



NOTES

NORTH EMBARCADERO VISIONARY PLAN

PUBLIC CHARRETTE

Thursday October 11, 2007
2:00 p.m. to 6:00 p.m.

Embarcadero Planning Center
585 Harbor Lane
San Diego, California

1. **NEVP Validation**

An overview of the Consultant Team meeting was given by Mark Johnson (Civitas) and Randy Morton (Cooper Robertson).

a. Tree Species and Spacing

The recommendation of the Consultant Team is to plant the Medjool Date Palm along Broadway.

The following has been recommended by the Consultant Team for the spacing of the trees:

On the Irvine Block, three rows of trees with the first tree planted 10' from face of curb with the next two rows planted 21' from the centerline of the tree.

On the Lane Field Block, seven modules set in two rows with the first tree planted 10' from face of curb with the second row planted 21' from the centerline of the first tree.

The design team also illustrated the possibility of adding a row of Medjool Palms into the Broadway median. The design team indicated that the water feature that was proposed in the NEVP Schematic Design was not accessible to people; and further questioned whether a relocation to an accessible place was a better idea. No recommendation or decision was made as the median and the intersection of Broadway and Harbor Drive both need detailed design alternatives and studies to be developed and reviewed with the JPA, property owners and the public after the early start work is completed.

b. Paving

After discussing the setting method resulting in problems related to the Blockley's Pavers, the Consultant Team recommended using two colors of 80mm pressed concrete pavers in the pedestrian walkway and adding in an 80mm cut granite pavers in vehicle access areas as well as using granite curbs.

c. Vertical Architecture

A presentation was given to begin to incorporate each individual aspect of the project into one. A range of architectural issues was discussed with examples presented for consideration.

The intersection of Broadway and Harbor Drive was discussed. With the proposed operations of the Broadway pier for a permanent, single berth cruise ship terminal the intersection becomes an important functional and aesthetic design condition. More data is needed regarding the volume and timing of vehicles entering and exiting the pier during cruise ship operations to determine the design conditions for the intersection and adjacent esplanade. Conceptual ideas were discussed for changing the focus of Broadway from a visual terminus on the head of the Broadway pier to widening the visual terminus of Broadway to include the flanking esplanade north and south of the Broadway pier. Architectural elements, water features, graphics and lighting were suggested as opportunities that will require development for public review after the pier operational data is understood.

PUBLIC COMMENT

- Commissioner Black thanked Mark Johnson and Randy Morton for their presentations and commented that Palm trees and even the smallest details really do matter and help define the space.
- Marti Kranzberg commented that she liked the recommendation of the Medjool Date Palm and would like to see some type of final decoration at the base of the trees. She suggested using the homeless for maintaining the trees. She is not fond of the idea of water in the median and agrees that San Diego should identify itself with color and light. She suggested using tiles representing all cultures in with the paving. The colors she sees for San Diego are purple which represents the Jacaranda tree and blue and orange which represent the Bird of Paradise.
- Allan J. Rappaport gave a brief overview of his position in customs and his introduction to the cruise ship industry. He believes that the cruise ship industry brings money into the city as well as jobs. He hopes that everyone will keep an open mind to resolve the issues. He thinks that the Broadway Pier can function for Cruise Ship Operations but still be accessible to the public.
- Dr. Penner gave a history of working to bring the Cruise Ship Industry to San Diego. He explained the benefits of having the Cruise Ship Industry in this city and the possible consequence of losing the Cruise Ship Industry.
- Iris Strauss is the Mayor's Art and Culture liaison. She expressed that the Mayor believes that vibrant culture is the trademark of a vibrant city. She commented that there are issues regarding the design today for example the Broadway Hump, and that there will be issues tomorrow, but we should not cut corners where beauty and quality are concerned. Regarding the Broadway Pier, public access must be a primary design principle and a timeline should not be an excuse to short change the design. Lastly she requests that a great artist be hired who will decide how to best integrate the art into the project. She closes by asking everyone to work together to do it right.
- Don Wood repeated his previous request that when presentations are given the buildings elevations are shown in proportion to the trees and people. He states that neither the Centre City Community Plan nor the Port's Master Plan address a permanent building on the Broadway Pier. He urges the Port to follow the law, get unanimous approval by the JPA, conduct a project EIR to comply with CEQA including examining feasible alternatives, and obtain a Coastal Development Permit from the California Coastal Commission. In conclusion, he doesn't want to allow the Cruise Lines to rush the Port into committing foolish, illegal acts that could tie up the project in court for years.
- A member of the public questioned whether the Cruise Ship Operations could be moved further down Harbor in order to remove the traffic, the truck loading and unloading, and the cars parking at the foot of Broadway to allow it to be more accessible.

Mark Johnson's response to the question is that the design team has requested a database model of the traffic and parking conditions to review before making any recommendations.

- A member of the public suggested sustainability of materials. The City has lead requirements (Green Building Standards) that should be used on this project. He suggests that the JPA use a LEED silver material.

Mark Johnson (Civitas) response to the comment was that one way to accomplish this method would be the processing, harvesting, manufacturing or transporting of materials be done locally.

- Chuck Kaminski would like to know how the run off of water will be addressed.

2. **Broadway Pier Improvements**

Luis Ajamil (Bermello Ajamil & Partners, Inc.) reviewed the comments they had received from the first design charrette and presented conceptual design options incorporating those comments. The next steps will be to select a direction for further design, finalize a cost estimate, reach an agreement with all parties, confirm operational issues and proceed with a phased construction program to meet the November 2008 operational date.

Dan Wilkins (SDUPD) gave a brief explanation of why there is a need for a fully operational building on the Broadway Pier. Broadway Pier will be the operational pier while the B street Pier is undergoing major refurbishment. Broadway Pier will then serve as the overflow Pier after the B street Pier is fully operational. The building on the Broadway Pier has to be designed to conform to the Homeland Security Mandates.

PUBLIC COMMENT

- Don Wood would like to see the history of San Diego restored. He commented that Balboa Park shouldn't be the only place to see historical buildings.
- Gary Smith expressed frustration with the building no longer being a temporary building. He is hoping that the new design will allow the building to be opened up for dual use.
- A member of the public commented on considering less architecture of the building. He liked that the site plan had been slimmed down, but noticed that the architecture looked bigger.
- Chuck Kaminski questioned why the overflow from the B Street Pier be operated from an alternative Pier and not the Broadway Pier. He also questioned what would stop the amount of days of used by Cruise Operations currently estimated at 65 days per year to increasing to 90, 120 or even 365 days per year as the Cruise Industry grows. He offered a suggestion of using a floating barge as an alternative.

Luis Ajamil (Bermello Ajamil) responded that the Port had looked into using a floating barge as an option; they couldn't find anything large enough that could accommodate the operations needed.

Dan Wilkins (SDUPD) response to the comment was to remind everyone that while the B Street Pier is being refurbished the Broadway Pier will be used as the main Pier, not just 65 days out of the year.

- A member of the public commented on the glare downtown possibly from the water, and would like to know if there is something that could be incorporated into the design that would help reduce the glare. She also noted the stairs that were shown on one of the presentation slides and asked if there would be handicapped access if a second story public access area was added.

Bill Anderson (City of San Diego) wanted to know the amount of days per year the ships would be home port or port of call.

Rita Vandergaw (SDUPD) replied that 85% of all cruise calls are home port. The primary cruise season is September to May.

Bill Anderson (City of San Diego) asked how much area would be available for public use by opening up wall systems or partitions on non Cruise days. He also brought up the question of run off from the Pier into the bay.

Luis Ajamil (Bermello Ajamil) showed on the presentation slides how the building could work, and how much area would be available for public access on non cruise days. He also commented on the run off from the pier being addressed by the current construction on the Pier.

- A member of the public addressed Rita Vandergaw and Dan Wilkins asking the question why the Broadway Pier building would have to stay after the B Street Pier is finished.

Dan Wilkins (SDUPD) responded by explaining the beneficial business practice of having the Broadway Pier with the additional demand from the Cruise Industry for a third home port.

- She then went on to ask if the two buildings would work together or could be connected in some way.

Dan Wilkins (SDUPD) gave a brief explanation of the reasons that a bridge could not be built to connect the two terminals.

Garry Papers (City of San Diego) drafted the Mayor's comments that were presented at the last meeting; he thanked Luis Ajamil for spelling out the same five points in his presentation. He thinks that the attention to the forecourt as a room is looking promising, as well as capturing the essence of making it work as a public space. He stated that the follow up details are still very important and the approach of making things removable is the right direction. Attention to the gates and other elements that are going to have to be there should not be last minute; it should start happening now. It is his position that out of what was presented the North Apron should be preserved for public access if at all possible. In terms of the Architecture that was shown, a lot of glass was incorporated but none along the first floor which would leave the building walls very boring and pedestrian unfriendly. He questioned the overall approach of the architecture on the iconic element (tower), he doesn't want the attention being drawn to the tower and challenging the view beyond to the water. He requests that the design of the building stay consistent with the NEVP schematic design.

Luis Ajamil comments that the rendering of the tower scale is in proportion to the building.

Howard Greenstein (City of San Diego) brought up four questions he would like addressed. First, the North side gangways whether or not they were moveable or fixed. Second, if the walkway shown was outdoor or within the building and how accessible it is to the public. He also asked about what looked to be a building shown on a presentation slide on the West end of the second level out door space and lastly he wanted to know if sun control was being addressed with the possibility of glass on the South side of the building.

Luis Ajamil addressed the first issue by giving an overview of the first design charrette presentation showing the movement and operations of the gangway. Second he stated that the proposed stairway would be outside of the building completely accessible to the public, and that the building shown at the back was not an actual building but a conceptual drawing to show a possible elevator shaft for handicap access and if the design proceeded the location would be adjusted to avoid blocking view of the bay from the observation deck.

- Chuck Kaminski stated that he is not against the Cruise Industry; he is against the use of the Broadway Pier as a Cruise terminal.

Dan Wilkins responded by giving an explanation of what the procedure would entail to have the Cruise terminal on the 10th Avenue Pier. The entitlement process alone would be extensive and timely along

with numerous other issues including significant Homeland Security Obstacles related to mixing cargo and passenger operations.

- David Peckinpaugh represents the Convention Bureau and supports the Pier project as well as the Cruise Industry in San Diego. He commented on the Cruise Industries importance being a unique and key opportunity for tourism which brings revenue into the City.

Bill Anderson (City of San Diego) asked Luis Ajamil if the cost estimate would be itemized by the major components. He also asked for a time frame anticipated for completion of the cost estimate.

Luis Ajamil anticipates 5 days to complete after receiving final input to make adjustments.

Howard Greenstein (City of San Diego) suggested that the building be designed so that the construction of the building could be completed in phases.

Dana Springs (City of San Diego) asked if there had been any discussion about having an Artist help with the design of the building.

Mark Johnson (Civitas) closed the meeting by thanking everyone for coming and providing their input. He tentatively set the next design charrette for November 9th.