

Design Guidelines
for
The Pacific Highway - County Administration Center
Design Zone

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Foreword

The following text describes proposed Design Guidelines for The Pacific Highway - County Administration Center Design Zone of Centre City.

Although the Guidelines accommodate the Height and Floor Area Ratio limits proposed in the Preliminary Centre City San Diego Community Plan (February, 1990), it is recognized these limits are still a matter of public discussion.

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A. Objectives

B. Streetscape

1. Street Lighting
2. Sidewalk Paving
3. Street Trees
4. Vehicular Access

C. Street Level Design Guidelines

1. Street Wall
2. Street Level Activities, Transparency and Entrances
3. Plazas

D. Architecture

1. Relationship to the County Administration Center
2. Materials and Colors

E. Special Locations

1. Cedar Street

A. Objectives

The Pacific Highway-County Administration Center Design Zone is bounded by the Pacific Highway on the west, Grape Street on the north, the Santa Fe Railroad right-of-way on the east, and Ash Street on the south.

The objective of the Pacific Highway-County Administration Center Design Zone is to create a unified architectural district with a strong civic identity focusing on the historic County Administration Center and grounds.

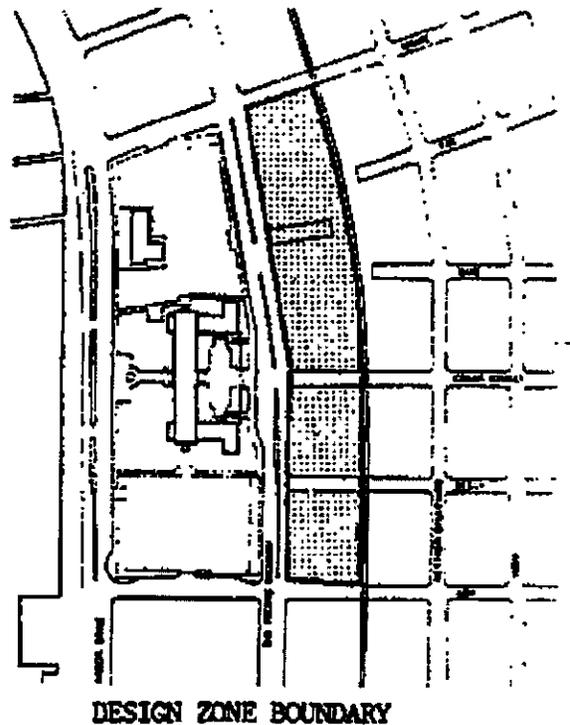
The County Administration Center, listed on the National Register of Historic Places, has been one of San Diego's most important public buildings since its dedication by President Franklin D. Roosevelt in 1938. The Centre City Community Plan recognizes the County Administration Center as an important focus of the downtown waterfront.

New development in the Pacific Highway-County Administration Center Design Zone should form a visually-consistent "frame" around the historic building. Within the Design Zone, buildings should emphasize compatibility of form, materials and colors with the County Administration Center.

The character of The Pacific Highway and Cedar Street are the other major concerns of the Design Zone.

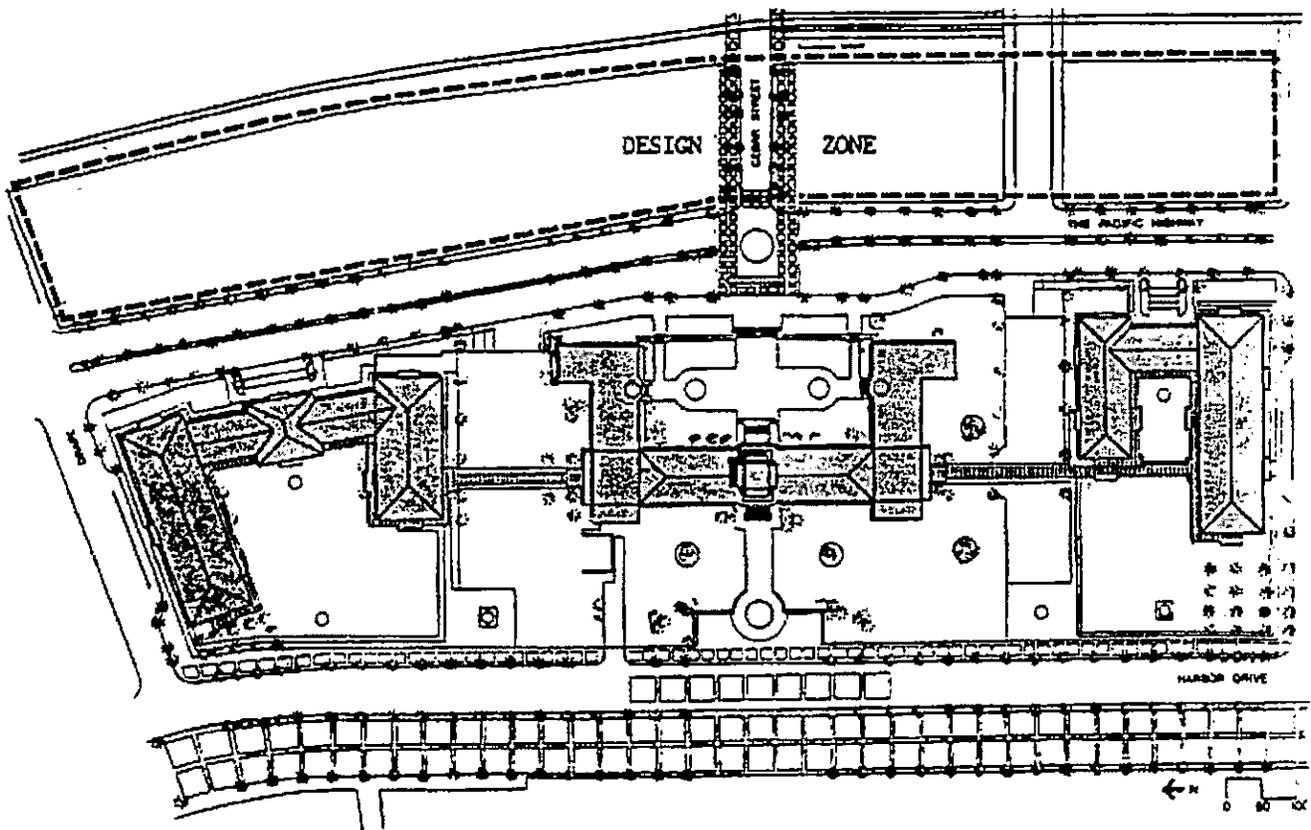
The Pacific Highway is an important civic boulevard. Its right-of-way width is to be increased, with widened sidewalks, a double row of palms and street lighting added.

Cedar Street is to become an improved pedestrian-oriented street linking the Harbor View neighborhood, trolley stop, County Administration Center and waterfront Esplanade along the Bay.



The County Administration Center Site

The conceptual plan for the County Administration Center calls for the addition of new low rise buildings to be built on the existing parking lots to the north and south of the present C.A.C. structure. The new buildings are to frame the historic structure as the centerpiece of the site, defining an enlarged public open space facing the waterfront. The existing western lawns and eastern entrance courtyard are to be preserved intact.



B. Streetscape

1. *Street Lighting*

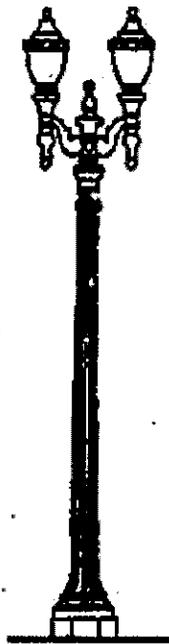
Street lighting in the Design Zone should follow the design standards listed in The Streetscape Design Manual Technical Supplement of the Centre City Development Corporation.

The designated standards for the Design Zone are:

The Pacific Highway and Ash Street:
Type A, Gateway Standard

Cedar Street:
Type B, Emphasis Pedestrian

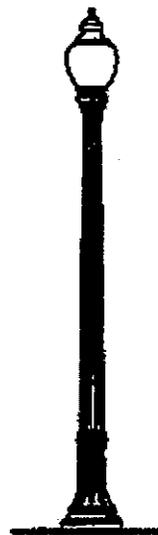
Beech and Grape Streets:
Type C, Standard



Type A
Gateway



Type B
Emphasis pedestrian



Type C
Standard pedestrian

2. Sidewalk Paving

Paving for all public sidewalk areas of the Design Zone should follow the "Class 3 Paving" standard of the Centre City Development Corporation, with the following supplementary requirements:

Sidewalk paving shall be continuous from the street curb to the front elevation of the building, interrupted only by tree grates which meet the safety requirements of Title 24 of the State Building Code. This requirement shall also apply to the entire ground level setback area on Cedar Street.

The walking surface shall be exposed aggregate concrete finish with a clay tile decorative header/trimcourse. Bomonite or other stamped concrete surfaces are not acceptable. The concrete and masonry grout color should be limestone. Clay tiles shall be red, preferably 12" x 12" in size.

All requirements for Curbs, Gutters, Handicapped Ramps and Utility Covers listed in the Streetscape Design Manual of the Centre City Development Corporation shall apply to the Design Zone.

3. Street Trees

Street tree standards, including tree spacing, tree grates, root control barriers and irrigation requirements listed in the Streetscape Design Manual of the Centre City Development Corporation shall apply to the Design Zone. Street tree selections are as follows:

The Pacific Highway:

Palm (double row)

Ash and Cedar Streets:

Jacaranda (double row on Cedar Street)

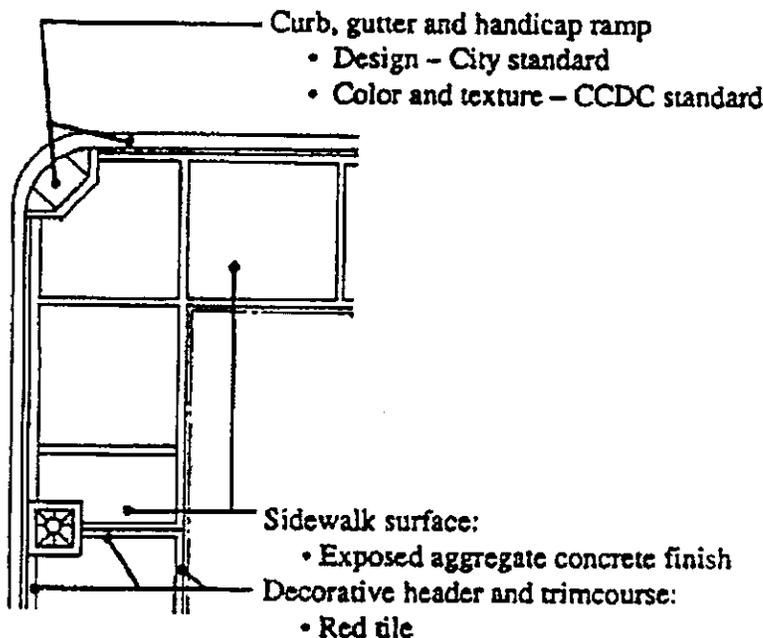
Beech and Grape Streets:

Podocarpus

4. Vehicular Access

Curb cuts for driveways on The Pacific Highway are prohibited. Exceptions are granted if the parcel size is at least 15,000 square feet. When exceptions are granted, curb cuts shall be limited to one per parcel or development and shall be no more than 27 feet in width.

On all other streets of the Design Zone, curb cuts shall be limited to one per parcel or development and shall be no more than 27 feet in width.



C. Street Level Design Guidelines

1. Street Wall

The Street Wall Development Standards described in the "Urban Design Criteria" of the Centre City Community Plan shall apply to all properties of the Design Zone.

Ground Level Setback: Cedar Street

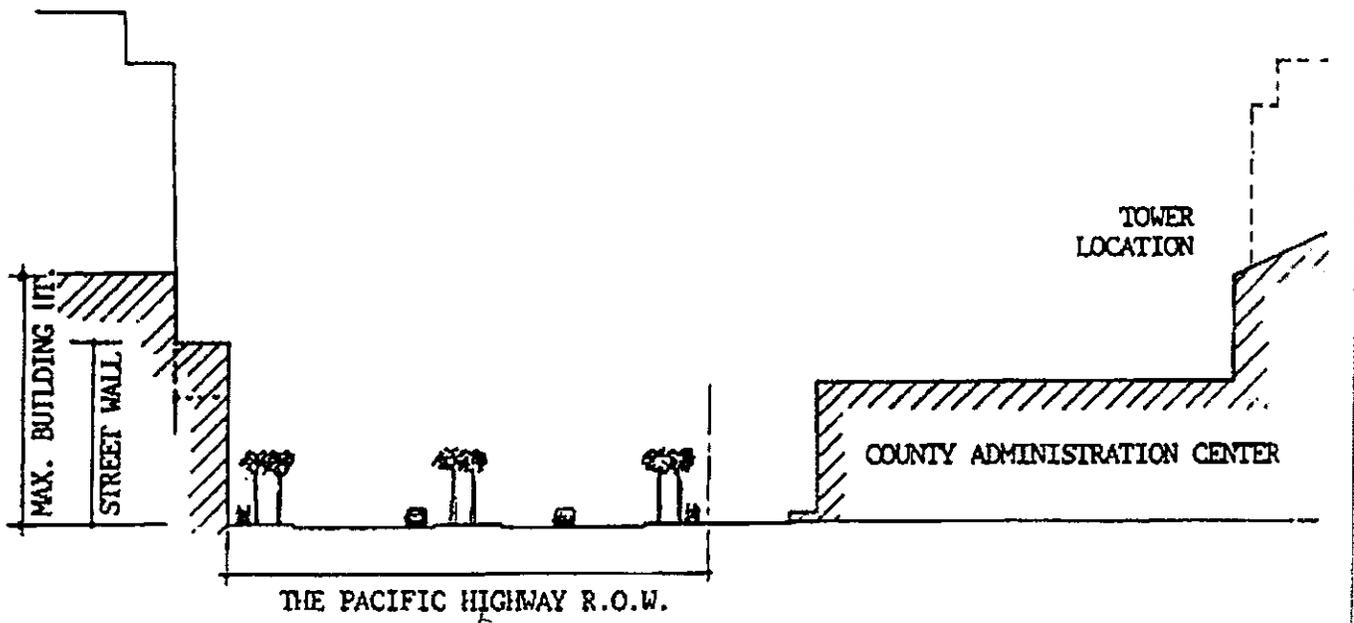
A ground level setback of 15 feet, measured from the property line, shall be required on Cedar Street.

Street Wall Height, Length and Location

The street wall shall be located on, or within, five feet of the property line. On properties where a ground level setback is required, the street wall shall be located on the ground level setback line.

Where sidewalk widening is required, setback and stepback standards shall be referenced to the line established by the new sidewalk width.

- Minimum Street Wall height: 30 feet.
- Minimum Street Wall length: The Street Wall shall be 100% of the total linear street frontage. Exterior open spaces that meet the standards of the Centre City Community Plan may reduce the required Street Wall length by up to 25%.



Section. The Pacific Highway and Street Wall.

Upper Level Stepbacks

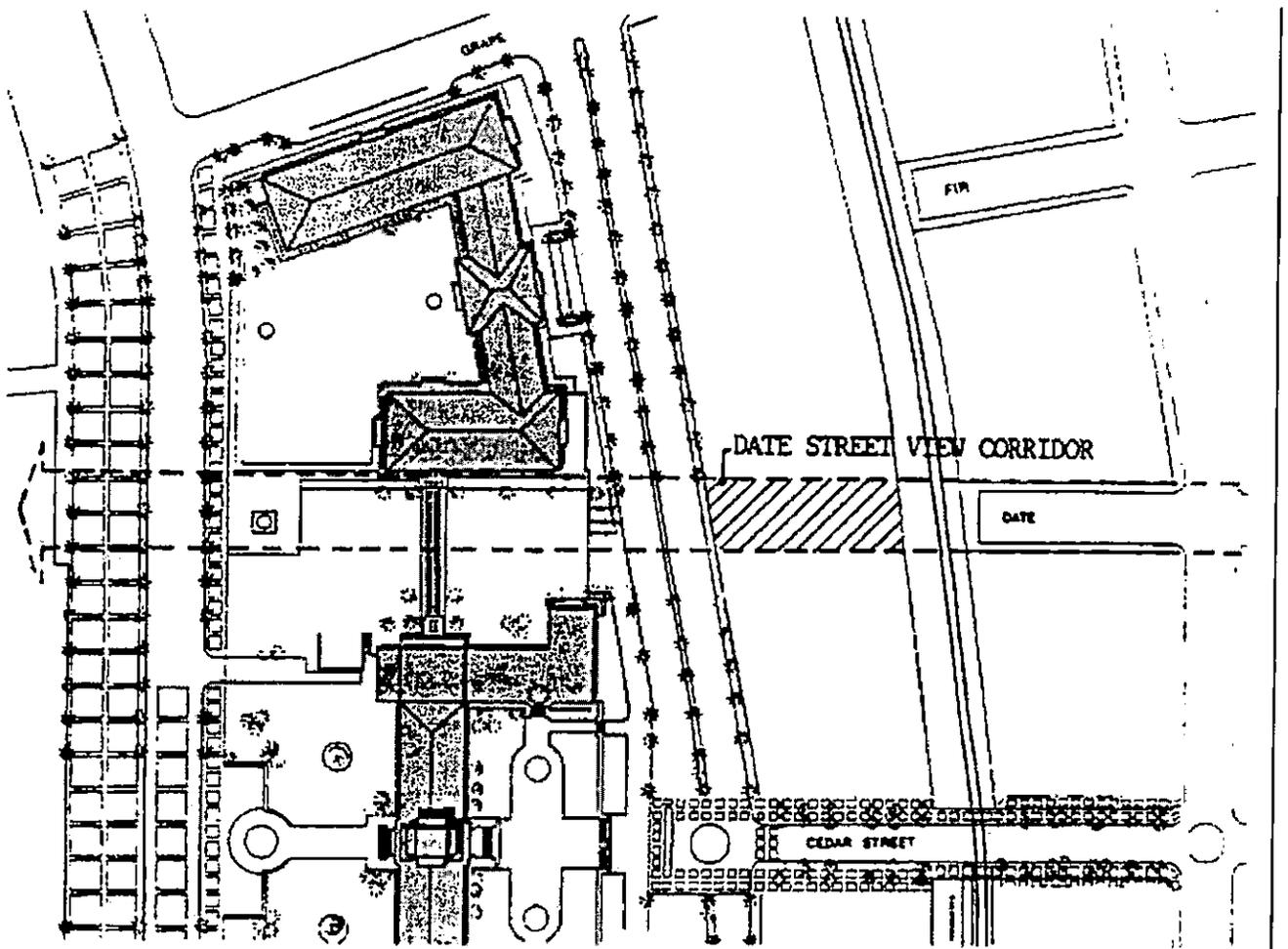
The following Street Wall Stepbacks measured from the property line shall be required:

	Stepback Property Line	Maximum Stepback Elevation
Ash Street	25 feet	50 feet
Beech Street	15 feet	30 feet
Cedar Street	30 feet	50 feet
Grape Street	15 feet	50 feet

Date Street View Corridor

The Date Street View Corridor, defined by the projection of the existing Date Street right-of-way toward the Pacific Highway, shall be preserved in the following manner:

Building heights within the projected View Corridor shall be limited to one story. An upper level stepback of 15 feet from the projected View Corridor line shall also be observed.



2. Street Level Activities, Transparency and Entrances

The following provisions of the "Urban Design Criteria" of the Centre City Community Plan are important requirements in the Design Zone:

- Street level activities are required on 70% of the first story Street Wall facing all public streets.
- Street level transparency and blank wall requirements shall apply to all property frontages.
- Requirements for pedestrian entrances described in the general "Urban Design Criteria" shall apply to all property frontages on the east side of the Pacific Highway.
- Property frontages on Ash, Beech, Cedar and Grape Streets shall each provide at least one pedestrian entrance.

recessed or projected. Interpretation of the Street Wall and Plaza Design Standards shall not limit the use of such open walkways.

3. Plazas

The Plaza Design Standards described in the "Urban Design Criteria" of the Centre City Community Plan shall apply, with the following additional requirement:

In the case of proposed exceptions to required Street Level Development Standards, the depth of approved street-facing plazas on the east side of the Pacific Highway shall be limited to fifty (50) feet. Gaps in the street wall that penetrate the full depth of properties fronting the Pacific Highway are discouraged.

One story pedestrian-level covered walkways such as arcades and colonnades are encouraged at the base of buildings, including locations at plaza edges, to improve the relationship of the building to human size and provide transitions between indoor and outdoor spaces.

Open-air covered walkways may be either

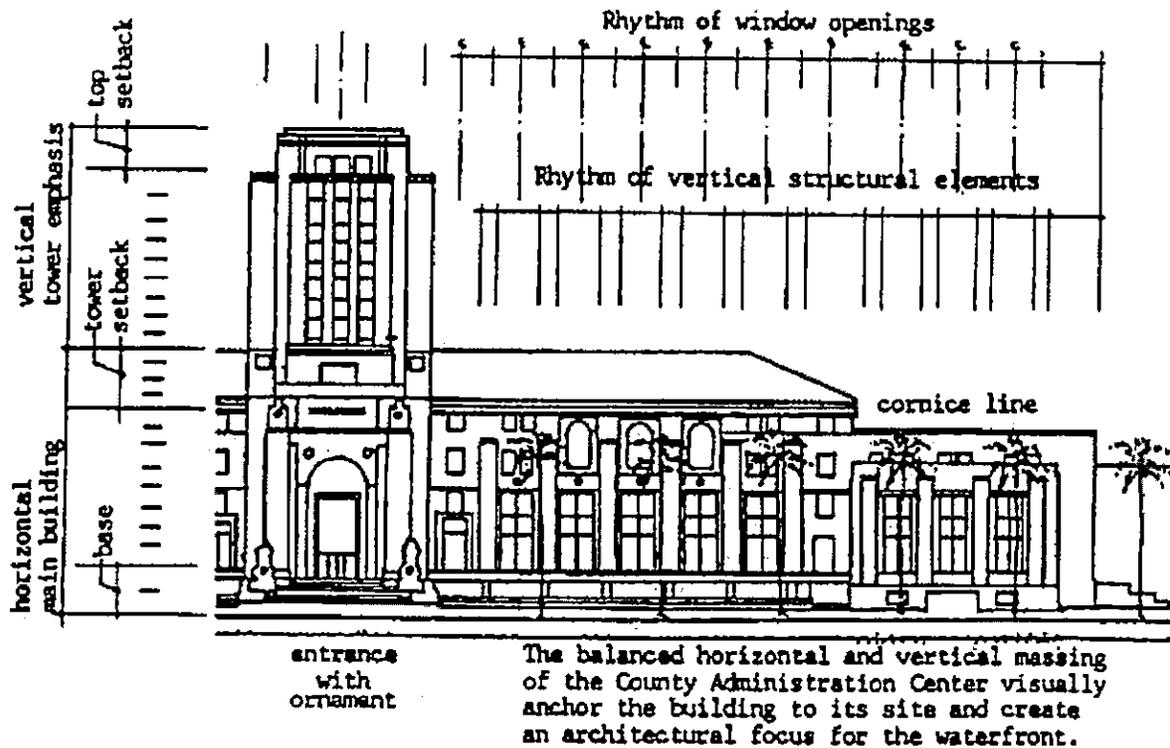
D. Architecture

1. *Relationship to the County Administration Center*

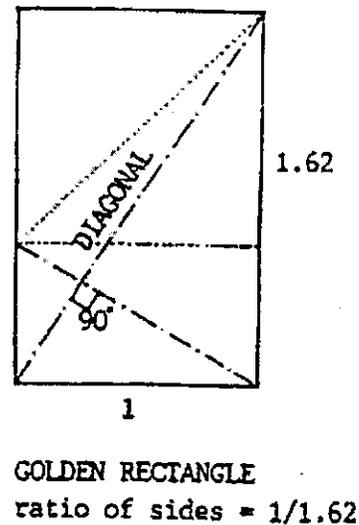
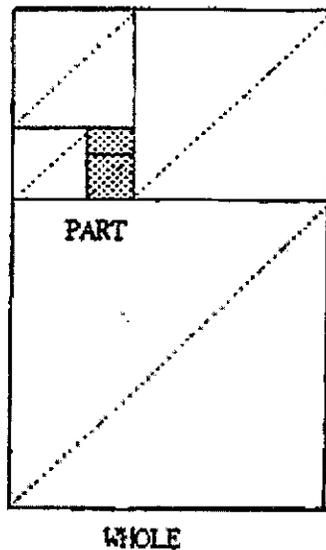
New buildings in the Design Zone should develop a strong complimentary relationship to the County Administration Center, but should not try to mimic or replicate the original building. Careful relationships should be developed through similar building form, color, proportions of building components and detailing of the Street Wall.

The principles underlying the design of the existing County Administration Center building are:

- The building form emphasizes a rhythm of vertically proportioned components (tower, pilasters, window openings), an articulated base, and an upper story with strong cornice and roof lines.
- The building components are divided into repetitive sub-units scaled to human size.
- Ornament and sculptural detail are located where special emphasis is desired, such as at entrances, window surrounds, ornamental bands and silhouette elements.
- The light colored plaster gives the building walls a luminous quality and enhances their relationship to exterior spaces.
- A consistent proportional system is used to visually unify the many building components.
- Palm trees and other plantings contribute to the landscape character of the exterior spaces surrounding the building.



Design Principles of the County Administration Center



GOLDEN RECTANGLE
ratio of sides = 1/1.62

The Classical Proportions of the County Administration Center

The intent of a proportioning system is to give an underlying order to the visual composition of a building. A proportioning system establishes a consistent set of visual relationships between the parts of a building as well as between the parts and the whole. This gives a unifying rhythm to the building.

1. As a whole from a distance (Large Scale).
2. As an arrangement of parts when passing by.
3. As a sequence of spaces on the interior (Small Scale).

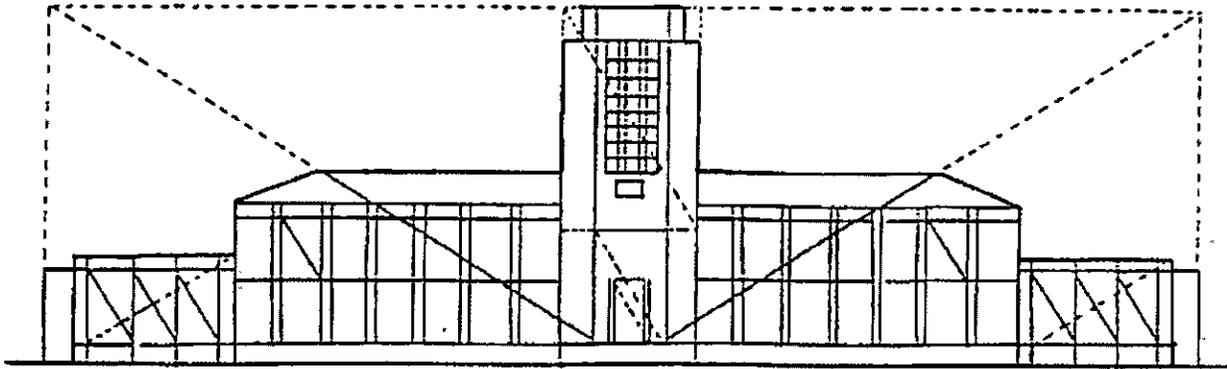
One of the relationships that has been in use since the Classical Period in architecture is the Golden Rectangle. Greek, Renaissance and modern architects have used the Golden Rectangle to give unity to the series of dimensions that compose buildings.

The Classical proportions of the Golden Rectangle are repeated at various scales in the composition of the County Administration Center.

Regulating Lines

If the diagonals of two rectangles are either parallel or perpendicular to each other, they indicate that the two rectangles have similar proportions. These diagonals, as well as the lines that indicate the alignment of things with one another, are called Regulating Lines. They can be used to control the proportion and replacement of building components and infer on the composition of the quality of rhythm.

The possible variations in the use of regulating lines to fix the basic geometry of a building facade are infinity. It is a means to an end, it is not a recipe. It insures harmony with diversity.



The Classical Proportions of the "Golden Rectangle" are repeated at various scales in the composition of the County Administration Center. This creates a harmonious relationship between the building components, exterior and interior.

2. Materials and Colors

Building materials and colors in the Design Zone should be consistent in character with the existing County Administration Center.

- White or light colored concrete, cement plaster or glass fiber reinforced concrete is encouraged.
- Highly-saturated colors or dark colors, and highly reflective surfaces should be avoided, except in very small areas of detail. Dark or highly-reflective glass should not be used.
- Tile and low sculptural relief on concrete surfaces and fresco areas are encouraged when placed in locations of special interest such as entrances, window surrounds and ornamental bands.
- Window and door framing, light fixtures and architectural details may be light or dark, but should avoid bright and highly-reflective colors.

E. Special Locations

1. Cedar Street

Cedar Street is a pedestrian-emphasis street which will serve as the primary walking link between the Harbor View neighborhood, Trolley stop, County Administration Center and Waterfront. A widened sidewalk is to be created by a 15-foot ground level building setback.

