

***North Embarcadero Visionary Plan
Joint Powers Authority***

DATE: April 14, 2008

**SUBJECT: WEST BROADWAY DESIGN RECOMMENDATIONS: TREE SPECIES,
SPACING AND PAVERS**

EXECUTIVE SUMMARY:

Certain design work for the North Embarcadero Visionary Plan (NEVP) has been identified as critical to allow the private developments bordering West Broadway to proceed on schedule. These elements include tree species, tree spacing, paver material and paver color.

The design team led by Project Design Consultants (PDC) has conducted many developer, staff, and community meetings and workshops over the past few months. These efforts have resulted in a consensus regarding these critical design elements.

The Joint Exercise of Powers Agreement gives the Joint Powers Authority (JPA) “the power to approve design concepts, and establish design guidelines and policies to be used in the completion of the Design and Construction for the North Embarcadero area.” The JPA Board is being asked to approve the West Broadway tree and paver design concepts so that the adjacent developers can complete their project design.

RECOMMENDATION:

Staff recommends approval of the following West Broadway design elements:

- (1) The selection of the Medjool Date Palm as the Broadway street tree.
- (2) The placement of two rows of palms along West Broadway, from Harbor Drive to the railroad tracks, with a lateral spacing of 10 feet and 31 feet from the face of curb. Each row between Harbor Drive and Pacific Highway will contain pairs of trees spaced at 21.5 feet, with approximately 50 feet between each pair. All trees between Pacific Highway and the railroad tracks will be spaced at 20 feet in the east-west direction. Refer to Figure 1.
- (3) The trees will be set in a 6 foot by 6 foot grate on the ground surface.
- (4) The use of locally manufactured pressed concrete paver units for plaza areas on either side of West Broadway. The units will be 4-inches wide, 16-inches long and 80 mm deep, without chamfer.
- (5) A six-color paver mix (mocha, padre, modified padre, modified sierra, caramel and modified caramel) in the public plaza area, with seamless transition to the public-private areas.

FISCAL IMPACT:

The proposed West Broadway design elements are included in the project budget.

DISCUSSION:

Broadway Design History

The NEVP Schematic Design (June 1, 2005) establishes the concept for the public right-of-way and setbacks along West Broadway to evoke the feeling of a Grand Hall. At the time the original design elements were proposed, the details of the subsequent and adjacent private development projects of Lane Field, 800 W. Broadway (The Irvine Company) and Pacific Gateway (Navy/Manchester) were unknown. The influence of the Broadway Cruise Ship Terminal Building to be located on the Broadway Pier was also not present at that time.

The proposed developments adjacent to West Broadway are obligated to construct the public plaza areas on either side of the street, in conformance with the NEVP. In early 2007, The Irvine Company and Lane Field San Diego Developers, LLC requested that the West Broadway NEVP design elements be more specifically defined to allow their projects to proceed on schedule. The selection of the tree species, spacing, and paver material along West Broadway affects the structural plans for the underground garages planned by the developers. The identification of paver color is necessary to facilitate their selection of building materials.

JPA Staff hosted a two-day dialogue with the “four corners” developers and their design teams in May 2007 to agree on the core design principles and unifying design elements of West Broadway. The following core design principles were identified and presented to the JPA Board on July 26, 2007:

1. Broadway Hall is to be a grand civic space and its design should reflect that grand civic scale,
2. Attract pedestrian level activity and repeat visitation,
3. Preserve views to the *waterfront* for pedestrians on sidewalks and in vehicles,
4. Setbacks on private property are publicly accessible spaces and should be designed to be perceived and used as such by the public,
 - a. Public should feel comfortable walking through entire space, both ROW and setback areas.
 - b. Spaces should be welcoming to the public and minimize barriers (walls, steps, etc).
 - c. Line between private property and public ROW should be blurred, visually and experientially.
5. Design elements should be compatible and interrelate, but not homogenous.

6. Streetscape design to be symmetrical (North and South sides to be largely mirror images).
7. Provide variation in Pedestrian Scale design elements (planting beds, paving outside ROW, seating, supporting water features below 3.5'-high) and at the building's edges.
8. *Water features are encouraged to help* mitigate noise from Broadway traffic.
9. Design elements should be rhythmic/predictable/appropriate scale.
10. Pedestrian levels of projects need to have activated building edges.
11. Opens spaces to be activated and flexible.
12. Design needs to work with the phasing of the overall NEVP project and adjacent private development projects.
13. Design needs to reflect anticipated quality levels of maintenance.
14. Don't put trees too close to buildings (give them visual "breathing room").
15. Palm trees along street need to align with the Broadway pier.
16. Scale to reflect the unique conditions and specific architectural programming at the ground floor of on each site.
17. Maximize access to buildings and within public space.
18. Cafes and seating can spill out into the *publicly accessible* space, including under the trees and planter areas. Continuous circulation along building faces will be interrupted by outdoor restaurant seating (requiring enclosure). Ample circulation will be provided across plaza to storefronts.
19. Broadway Hall to be unified in Civic Scale design elements (palms, lights, paving in right-of-way) that will provide consistent Civic Scale armature.
20. Within the Civic Scale 'armature' of consistent design, flexibility is allowed at Pedestrian Scale to create rich layering of the design.

The tree spacing and species was recognized by all as the primary design component for defining the spatial limits of the Broadway experience. From this dialogue, the concept of the grove of Mexican Fan Palms as proposed in the Schematic Design was modified to groupings of six palms aligned in rectilinear grids.

In July of 2007, the NEVP design consultant team led by PDC began to advance the design work that is critical to the design of the private developments bordering West Broadway. The proposed design concepts were presented and refined at public workshops conducted on October 11 and November 9, 2007, and March 27, 2008. These design elements have also been presented at public Board meetings of CCDC and the Port Commissioners.

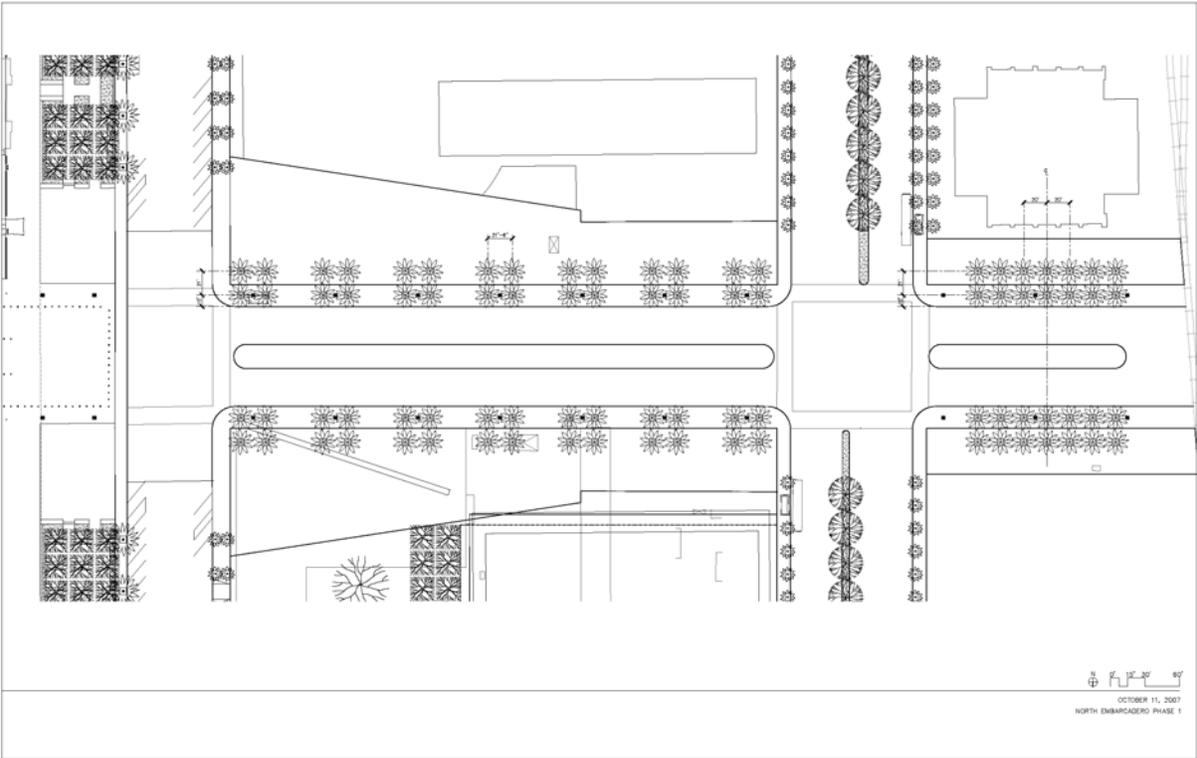
Broadway Street Trees

In the stakeholder and public workshops, the design consultant team led a methodical analysis of alternative tree species, including consultation with local arborists. Through that process, the Medjool Date Palm was selected because it better represents the civic scale desired for the Broadway Hall. It is less spindly and has a larger canopy than the Mexican Fan Palm. The Medjool Date Palm is currently used in front of the Omni Hotel.

Because the Medjool Date Palm provides a larger canopy, fewer trees can be used to achieve the desired affect of a ceiling overhead. The proposed spacing is shown in Figure 1. This spacing provides a 10-foot wide pedestrian way from the curb to the first row of trees, and a 21-foot pedestrian area between the two rows of palms, creating a pleasant pedestrian environment separated from the vehicular traffic.

The Medjool Date Palm is more expensive to purchase and maintain than the Mexican Fan Palm. However installing fewer trees mitigates this, and the tree better enhances the civic scale of the Broadway Hall.

**FIGURE 1
WEST BROADWAY PALM LAYOUT**



Pavers

The Schematic Design identified a specific high-end clay paver manufactured in England – the Blockley paver – throughout West Broadway and the esplanade. Concerns surrounding the Blockley paver, including import requirements, maintenance and cost, were explored in the charrettes. The team also reviewed unit paver issues, ranging from an uneven surface to material failure, and solutions to mitigate those problems.

The stakeholders concurred with the use of a combination of pressed concrete unit pavers for pedestrian areas, and a granite paver for accent areas, such as curbs, crosswalks and special features, in lieu of the Blockley pavers. The concrete pavers are manufactured in southern California, and are a material successfully used in several CCDC projects. The project team believes through proper paver and base specification, the pedestrian areas will have an attractive, smooth, durable surface.

The design team has been working with a Corona manufacturer of the pavers to create a custom color palette for the NEVP. Sample pavers have been produced and six colors are recommended for use in the Broadway plaza areas. The colors have been selected to reflect the natural colors of the local geology of the San Diego region. The same pavers and color palette are planned to be continued along the waterfront promenade.

Member Agency Attorneys' Comments:

Not applicable.

Environmental Review:

This proposed Board action is not subject to CEQA, as amended.

Equal Opportunity Program:

Not applicable.

PREPARED BY: Linda K. Scott, P.E.
Port Capital Project Manager, Engineering/Construction

Gary J. Bosse, P.E.
CCDC Senior Project Manager