

NAVY BROADWAY COMPLEX COMMENTS
Workshop No. 2 – April 22, 2006

WRITTEN COMMENTS
Where is the arts and culture component in this plan?
It is time for “The San Diego Centre for the Arts & Culture” to be put on this drawing board
Are we any less visionary than Sydney, Australia?
A six theatre/restaurant/galleries complex is what we deserve
Let’s talk about it – NOW!
There is still over a 100 ac. deficit on community parks downtown. What is CCDC’s plan to solve the major problem?
We need to attract young families to buy homes downtown
Connectivity & Public Realm: To get residents out of cars, bikes are important –create true bike lanes to connect the entire waterfront. Secondary cars backing out into traffic on diagonal parking is problematic.
Sustainability of the site
San Diego, Southern California native plants & landscaping
1992 MOU needs to be revised – Petco Park was not even in it
View of city sky line from P.B., La Jolla, Clairemont. The Bay Bridge is being covered over by tall and bulk buildings as viewed from outside of downtown.
Employee parking not mixed into public
More community commercial
The Navy, CCDC and the Port cooperated to develop the North Embarcadero Visionary Plan to develop landscape and street scape plans for our waterfront
Now, the Navy, CCDC, and the Port should cooperate and support an open, public-planning process to develop a bay front precise plan (BPP) that will dictate heights, bulk and floor area ratios (FARs) for all new buildings to be built from the CAC to Seaport Village
The Promenade is through a canyon of buildings. When this was done in Sacramento, the homeless took over.
The Promenade absolutely needs to be on Harbor Drive where you will actually see the water. This is a serious design flaw requirement. Development Agreement is flawed
Parking must be underground and not surface
The noise from car alarms is huge, as is the “beep beep,” from people locking/unlocking cars
We need world class unique architecture, not ordinary buildings. Each should be unique and beautiful
What about parking needs to be underground surface parking is ugly and noisy with constant car alarms going off and horn beeping
Need world-class architecture – think Shanghai Dubai Hong Kong & Sydney, Australia

<p>Please approach the “Navy” theme in a non-literal way. The public art and design elements should transcend as well as connect to San Diego’s naval history. Consider including art for art’s sake, not just as a mitigator or after thought or a functional element. Consider moving beyond the memorials and art styles that currently exist at G Street mole and other areas along the Embarcadero. Provide diverse opportunities for locating artworks and engaging artists. Resist dictating what the art should look like before engaging artists. Resist dictating what materials should be used for art before engaging artists.</p>
<p>Consider creating opportunities for temporary art installations, rotating art installations and for cultural events and performances</p>
<p>Vehicle Traffic – additional vehicles coming into the downtown area also bringing additional problems other than space for parking. E.g. air pollution, accidents, street gridlock, long waits for autos on surface streets to get to parking – investigate off-site parking structures with tram transportation to project</p>
<p>Security & Safety – a public draw of this proportion will keep a very design plan & operational requirement that will provide a very secure and safe environment for the public. Modern technology can provide this</p>
<p>Please be sure to consider the existing public art plan for the North Embarcadero. It would be great if the same principles and processes could be used at Pacific Gateway. Also, the City of San Diego’s Public Art Master Plan and the arts and culture section of CCDC’s Downtown Community Plan</p>
<p>The Broadway Complex project should only carry the name “Pacific Gateway”. Let’s not yet name another part of the Harbor Manchester – people might perceive the whole waterfront as a private estate. He has earned the name of the Hyatt, his private triumph.</p>
<p>The project is for the city. The name should not include “Manchester,” just Pacific Gateway</p>
<p>The Navy, CCDC and the Port District should join forces to develop a new public, open planning process to develop a new bay front-precise plan</p>
<p>Just as the North Embarcadero “Visionary” Plan adopted guidelines for street scaping and landscaping, the bay front precise plan (BPP) would determine building heights, square footage and floor area ratios for all new building to be built from the County Administration Center to Seaport Village</p>
<p>Bike lane is badly needed all along the waterfront, continuously. If you want residents out of their cars, this town needs to get bike friendly</p>

PUBLIC COMMENTS

Park – “peace park” concept desirable – spirituality

Center for Arts and Culture

Computer accessible – Wi fi

Park – possibly switch north and south open spaces?

Manchester – second Hyatt mitigation unfulfilled greenway

Careful not to “wall off” waterfront (Tom Fox)

Important to provide uses for residents

Parking needed, but coordination between Port/CCDC needed

Dedicated bike lane needed

Development Agreement and guiding principles need to be re evaluated

What’s status of EIR?

? Status Navy/CCDC

Phasing concern

BCC never reached consensus on floor areas – meeting minutes

Re-open North Embarcadero Plan so waterfront development coordinated (bulk, design, areas, vision)

PUBLIC REALM

NBC development proposal open-space overlay

Park should be constructed simultaneous with buildings

Elevated boardwalk for open-space walk

Community-focused parks

Within 80’ walk, need minimum 20’ clear walking space; a park, not a plaza

Pedestrian environment should cross streets

Park might respond to San Diego’s status as a sister city

Parking for folks who do not live downtown

Parks must be safe to be enjoyed

Safety – Security – Lighting

Elevated pedestrian x-ings at major intersections ensures continuity

Park needs to be a park for San Diegans, not a park for the hotel

Park should provide a peaceful, relaxing environment

Public restrooms

Development’s connection to other transit opportunities

Parks at north and south end. Should larger park be at north end of site?

Elevated pedestrian walkway thru development site might be less accessible. Use more effective traffic calming at E, F, & G

Broadway pedestrian only between Harbor and Pacific Highway

Buildings terraces might relate to elevated walkway

Hard scape and soft scape design must be “San Diego” in fabric and history

Green areas need to be maintained throughout

Phasing – construction of public spaces need to be ensured to occur...and first
Clear calculation and computation of open-space areas
Landscaping can be part of Navy building security requirements
Promenade must have active uses to maintain safe and desirable space
Truly integrated public art
Don't overemphasize Navy – neutral art and memorial opportunities
Cyclists/skaters on Promenade?
NBC and NEVP coordination
Quality materials and construction for sustainability
Volunteer opportunities for park maintenance or for “upgrades,” i.e., flower gardens
Park should be designed with solar and wind impacts in mind

CONSISTENCY
Traffic on Harbor
Access to development
F Street going through pedestrian bridge(s) over Harbor dedicated bike lane
Proposal development doesn't meet #1 open-space isn't met
Mid-block Promenade – over emphasized
Harbor Drive emphasized as Promenade
Pacific Highway should be addressed as gateway
Re-evaluate 1992 Agreement
Changes (EIR) since 1992 (BP, cruise ships, pop. Growth)
Promenade on waterfront not in center of development (Safety, access, policing)
Parking – what is plan
Transit – “token” transit
Likes pedestrian-friendly Harbor Drive
PCH needs pedestrian friendliness next to NBC
Public art element and museum needs to consider NEVP art
1992 plan outdated
Does open space include hard scape?
Museum – is it military?
Plaza vs. grassy park (separate calc. of each type)
Wants “SD Center for Arts & Culture” Performing Arts
Need signature building piece
No cookie-cutter building
Retail uses on Promenade B/C “Transportation” option (bikes, pedestrians)
“Community Commercial” – everyday needs
Foot of Broadway – What should it be? (clear, open?)
Wi fi accessible
Underground pedestrian access (PCH) in E/W Dir.
Why is Navy pier included?
Navy pier should be included in NEVP
Concerned about phasing (in Lease Agreement?)
How much will be built, esp. public spaces? When? Sequencing?

ARCHITECTURE
Orient Museum E-W?
Push buildings away from B'way
Keep N-S passage open 24/7
Accommodate Navy security while maintaining public use of open space
Taller buildings are eroding views of Coronado Bridge
Parking should be two levels (minimum) underground – screened views & noise
Use landscaping/trees for barrier (FBI building – DC)
Want to see /know shadowing (worst case) impacts on adjacent properties
Architect/Developer envelopes – finalized? (consist. deter. by Oct. '06)
Lane Field/NBC should be coordinated better
Concern “walling off” – not usable to neighborhood residents
Build world class architecture (unique, creative, great) – no cookie cutters
Expand art concept – diversity
North-south passage – open – four-sided design & activation
Sustainable architecture/developer LEED silver min.
Why so many hotels?
Need resident – serving retail green rooftops
Skyline landscaping/eco-roofs
Minimize view rooftop mechanical (boxes)
Walking to waterfront important (east → west)
Want to close E–W streets to vehicles
Keep streets open to vehicles (as planned)
Move vehicles off site – consider shuttling in from off site
Short term parking/pull outs desirable (keep car access)
Concern project phasing – public improvements/park/public amenities need to be priority areas.
Want S.D. Center for Arts and Culture for cultural space – performing & visual arts