

RESOLUTION NUMBER R-299844

ADOPTED ON NOV 15 2004

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO ADOPTING AMENDMENTS TO THE CENTRE CITY COMMUNITY PLAN PERTAINING TO THE NORTH EMBARCADERO VISIONARY PLAN.

WHEREAS, on July 18, 2000, pursuant to Resolution Number R-293497, the City Council approved proposed amendments to the Centre City Community Plan pertaining to the North Embarcadero Alliance Visionary Plan; and


WHEREAS, the proposed amendments were submitted to the California Coastal Commission [Commission] which approved the proposed amendments subject to the City Council accepting the Commission's suggested modifications; and

WHEREAS, on September 17, 2001, pursuant to Resolution Number R-295468, the City Council accepted and agreed to the amendments to the Centre City Community Plan in conformance with the Commission's suggested modifications, which are attached as Exhibit "A" to this resolution, and directed the staff at the Centre City Development Corporation to return to the City Council with the amended Centre City Community Plan incorporating the Commission's suggested modifications; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, that the Council approves the amended Centre City Community Plan incorporating the California Coastal

Commission's suggested modifications, a copy of which is on file with the office of the City
Clerk as Document No. RR-299844.

APPROVED: CASEY GWINN, City Attorney

By 
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Deputy City Attorney

EAC:dm
11/02/04
Or.Dept:CCDC
R-2005-414
MMS#519

NORTH EMBARCADERO OVERLAY DISTRICT

Emphasis

This overlay district is designed to implement the North Embarcadero Visionary Plan (See North Embarcadero Visionary Plan as endorsed by the North Embarcadero Alliance, December 1998). The Zone is intended to enliven the waterfront area and activate the public realm by accommodating a mix of land uses including hotel, office, retail, residential, and entertainment uses throughout the North Embarcadero.

Overall Form

The overall form of the North Embarcadero is consistent with the vision for the entire Waterfront District. The density of development anticipated in this area is consistent with the downtown setting. Mindful of its setting, development is of a larger scale and higher building intensity in the eastern edge and central portions of the North Embarcadero. Height and building intensity "step down" as development approaches the County Administration Center and the Bay.

Land Use

The North Embarcadero District accommodates a mix of land uses consistent with market conditions, the desired character for the area, and restrictions imposed on tidelands property by State law and on areas in close proximity to an active airport. The District envisions a mix of hotel, office, retail and entertainment uses throughout the North Embarcadero and it encourages residential projects where possible to enliven the area. Light industrial and automotive uses are restricted to the area nearest the airport.

Places & Destinations

Bayfront Esplanade:

The Bayfront Esplanade is intended to be a continuous public open space spine along the San Diego Bay, anchored by two public spaces, County Terrace and Broadway Landing that each embrace the Bay. The Esplanade is defined by the crescent-shaped bayfront along its western edge and by North Harbor Drive and a consistent backdrop of buildings to the east. The promenade strings together a "necklace" of parks and plazas, which collectively form a "front porch" for the city, creating an active public precinct at the water's edge.

Broadway Landing:

Broadway Landing is intended to be one of San Diego's most important civic spaces, commanding a

prominent position at the foot of Broadway. Framed by the active edges of B Street, Broadway and Navy Piers, Broadway Landing is an expansive public space. ~~that reaches from the grand oval shaped landscaped park on the Bayfront Esplanade out over the water.~~ Broadway Landing is envisioned to include a public boardwalk lined with outdoor cafés, kiosks, and cultural attractions.

Navy Broadway Complex:

Situated on the waterfront of San Diego Bay, between Broadway and Market Street and Pacific Highway and Harbor Drive, the Navy Broadway Complex includes approximately 15 acres of downtown's most unique and sensitive real estate.

The Navy Broadway Complex functions as the headquarters for the Naval Supply Center, San Diego; the Commander, Naval Base, San Diego; as well as several other activities. The Complex consists of approximately 400,000 square feet of administrative offices and 600,000 square feet of warehouse uses most of which were constructed between 1921 and 1944.

In 1982 the Navy reviewed a plan to provide a centralized, upgraded, and efficient administrative facility for many Navy installations in the San Diego area. This regional facility would require approximately one million square feet of Navy office space.

The Navy Broadway Complex site was selected to serve as this administrative facility because of its central location, available land area, location to the Navy Pier (which will continue to operate as a key military asset), and existing land constraints on area Navy operational bases.

The redevelopment program includes up to one million square feet of commercial, office, hotel and retail uses. Development of the Navy Broadway Complex is an important component of the development of the North Embarcadero District. Every effort should be made to conform to guidelines and goals established in the plans for this district.

The Port Master Plan may allow for the docking of the aircraft carrier Midway on the south side of the Navy Pier to operate as a museum. Interim parking for the Midway may be located on Navy Pier; however, the ultimate goal for the area in the Port Master Plan is to relocate any parking on the Pier to inland of Harbor Drive and convert the Pier to a public memorial park associated with the Midway Museum. Relocation of

the parking and conversion of the park should occur as part of the Navy's plan to vacate its use of Navy Pier prior to or concurrent with the redevelopment of the Navy Broadway Complex.

County Administration Center Design Zone

The County Administration Center is a primary focus of the northern portion of the Waterfront district. A special design zone has been created to ensure that new development is "sympathetic" in scale, character and height to this historic structure.

The County Administration Center design zone is located within the Waterfront district boundaries between Grape and Ash Street. Development on the east side of Pacific Highway between Beech Street and the northern edge of Date Street is limited to a maximum height of 85 feet above grade. Between Ash and Beech Streets and the northern edge of Date and Grape Streets, the maximum height for structures is 160 feet above MSL. The height of any development should not overshadow the County Administration Center.

CAC and County Terrace

The County Administration Center (CAC) commands an important site and is a significant historic and cultural landmark in the North Embarcadero. The County Administration Building, completed in 1938, is listed on the National Register of Historic Places. Development surrounding the CAC should complement the landmark character of the building and highlight its unique architectural features. Framed by majestic palms, the building stands out along the North Embarcadero. The County Terrace, the park-like area in front of the County Administration Building, is bordered by the Grape Street piers to the north and the Maritime Museum to the south. The CAC consists of the historic County Administration Building as well as the land between Grape Street to the north and Ash Street to the south. The County Terrace and CAC are collectively envisioned as a grand civic space that will complement and enhance the landmark structure. Appendix A of this document should be consulted for design guidelines for development in areas surrounding the CAC. [See Exhibit D, "CAC Design Zone Guidelines"]

Circulation and Parking

Streets within the North Embarcadero Overlay District are comprised of three types: vehicular-oriented, pedestrian-oriented, and vehicular and pedestrian-oriented streets. Major vehicular through traffic is concentrated on Pacific Highway, thereby allowing North Harbor Drive south of Grape Street to carry less traffic and have a more defined pedestrian orientation. Fre-

quent east-west streets, aligned with the downtown street system, provide convenient vehicular and pedestrian connections between Pacific Highway and North Harbor Drive. The east-west streets, and the resultant grid pattern, offer smaller, more "walkable" blocks and they allow for vehicular and pedestrian linkages throughout the North Embarcadero. (See Hierarchy of Streets section of the Centre City Community Plan)

Consistent with their role and character, streets vary in their provision of parking and service access (driveways).

Pacific Highway

Pacific Highway is intended to be an elegant, tree-lined boulevard accommodating through traffic and pedestrian circulation. The street is designed with six travel lanes, a center turn lane and/or median, two parking lanes and two fourteen-foot sidewalks. A consistent 130-foot wide street section from Hawthorn Street continuing south to the intersection of Harbor Drive is envisioned, along with basic streetscape improvements for the portion of Pacific Highway between Hawthorn and Laurel Streets.

North Harbor Drive

North Harbor Drive is envisioned as a narrow, pedestrian-oriented street with ample on-street parking, providing waterfront access and slowing traffic. North Harbor Drive is designed with three travel lanes, parallel parking (east side) and diagonal parking (west side), and 20-foot wide (east side) and 10-foot wide (west side) sidewalks. Its design includes wider sidewalks at street intersections to enhance the pedestrian orientation of the street.

Broadway

As downtown's principal "grand ceremonial street," Broadway will connect the waterfront and Broadway Landing to the heart of downtown. Between the Santa Fe Depot and North Harbor Drive, buildings are set back from the established right-of way, providing both views and a grand promenade to the Bay. Broadway is designed with four travel lanes, a center turn lane and/or median, two parking lanes, and two wide "paseos" that widen to a plaza at North Harbor Drive.

East-West Streets

East-west streets in the North Embarcadero are intended to provide convenient and frequent access to the bayfront for motorists, bicyclists and pedestrians. Where possible, the east-west streets cross the Burlington Northern Santa Fe Railroad tracks, connecting the downtown with the Bay. East-west streets are designed

with three travel lanes, two parking lanes and two sidewalks with a minimum width of 14 feet on each side. East-west streets have the character of a public street or otherwise feel welcoming to the general public.

Parking

The parking supply in North Embarcadero should accommodate both the general public and development. Development in the area should construct parking to accommodate demand, and provisions will be made, where possible, for shared public use during off hours. High priority shall be given to accommodating the parking required for the Midway aircraft carrier inland of Harbor Drive.

Design Guidelines

Design Guidelines for North Embarcadero are intended to guide the style, type and quality of development described in the North Embarcadero Visionary Plan. The Visionary Plan contains comprehensive discussion of these issues. The document should be consulted as background for a full understanding of the vision for the North Embarcadero area. Guidelines, in addition to those outlined in the Waterfront District, and specific development regulations outlined in the Centre City Planned District Ordinance, are as follows:

Along Broadway, canopies and other structures should be designed to minimize impacts to views down that street.

Curb cuts are not permitted along North Harbor Drive except for access to County Administration Center.

At Broadway, vehicular entry courts should be as small as possible and not located within a 40-foot wide pedestrian zone. The pedestrian zone is defined as the area adjacent to the roadway; it allows for a vehicular-free "paseo" linking Santa Fe Depot with Broadway Landing Park.

Use of shared driveways is encouraged.

Access to parking and loading areas should be screened from predominant view, and designed to allow vehicles to maneuver on site without obstructing public pedestrian or vehicular circulation.

Large parking lots and structures should be located away from, and should not front on, North Harbor Drive to enhance the quality of the public realm at the

water's edge. Parking structures should not exceed 60 feet in height.

Every reasonable effort should be made to provide two levels of below-grade parking prior to the provision of above-grade parking. Underground parking must be a full level below-grade; partially depressed parking disrupts street-level activity and creates a physical barrier between the street and the development frontage. Structured parking should be either completely encapsulated or visually screened by means of other uses. Ceiling mounted lighting within the structure should be screened from grade-level view.

Along the Bayfront, structures must be designed to minimize blockage of views to the Bay from the Embarcadero. Structures should be highly articulated and compatible with the pedestrian scale of the area. Its character should be one of lightness and transparency.

New buildings should emphasize compatibility of form, materials, and colors with the County Administration Building. Appendix A contains specific design guidelines for development in areas adjacent to the CAC.

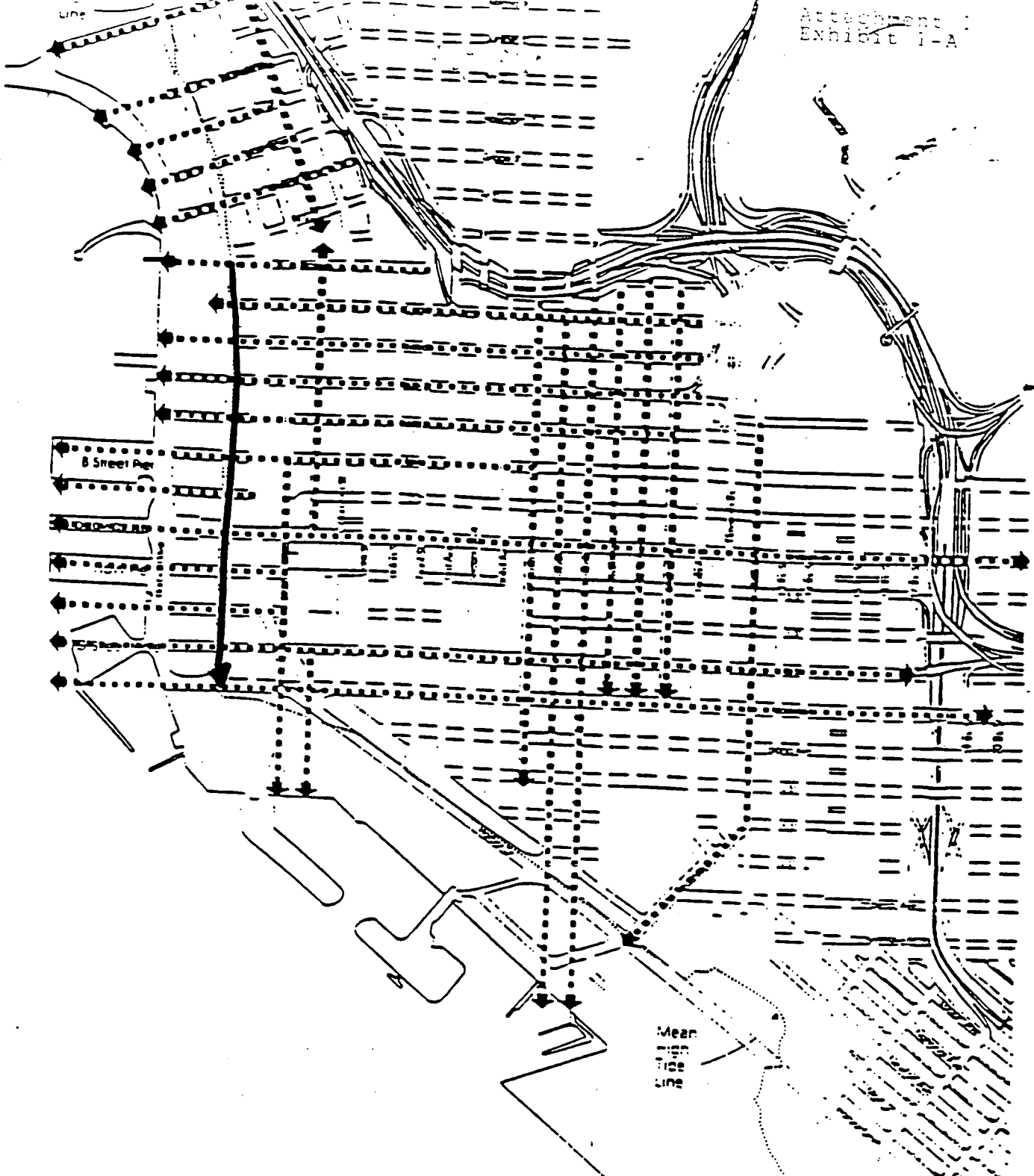
5. The **VIEW CORRIDORS** table on page 45 of the certified LCP that includes setbacks and setback elevations shall be revised as follows to be identical with the View Corridors table in PDO (as modified herein):

STREET	STEPBACK	STEPBACK ELEVATION
Laurel	15'	30'
Juniper	15'	30'
Hawthorn	15'	30'
Grape	15'	30'
Fir	15'	30'
<u>*Date – West of Pacific Hwy</u>	<u>20'</u>	<u>Ground Level</u>
<u>East of Pacific Hwy</u>	15'	30'
<u>*Cedar</u>	15'	Ground Level
<u>*Beech – West of Pacific Hwy</u>	<u>20'</u>	<u>Ground Level</u>
<u>East of Pacific Hwy</u>	15'	30'
Ash	25'	50'
A	25'	50'
B	25'	50'
C	<u>15'25'</u>	50'
<u>**Broadway</u>	15'	<u>Ground Level</u>
<u>West of Kettner</u>	<u>40'</u>	<u>Ground Level</u>
<u>East of Kettner</u>	<u>15'</u>	<u>Ground Level</u>
<u>East of Kettner</u>	<u>10'</u>	<u>90'</u>
E	25'	50'
F	25'	50'
G	25'	50'
Market	25'	50'
Fifth Avenue	15'	65'
Sixth Avenue	15'	65'
Seventh Avenue	15'	65'
Eighth Avenue	15'	65'
Ninth Avenue	15'	65'
Pacific Highway	<u>15'25'</u>	<u>50'30'-130'</u>

*See PDO for Special Setbacks.

****Street Wall and Building Bulk Requirements (25' setback above the building base) apply.**

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PROPOSED

VIEW CORRIDOR STREETS

- View Corridor Streets
- Accepted Modification #4



↑ N
FIG
19



The Centre City Community Plan does not apply to lands within the jurisdiction of the San Diego Unified Port District.
CENTRE CITY SAN DIEGO COMMUNITY PLAN - City of San Diego - Planning Department

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