



## **PROJECT DESIGN CONSULTANTS**

**Planning | Landscape Architecture | Engineering | Survey**

701 B Street, Suite 800  
San Diego, CA 92101  
619.235.6471 Tel  
619.234.0349 Fax

### **NOTES**

#### **NORTH EMBARCADERO VISIONARY PLAN**

##### **PUBLIC DESIGN CHARRETTE**

Friday, November 9, 2007  
3:00 p.m. to 5:00 p.m.

Embarcadero Planning Center  
585 Harbor Lane  
San Diego, California

Mark Johnson (Civitas) summarized the two previous design charrettes and the decisions that have been made regarding the tree species along Broadway, the spacing of the trees along Broadway and the pavers.

#### **Architecture**

Randy Morton (Cooper Robertson Partners) began his presentation by going through the structures in the NEVP schematic design. He detailed the eight areas along the Esplanade and how many structures were proposed for each area. For each structure he showed the proposed schematic design drawing. Randy discussed the proposed tensile structures and presented the cost and maintenance associated with that type of structure. He gave a conceptual presentation of a different way to design the structures that would include the main concepts of the NEVP design schematic while adding the benefit of information and sustainability. His presentation included a conceptual drawing of each structure along the Esplanade detailing the added features for the same cost.

#### Public Comment/Questions

The departure from the sail designs is very disconcerting. In place of those sails are terrible trellis structures and architecture reminiscent of bad art deco. Utilize a large central sail structure that draws back to the strong iconic design of the convention center.

The photovoltaic panels would require more maintenance than sails.

Dislike idea of digital information board, unnecessary visual distraction.

Q: Is the information advertising?

A: The information would be used for ticketing and events.

Need to keep structures along embarcadero to a minimum and none in view shed North of Maritime Museum Vessels.

Embarcadero trellises need to be visually transparent, vertical supports as small as possible.

Solar panels seem like a good idea but must have natural light through roof.

There isn't a need for storage facilities on the waterfront. Workers can bring what they need.

Restrooms would have a smaller footprint without storage.

Q: Would there be seating around the buildings?

A: There will be several areas designed with seating throughout the embarcadero.

Mark Johnson reminded the public that this design charrette was a process to determine alternatives to what was shown in the schematic design. These new concept drawings were used to show the possibilities of adding information and sustainability to build something that will work for the long term.

## **Broadway Pier**

Luis Ajamil (Bermello Ajamil & Partners) gave an overview of the comments that were received at the October 11<sup>th</sup> design charrette. He presented a revised conceptual drawing of the Broadway Terminal discussing the changes that were made and addressing the comments received. These revisions consist of changes to the roof line, ground level design to promote public use, elimination of the terrace, simplicity, integration of photovoltaic panels. He emphasized that these changes were outside the base building cost and were not within the Port's approved budget. Luis discussed equipment storage options and early integration of an artist(s) in compliance with the Port's public art program.

Commissioner Black expressed her support for the new design but questioned the increase in cost for the new design and wanted to make sure that the Port is not setting up an expectation that budget will not allow to be delivered. She discussed other ways of finding funds to be able to build the project, including selling of naming right and participation by other Government entities.

Garry Papers (City of San Diego, Deputy Director City Planning & Community) provided the following comments and recommendations:

- Design for the "deflected" pedestrian movement should be for the cruise ship days only (which are the anomaly, not the norm).
- Design of the east façade needs to be improved. It needs a welcoming, pedestrian scale. Recognize the roof lights (glass) as the primary element; it can be a glowing feature. A pedestrian-scale canopy should mark the entrance. There could possibly be a modest vertical element. The second story glass walls proposed for the south elevation should wrap around to the east elevation, to provide a lighter, more transparent façade.
- Ground floor transparency on all sides of the building, but particularly the north and south elevations, is very important to provide critical pedestrian scale and interest.
- Proposed materials, finishes, textures, colors and glazing should be provided for review.

## Public Comment/Questions

Q: For the non cruise time the roll up doors can open up and the areas could be used for roll out vendor carts.

A: Luis acknowledged that the intent of the roll up doors is to allow many different options for the buildings use during non cruise days.

Q: Will the B street pier be designed so that the piers and the embarcadero will look like one integrated unit?

A: Luis answered by explaining that this project is first and that B Street pier has not been commissioned yet.

A member of the public commented that the new conceptual design of the building looks good.

Q: A question from the public was how many tenants will be full time?

A: The answer was there will not be any full-time tenants.

A member of the public commented that they disliked the look of the saw tooth roof.

Q: Another question from a member of the public was what is the solution to the operational issue of staging traffic?

A: The circulation patterns for the ground transportation area was explained by Luis.

### **Bicycle use of Esplanade/ Excursion Boat Operations**

The schematic design emphasizes a continuous 30' multi-use Esplanade. It was brought to the attention of the design team that a second look at the shared path would be beneficial as other recent waterfronts projects that constructed a shared bikeway had to come back in and retrofit a separate bike path. Mark began the discussion by presenting issues that are found along the esplanade. These issues include infrastructure, signs, newsstands, structures, support services, shore support, Pedi cabs and artifacts. He then showed some waterfront precedents that created parallel layers of activity including examples with delineated zones for different uses. Mark concluded with the question of expanding the 30' esplanade by showing several configuration alternatives.

Garry Papers strongly discouraged any additional storage/utility hook-ups/service boxes/ clutter/etc. immediately adjacent to the waters edge, except for the small ticket boxes and canopies at gangways shown in the NEVPMP. All other elements should be at the east side of the 30' zone. Bill Anderson stated that the management and design coordination of ALL kiosks must be ensured to avoid the mish-mash of facilities and architectural elements that exists there now.

Garry Papers strongly discouraged the full channelization and separation of bicyclists from pedestrians by using level changes or planter medians. We should not be creating bike freeways. At most, a paving distinction and/or subtle paving 'line' can demarcate a zone for all wheeled traffic.

### Public Comment/Questions

Q: Is it being suggested that the embarcadero will look like a wharf all along the bay, or will there be designated zones for tie ups? Will there be guidelines set up for mooring?

A: There will be designated areas for mooring. The port detailed the areas where there will be no boats tied up.

A comment was made by the public that management of the embarcadero and locations of structures is crucial.

Mark agreed that there would need to be a plan to manage the location and number of ticket kiosks along the embarcadero.

Q: Where will the permanent location be for the docking of the Hornblower, and when will this happen?

A: Rita Vandergaw responded that the port is in process of relocating the Hornblower.

Rita Vandergaw (SDUPD Marketing) invited the public to receive further information at the Port Commissioners Board meeting on Tuesday November 13<sup>th</sup>.