected and risk assessments conducted during previous investigations, and agreement that industrial reuse standards are applicable to the OTC facility, IR Sites 2, 3, 4, 5, and 7 were recommended for closure with NFA in the RI work plan (RBA, 2008c). Following the RI sampling effort, these sites, along with the new RI sample data, were discussed at a meeting held on January 7, 2009, attended by Navy, regulatory agency partners, and RBA personnel (RBA, 2010). No additional sampling had been conducted at IR Sites 2, 3, 5, and 7 during the RI. At this meeting, it was agreed that closure letters would be issued for IR Sites 2, 3, 5, and 7 in accordance with the work plan recommendation. An agency concurrence letter for NFA was received in March 2009.



LEGEND

IR SITE BOUNDARY
GREEN=CLOSED, RED=OPEN

FACILITY BOUNDARY

0 50 100
FEET

OTC IR SITE 5
AIR COMPRESSOR PIPES

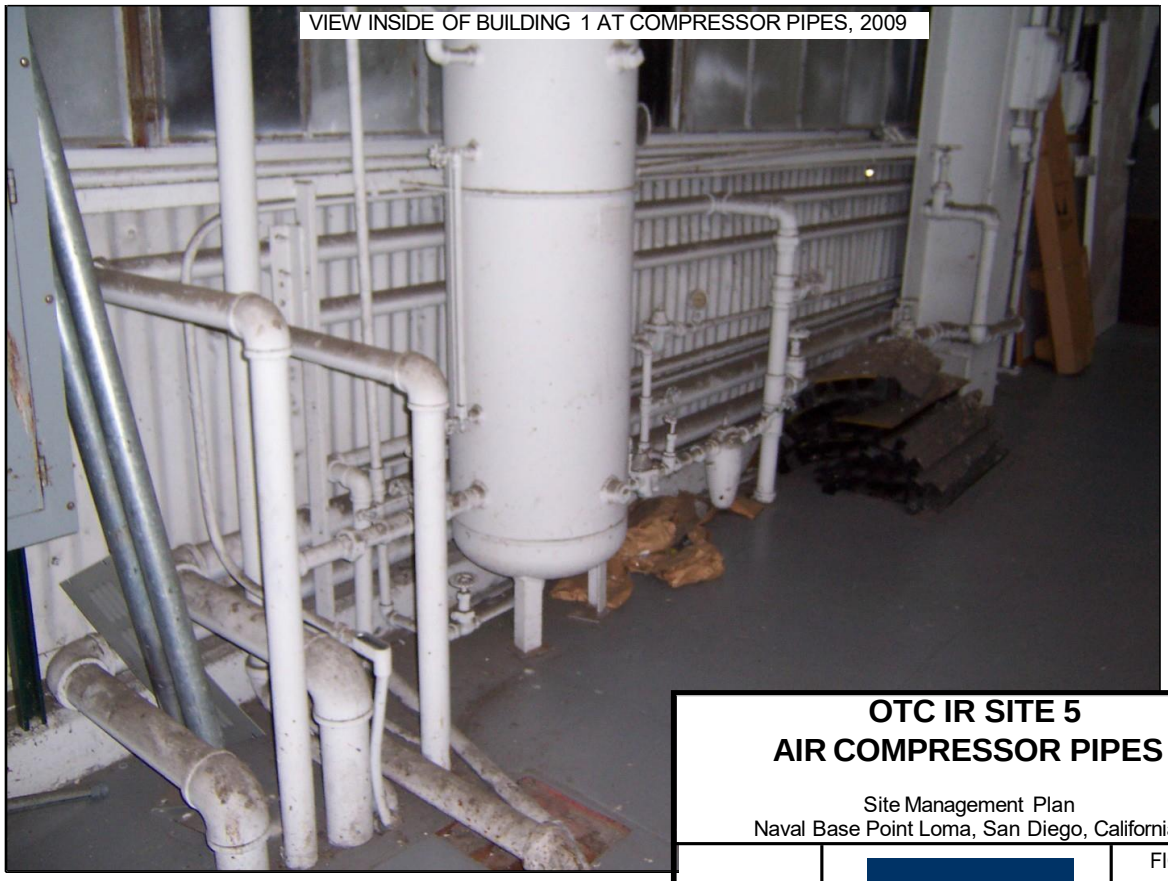
SITE MAP

Site Management Plan
Naval Base Point Loma, San Diego, California

FIGURE
4.6.5-1

File: Master6.mxd 11/29/2011 JEP

BUILDING 1 EXTERIOR VIEW OF PIPES, 2009



VIEW INSIDE OF BUILDING 1 AT COMPRESSOR PIPES, 2009

SOURCE: NAVFAC SW

OTC IR SITE 5
AIR COMPRESSOR PIPES

Site Management Plan
Naval Base Point Loma, San Diego, California

PHOTO

FIGURE:
4.6.5-2

File: Photographs.pptx 12/20/2011 JEP

OTC IR Site 7, Outdoor Drain

The following subsections provide information about OTC IR Site 7, Outdoor Drain. The CERCLA status for the site is shown as follows.

Physical Description

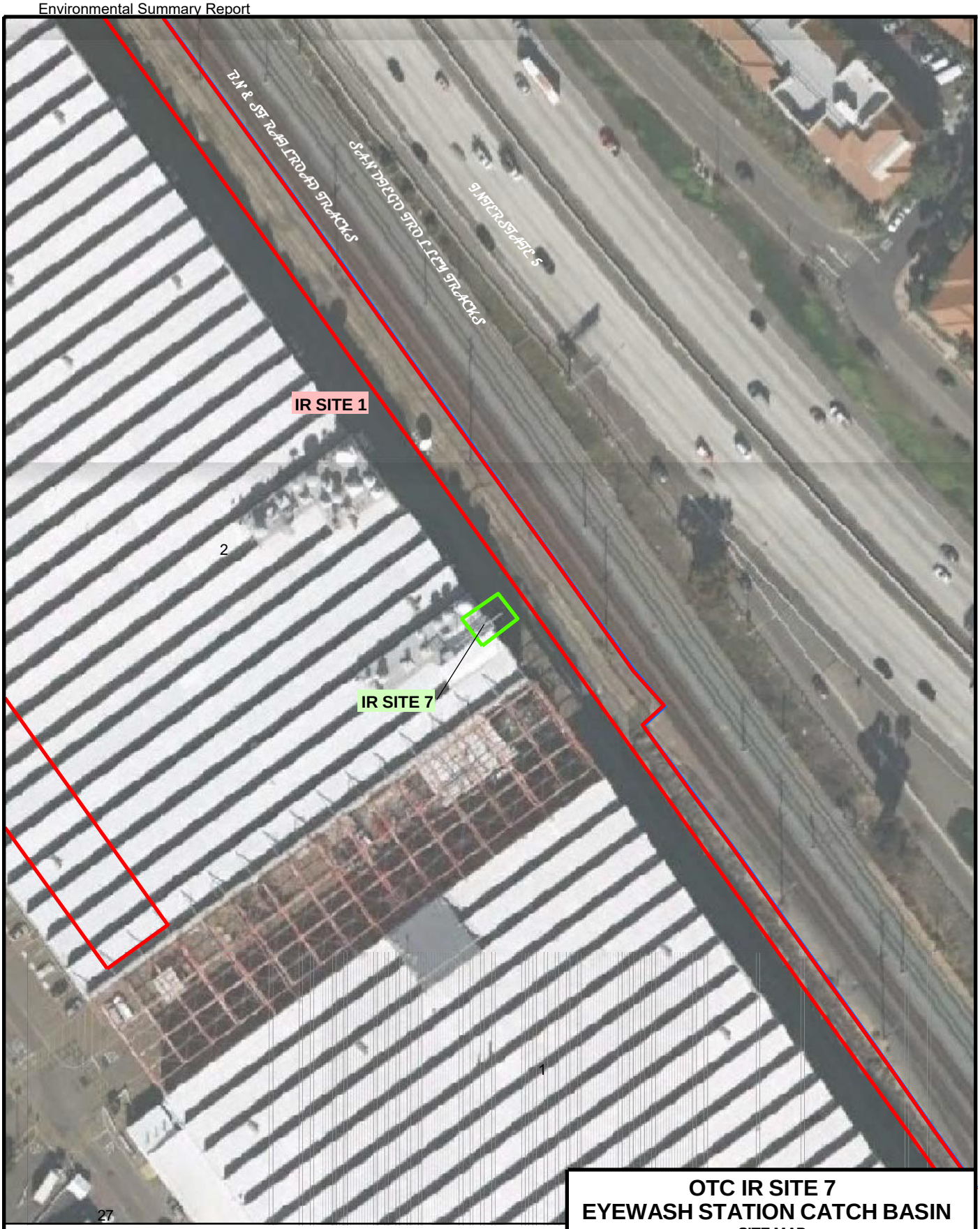
IR Site 7 is a former eyewash station, catch basin and associated piping located adjacent to Building 2 (RBA, 2008c). IR Site 7 consisted of an approximate 1-inch- diameter pipe that exited the southeastern portion of the building, and a 3-foot square catch basin located approximately 5 feet southeast of the former pipe terminus. The Final RSE concluded that although the pipe exits Building 2 and drains to the ground surface outside, a possible connection between the subject pipe and the exterior catch basin may have existed with the potential for pipe discharge to reach the catch basin (BNI, 2000).

Historical Operations

Information regarding the history of the outdoor drain is unknown at this time (DSP, 2004). Building 2 was used primarily for subassembly of the various products that were produced at the facility (RBA, 2008c). Wastes from Building 2 subassembly activities reportedly include waste oils, paint sludge, acids, degreasing solvents, and Oakite cleaners.

Site Closure Documentation

Based on the data collected and risk assessments conducted during previous investigations, and agreement that industrial reuse standards are applicable to the OTC facility, IR Sites 2, 3, 4, 5, and 7 were recommended for closure with NFA in the RI work plan (RBA, 2008c). Following the RI sampling effort, these sites, along with the new RI sample data, were discussed at a meeting held on January 7, 2009, attended by Navy, regulatory agency partners, and RBA personnel (RBA, 2010). No additional sampling had been conducted at IR Sites 2, 3, 5, and 7 during the RI. At this meeting, it was agreed that closure letters would be issued for IR Sites 2, 3, 5, and 7 in accordance with the work plan recommendation. An agency concurrence letter for NFA was received in March 2009.



LEGEND

IR SITE BOUNDARY
GREEN=CLOSED, RED=OPEN

FACILITY BOUNDARY

0 50 100
FEET

OTC IR SITE 7
EYEWASH STATION CATCH BASIN

SITE MAP
Site Management Plan
Naval Base Point Loma, San Diego, California

FIGURE
4.6.6-1

File: Master6.mxd 11/29/2011 JEP

VIEW LOOKING SOUTHWEST, DRAINS ASSOCIATED WITH THE CATCH BASIN, 2009

INTERIOR VIEW OF LOCATION ALONG EAST WALL IN BUILDING 2, 2009

OTC IR SITE 7
EYEWASH STATION CATCH BASIN

Site Management Plan
Naval Base Point Loma, San Diego, California

PHOTO

FIGURE:
4.6.6-2

SOURCE: NAVFAC SW

File: Photographs.pptx 12/20/2011 JEP

OTC IR Site 9

The following subsections provide information about OTC IR Site 9, Floor Vaults. The CERCLA status for the site is shown as follows.

Physical Description

IR Site 9, located in Building 2, consists of 22 floor vaults that provide access to subsurface deactivated compressed air lines (Figures 4.6.7-1 and 4.6.7-2) (RBA, 2010). Each of the compressed air floor vaults measures approximately 1.5 by 2.5 feet and is approximately 3 feet deep from the concrete floor surface to the bottom of the vault. The vaults are spaced at approximately 25-foot intervals. Two unrelated floor drains are also included within the IR Site 9 footprint. The compressed air floor vault bottoms are reportedly unpaved (BNI, 2000). Since the RSE, the compressed air floor vaults have been sealed with steel plates welded in place flush with the surface of each vault (RBA, 2010). All current facility operations are industrial; the Navy's proposed future use for the entire facility will remain industrial, with controlled access restricted to badged personnel. There are no plans for redevelopment into residential land use as previously presumed during the ESI. The facility will remain under industrial use for the foreseeable future. There are no known residences located within 200 feet of the property boundaries. Figure 4.6.7-3 presents photographs of the site.

IR Site 9 was identified because the floor vaults could have potentially intercepted liquid wastes that may have been spilled in the building work areas (BNI, 2000). However, based on all of the data collected at IR Site 9, it appears that any potential spills were not significant enough to have a major impact on the subsurface beneath the site (RBA, 2010).

Historical Operations

Although the majority of chemical processes were conducted in other buildings, typical wastes generated by subassembly activities that may have been conducted in Building 2 included waste oil, paint sludge, spent acids and plating materials, degreasing compounds, and used Oakite cleaners and solvents (RBA, 2010).

Site Closure Documentation

The proposed use for IR Site 9 is an equipment staging area (DSP, 2004).

An RI was prepared for IR Sites 1 and 9 to characterize the nature and extent of contamination, identify VOC source area(s), and assess the risk to human health by performing a baseline HHRA using RSE, ESI, and RI data (RBA, 2010). Data from sampling performed at these two sites during the RI was compiled and evaluated with the previous data to accomplish the above objectives. Groundwater sampling also was conducted from selected wells to update the groundwater quality status at the perimeter of the OTC facility.

According to the RI, arsenic is the primary COC at IR Site 9 present in concentrations exceeding its PAL in soil (RBA, 2010). However, arsenic and other metals present in soil and groundwater at IR Site 9 are interpreted to represent natural conditions and do not indicate a CERCLA release based on concentration and spatial distribution.

All VOC concentrations in groundwater are less than PALs. In addition, the temporal and spatial distribution of VOCs in groundwater does not indicate a distinct plume or an active/ ongoing source at IR Site 9.

TCE in soil gas in the vicinity of IR Site 9 was reported above its PAL in a relatively narrow area between Buildings 2 and 3, although indoor air pathway risk assessment results for the current and future indoor worker were less than the $1x10^{-6}$ cancer risk and HI of 1 non-cancer risk thresholds (RBA, 2010). The distribution of TCE in soil gas does not correlate to a soil or groundwater source at IR Site 9. Soil gas concentrations from samples collected along the northern edge of Building 2 were highest near the subsurface utility corridor that extends through the center of Building 3 directly to IR Site 11. The utility corridor appears to be acting as a preferential pathway. This evidence suggests that the primary source of vapor-phase TCE above its PAL is at or near the area of IR Site 11 to the north, and not IR Site 9.

IR Site 9 was recommended for closure with NFA in the RI. DTSC issued a letter of concurrence dated May 20, 2010. The site closure decision was documented in the ROD dated April 2014.

LEGEND

IR SITE BOUNDARY
GREEN=CLOSED, RED=OPEN

FACILITY BOUNDARY

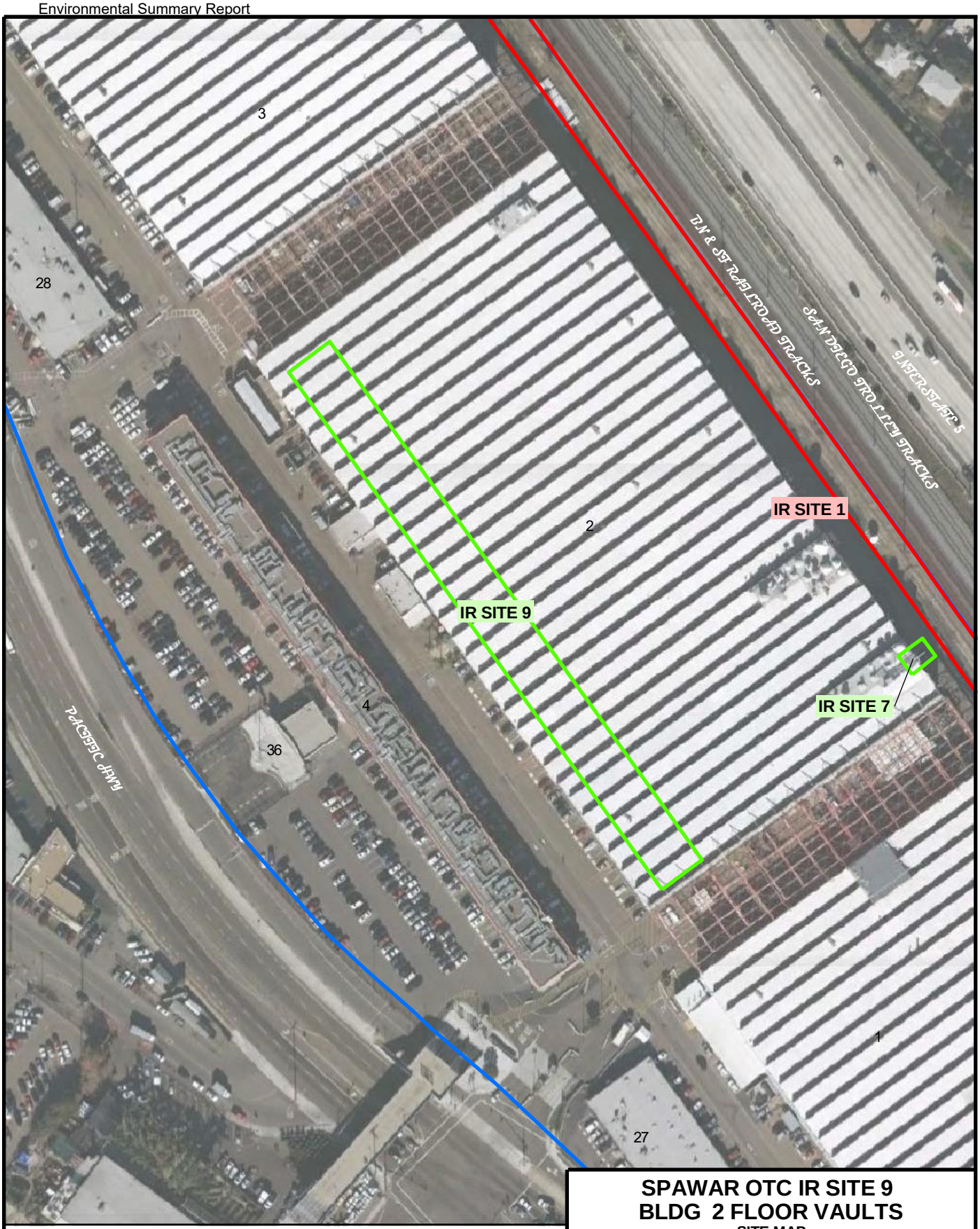
0 200 400
FEET

OTC IR SITE 9
BLDG 2 FLOOR VAULTS

LOCATION MAP
Site Management Plan
Naval Base Point Loma, San Diego, California

FIGURE
4.6.7-1

File: Master7.mxd 12/19/2011 JEP



LEGEND
IR SITE BOUNDARY
GREEN=CLOSED, RED=OPEN
FACILITY BOUNDARY

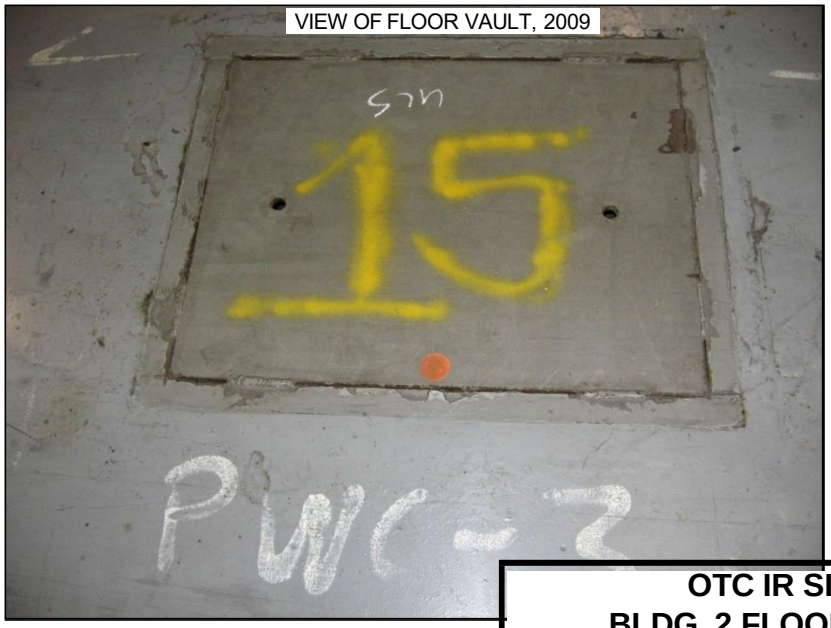
0 75 150
FEET

SPAWAR OTC IR SITE 9
BLDG 2 FLOOR VAULTS
SITE MAP
Site Management Plan
Naval Base Point Loma, San Diego, California

FIGURE
4.6.7-2

File: Master7.mxd 12/19/2011 JEP

VIEW LOOKING NORTH IN BUILDING 2, 2009



VIEW OF FLOOR VAULT, 2009

OTC IR SITE 9
BLDG 2 FLOOR VAULTS

Site Management Plan
Naval Base Point Loma, San Diego, California

PHOTO

FIGURE:
4.6.7-3

SOURCE: NAVFAC SW

File: Photographs.pptx 12/20/2011 JEP

SPAWAR OTC IR Sites 10 and 11

The following subsections provide information about SPAWAR OTC IR Site 10, Liquid Sludge and IR Site 11, Sewer Line Break.

The CERCLA status for IR Site 10 is currently in the Remedial Action (RA) phase.

The CERCLA status for IR Site 11 is currently in the Remedial Action (RA) phase.

Chemicals of Concern

VOCs are the primary class of COCs for soil and/or groundwater at IR Sites 10 and 11 (NAVFAC SW, 2011a).

Physical Description

The release of metal cleaning solvent related to past aircraft fabrication activities in Building 3 at the OTC Facility created a plume that impacted soil and groundwater in the area of IR Site 10 and IR Site 11 (RBA, 2011). Therefore, although IR Site 10 and IR Site 11 are different sites, they are being managed together.

IR Site 10, Liquid Sludge

IR Site 10 is located at former Building 33 (see Figures 4.6.8-1 and 4.6.8-2), which was constructed in 1940 as a reinforced concrete bunker, used for the storage of pyrotechnics and munitions (RBA, 2011). This structure was closed in the 1980s (DSP, 2004). Sludge appeared to be seeping through concrete floor cracks. The roof of the former building extended 2 feet above the ground surface, and the floor of the building extended 8 feet below grade. According to the 2000 Final RSE (BNI, 2000), a 1-foot by 1-foot sump and a pump were present in the southwest corner of the bunker.

IR Site 11, Sewer Line Break

IR Site 11 is located within the northeastern portion of Building 3. Historically, site personnel identified a sanitary sewer line break in this area (RBA, 2011). Based on previous interviews with site personnel, this portion of Building 3 was designated by the Navy as an area of potential concern and is now referred to as IR Site 11. Due to its original use for aircraft manufacturing, Building 3 is relatively large with dimensions of approximately 850 feet long by 350 feet wide and 75 feet high.

The concrete floor slab thickness was reported in the RI as 36 inches (CDM, 2010a). Figure 4.6.8-4 is a photograph of the site. However, logs for boreholes drilled within Building 3 at IR Site 11 during the RSE (BNI, 2000) and the ESI (CDM, 2006a) indicate a concrete thickness of approximately 1 foot. Slab thickness is expected to vary significantly due to the honeycomb construction of the building foundation, which includes steel pilings (RBA, 2011). The building as a whole has a very high air exchange rate; the interior height to

ceiling joists is 40 feet, and the hangar-sized doors on either end of the building are frequently open for access. However, smaller interior enclosed offices and work areas are present throughout the building.

Historical Operations

IR Site10

The partially belowground bunker at IR Site 10, constructed in 1940, was used for the storage of pyrotechnics and munitions (RBA, 2011). This structure was closed in the 1980s (DSP, 2004).

IR Site 11

Building 3, constructed in 1940, has been utilized until the present as the main manufacturing and subassembly building on the site (DSP, 2004). From 1941 to 1948, the site produced B-24 airplanes. From 1948 to 1951, moving and storage companies used the site. From 1951 to approximately 2015, the site was used to produce aircraft, rockets, and missiles.

According to the 2000 Final RSE (BNI, 2000), processes within the building may have generated waste oil, paint sludge, spent acids, plating materials, degreasing solvents, and Oakite cleaners.

Current Operations and Status

Building 33 at IR Site 10 was demolished and backfilled in 2003. This area is currently being used as a parking lot (RBA, 2011). The area around IR Site 11 within Building 3 was used by the United Launch Alliance for metal fabrication, dye penetrant testing, and acid etching until approximately 2015.

The previous investigations concluded that VOCs in groundwater beneath IR Sites 10 and 11 might migrate off-property and pose a health risk to workers (CDM, 2010a). Therefore, the RI (CDM, 2010a) provided focused groundwater, soil, and soil gas data to support remedial decisions for IR Sites 10 and 11. The RI report discussed remedial activities completed at IR Sites 10 and 11, including sampling of soil gas, soil, and groundwater in January 2008. Based on the results of the RI, a pilot study was recommended for protection of future human health, for source control, and to support selection and design of a final remedy. Therefore, on June 2, 2011, a final work plan was prepared by the Navy for an additional RI (Phase 2), a pilot study to evaluate two remedial technologies, and an FFS (RBA, 2011).

Regulatory Strategy and Schedule

IR Site 10 is in active remediation. The Navy is planning data gap investigations at IR Sites 10 and 11 starting in October 2018. NFA will be recommended for IR Sites 10 and 11 when chemical compounds in soil and groundwater do not pose unacceptable risk to human health or the environment.

LEGEND

IR SITE BOUNDARY
GREEN=CLOSED, RED=OPEN

FACILITY BOUNDARY

200 400
FEET

OTC IR SITE 10/11
LOCATION MAP

Site Management Plan
Naval Base Point Loma, San Diego, California

FIGURE
4.6.8-1

File: Master6.mxd 11/29/2011 JEP

LEGEND

IR SITE BOUNDARY
GREEN=CLOSED, RED=OPEN

FACILITY BOUNDARY

0 75 150
FEET

OTC IR SITE 10/11
SITE MAP

Site Management Plan
Naval Base Point Loma, San Diego, California

FIGURE
4.6.8-2

File: Master6.mxd 11/29/2011 JEP

VIEW LOOKING SOUTH AT LOCATION OF FORMER BUILDING 33, 2011

SOURCE: NAVFAC SW

OTC IR SITE 10
BLDG 33 LIQUID/SLUDGE

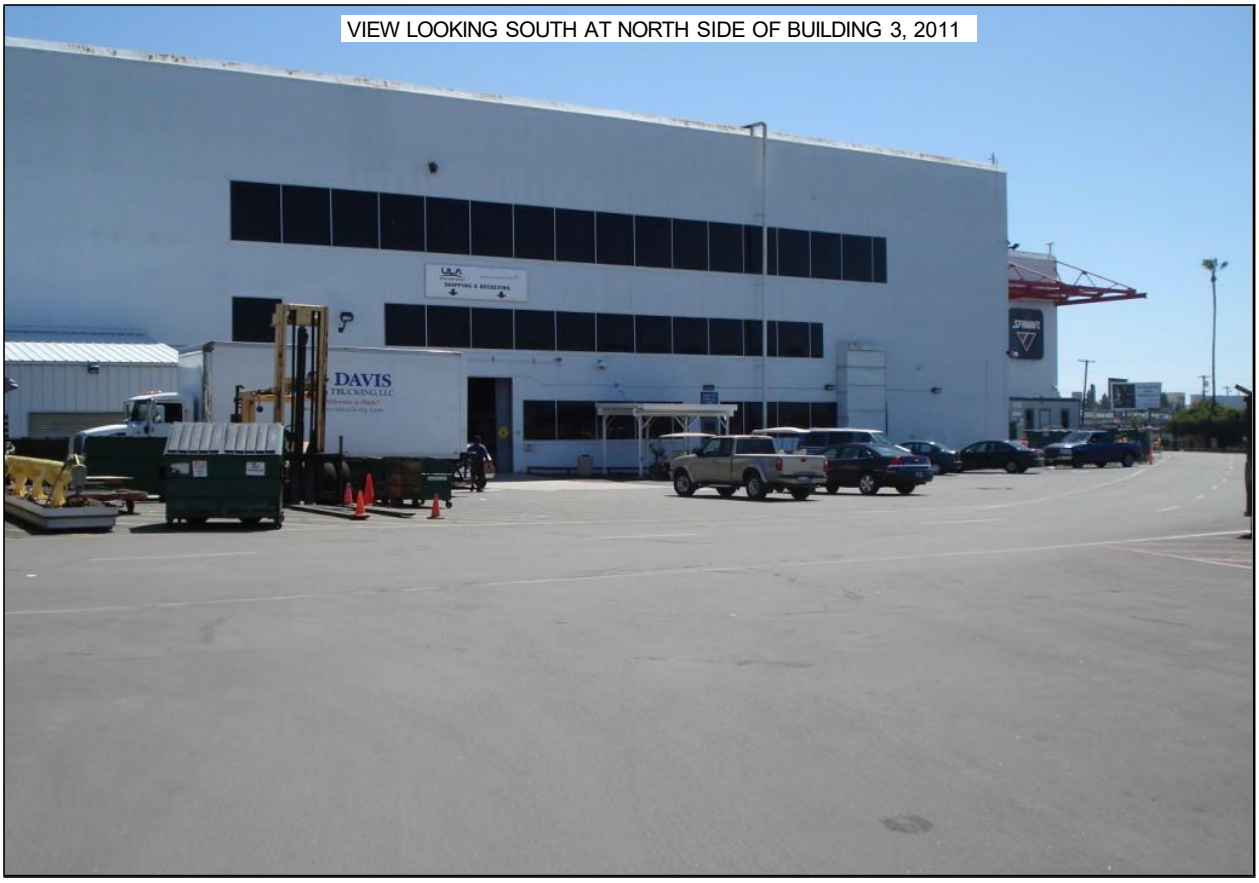
Site Management Plan
Naval Base Point Loma, San Diego, California

PHOTO

FIGURE:
4.6.8-3

File: Photographs.pptx 12/20/2011 JEP

VIEW LOOKING SOUTH AT NORTH SIDE OF BUILDING 3, 2011



VIEW LOOKING EAST AT NORTH SIDE OF BUILDING 3, 2011

SOURCE: NAVFAC SW

OTC IR SITE 11
BLDG 3 SEWER LINE BREAK

Site Management Plan
Naval Base Point Loma, San Diego, California

PHOTO

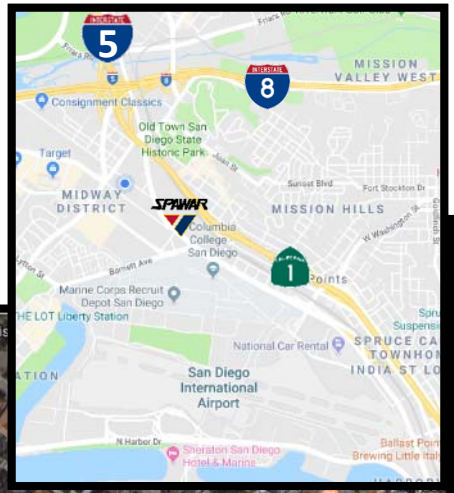
FIGURE:
4.6.8-4

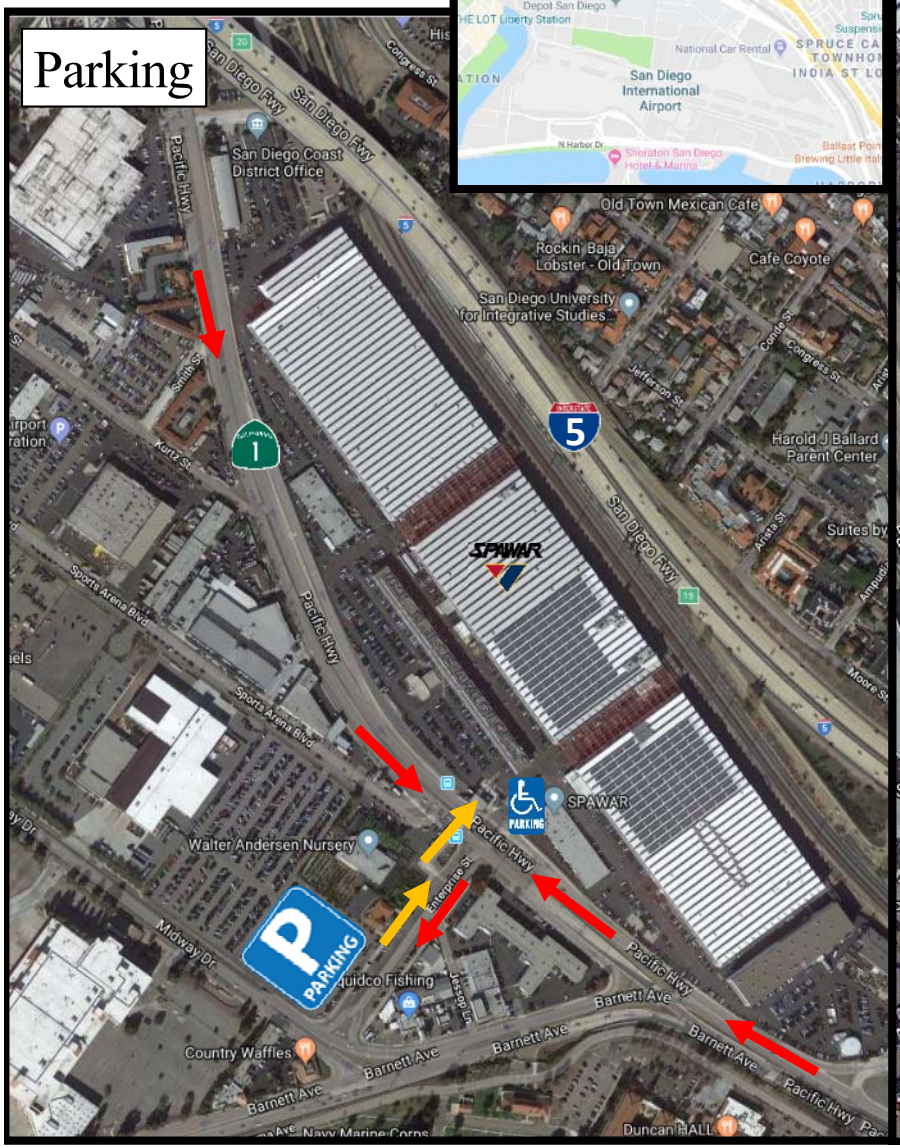
File: Photographs.pptx 12/20/2011 JEP

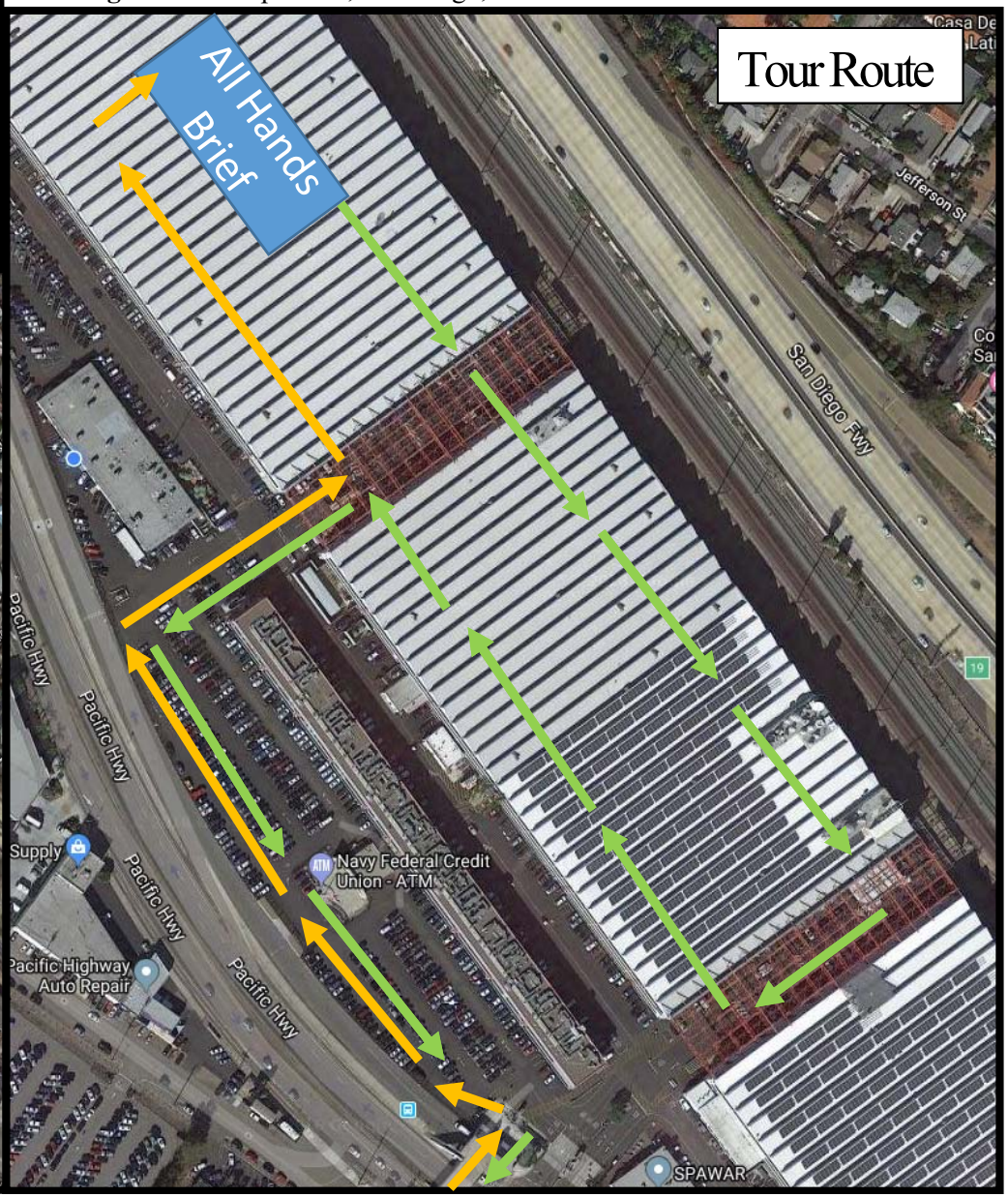
Attachment D
Site Tour and Security Information

Directions To:
Naval Base Point Loma –
Old Town Campus (NBPL OTC) Industry Day
Also known as: SPAWAR - Space and Naval Warfare Systems Command
0800-1200 –Monday, November 05, 2018
Parking: 3630 Enterprise St, San Diego, CA 92110

Drive to Parking
Walk to All Hands Brief
Walking Tour Route







DIRECTIONS TO :

Naval Base Point Loma – Old Town Campus (NBPL OTC) Industry Day

Also known as: SPAWAR -Space and Naval Warfare Systems Command

0800-1200 November 05, 2018

Parking: 3630 Enterprise St, San Diego, CA 92110
Parking for Industry Day guests will be located in the "West" Parking lot and will require a three minute walk to the guard Gate.

Handicap Parking – 4297 Pacific Highway, San Diego, CA 92110
For handicap parking, please drive to the NBPL OTC Main Gate with DMV issued Tag (enter into eMap 4297 Pacific Highway, San Diego, CA 92110). NBPL OTC is an industrial facility. While walking distances, including the tour route, are long they are wheelchair accessible. Please let us know of any special requirements.

REQUEST FOR INTEREST QUESTION SUBMISSION

NAVAL BASE POINT LOMA
Old Town Complex 1 and 2, San Diego, California

Naval Facilities Engineering Command Southwest

September 18, 2018

The DON encourages Interested Parties to submit questions in written form following the Industry Forum to be submitted no later than **November 26, 2018**. The DON will not entertain questions during the Industry Forum presentation or site tour. The DON will review and post responses to Industry questions via FEDBIZOPS no later than **December 14, 2018**. There is no limit to the number of questions that may be submitted from Industry Responders. However, the DON retains the right to answer all, a portion of, or provide no response to Industry questions. All Industry questions submitted to the DON become the property of the Government, and shall further support this market research effort. Please provide the following:

Name of company:

Name of designated point of contact:

Mailing address:

Overnight delivery address (if different from mailing address):

Phone number:

Fax number:

E-mail of designated point of contact:

Please provide questions below:

1.)

2.)

3.)

Questions may be submitted in written format and mailed to the Department of the Navy:

Naval Facilities Engineering Command Southwest
Attn: Asset Management 1/Real Estate
1220 Pacific Highway
San Diego, CA 92132-6186