

*D R A F T   D E S I G N   G U I D E L I N E S*  
**THE MARINA WALK**  
**MARINA DEL REY'S WATERFRONT PROMENADE**

PREPARED FOR  
DEPARTMENT OF BEACHES AND HARBORS

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# **THE MARINA WALK**

## **MARINA DEL REY'S WATERFRONT PROMENADE**

### **PART I. INTRODUCTION**

This report presents a guide for the design of the Marina Walk, Marina del Rey's waterfront promenade. The goal is to improve the physical environment by targeting the most visible, publicly accessible and pedestrian-oriented element, the waterfront promenade. The pedestrian promenade will become Marina del Rey's primary public place, providing a pleasant waterfront stroll or jog and enhanced Marina viewing opportunities. A sense of place emerges from the visual and physical accessibility to the waterfront. The intent is to take a pro-active position and have a plan and design guidelines in place as leaseholders approach the Department of Beaches and Harbors to redevelop and/or renegotiate the terms of their leases.

It is an opportune time to improve the pedestrian environment of the Marina because of various public and private projects under consideration. To tie all of these together and improve the visual quality of the Marina, each needs to be based on an understanding of how it relates and contributes to the vision of the next generation of Marina del Rey. The following objectives guide the design process:

- Unify and reinforce the visual character of Marina del Rey's public realm by setting a standard for design quality through the use of complementary hardscaping, landscaping, fencing and lighting and other pedestrian amenities appropriate to the marina-oriented environment.
- Create a safe, pleasant, and legible walking environment.
- Enhance special views.
- Support the goal of the LCP by providing public access to the waterfront.
- Create a sense of place through high quality, unique and dramatic design.
- Balance residential needs for privacy and security with public rights of access to the waterfront.

- Establish strong linkages between compatible land uses and more specifically, the Asset Management Strategy (AMS)-identified catalytic project areas. (Figure 1 from the AMS presentation illustrates the importance of the promenade).
- Comply with ADA requirements.

The text that follows discusses the goals of the Local Coastal Program (LCP). Part II summarizes Gruen Associates' existing conditions analysis. To date, waterfront promenade efforts have been piecemeal, resulting in an inconsistent design identity. The design guidelines are presented in Part III of this report.

The provisions of the Local Coastal Program (LCP) are assumed to remain in force and to be incorporated into planning the promenade. Maximum public access to and along the shoreline is a priority goal of the LCP. The LCP indicates that "all projects located on shoreline parcels shall provide benches, trash containers, shade structures and other pedestrian amenities along the seaward edge of the bulkhead." However, the LCP does not indicate the appropriate design or desired quality of the promenade and its associated amenities. More specifically, the LCP mandate reads the following:

"All projects located on shoreline parcels shall provide public pedestrian promenades adjacent to bulkheads no less than 20 foot wide that also provide benches, trash containers, shade structures and other pedestrian amenities along the seaward edge of the bulkhead. If these promenades are combined with a 20-foot wide fire access road, they may be constructed in one of two configurations that allow for both unimpeded fire access and pedestrian amenities:

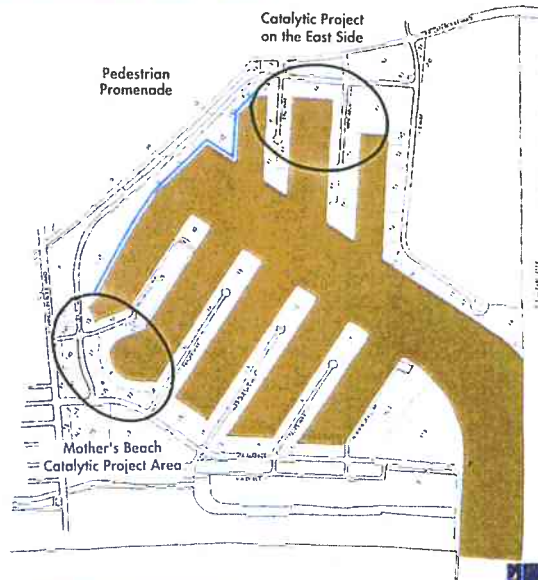
- a) A 20-foot wide accessible fire road in addition to an eight foot wide landscaped strip, resulting in a total dedicated access area no less than 28 feet wide. The eight-foot wide landscaped strip adjacent to the bulkhead shall be landscaped and provided with benches and shade structures. The eight foot wide landscaped strip shall be provided in addition to required fire access roads and shall be located, seaward of the fire access road, or
- b) A series of 10-by-10 foot-wide improved view points no less than 150 feet apart, also adjacent to the bulkhead and integrated with vertical access ways."

The graphics in Figure 2 depict the LCP policies.

## Catalytic Projects and Connections



The pedestrian promenade will become Marina del Rey's primary public place, providing a pleasant waterfront stroll or jog and enhanced Marina viewing opportunities. The promenade will link existing and future activity areas. At the two proposed catalytic project areas, the pedestrian promenade becomes more grand in scale, allowing for live performances, concerts, art exhibits and open-air markets, as well as serving as a casual meeting place at the water's edge.



### DESIGN GOALS AND OBJECTIVES

- Create a major public amenity for residents, boat slip tenants and visitors.
- Unify the visual character of the Marina through complementary paving, landscaping, fencing and lighting design.
- Create a safe and pleasant walking environment.
- Enhance special views.
- Support the goal of the LCP by providing public access to the waterfront.

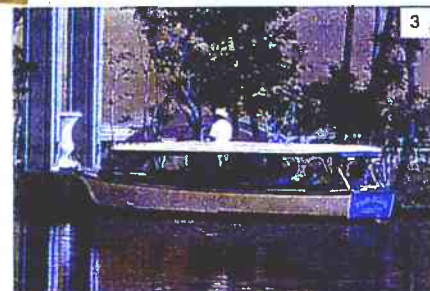
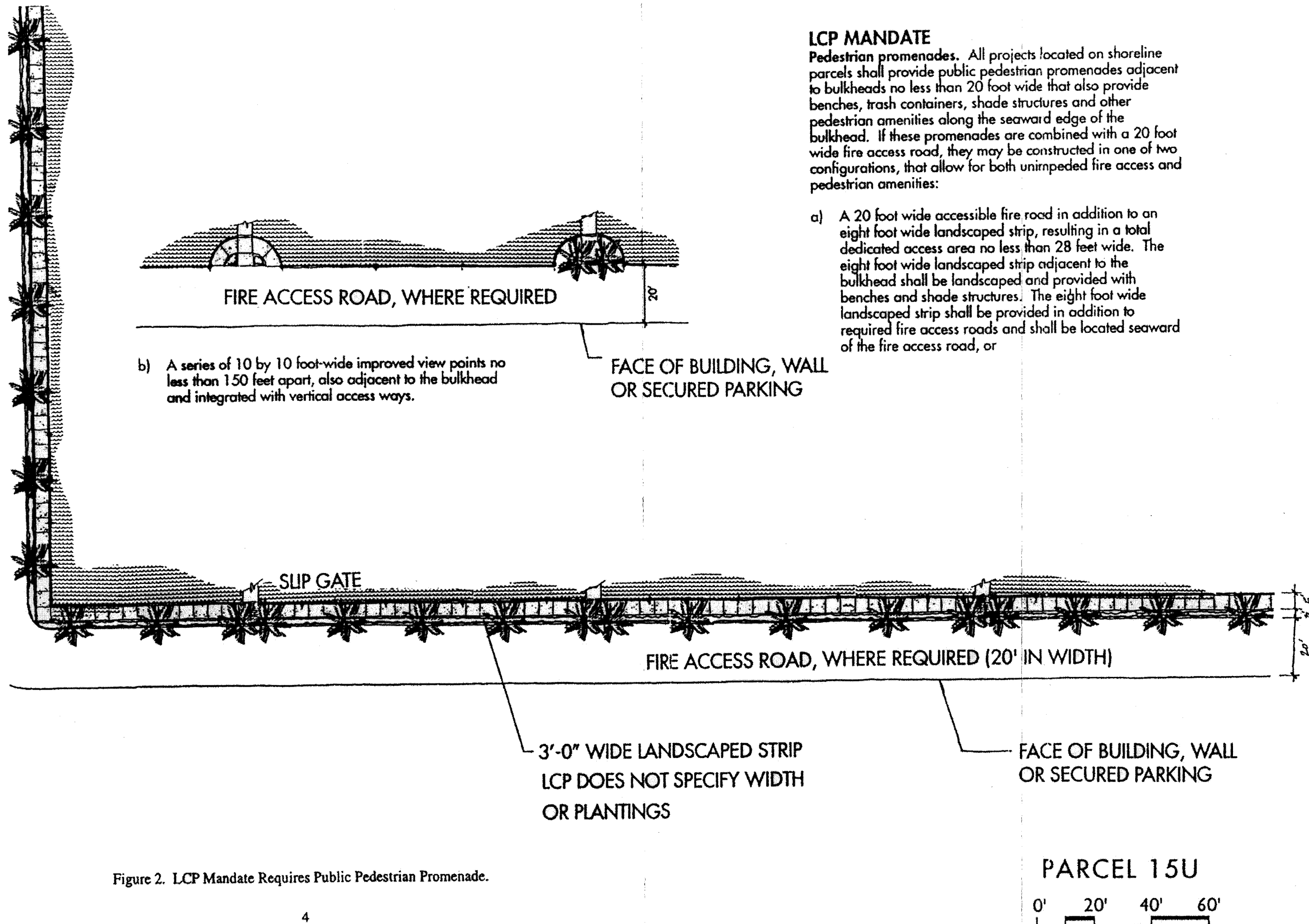


Figure 1. Catalytic Projects and Connections as included in the Asset Management Strategy.



# LCP MANDATE

**Pedestrian promenades.** All projects located on shoreline parcels shall provide public pedestrian promenades adjacent to bulkheads no less than 20 foot wide that also provide benches, trash containers, shade structures and other pedestrian amenities along the seaward edge of the bulkhead. If these promenades are combined with a 20 foot wide fire access road, they may be constructed in one of two configurations, that allow for both unimpeded fire access and pedestrian amenities:

- a) A 20 foot wide accessible fire road in addition to an eight foot wide landscaped strip, resulting in a total dedicated access area no less than 28 feet wide. The eight foot wide landscaped strip adjacent to the bulkhead shall be landscaped and provided with benches and shade structures. The eight foot wide landscaped strip shall be provided in addition to required fire access roads and shall be located seaward of the fire access road, or

Figure 2. LCP Mandate Requires Public Pedestrian Promenade.



## PART II. ANALYSIS OF THE EXISTING PROMENADE

The existing conditions analysis included a photo-documented perimeter walk recording shoreline access, varied promenade widths, and materials including paving, landscaping, lighting and fencing. Significant views as well as possible locations for activity nodes were documented. A partial representation of the analysis is included in Figure 3. The text below elaborates on each.

- *Existing Shoreline Access.* Access is restricted on nine parcels including 113, 30, 132, 77, GG, 53, 54, 62 and 64. The LCP identifies four improvements which will enhance pedestrian access. These improvements include pedestrian access to Parcels 113, 30, 132 and 64.
- *Varied Promenade Widths and Defining Edges.* The analysis revealed five varied promenade configurations. A photograph of each is included to aid in understanding.
  - 1). Promenade adjacent to some combination of access road and/or parking.
  - 2). Promenade directly adjacent to residential units, no edge.
  - 3). Promenade adjacent to commercial or hotel uses.
  - 4). Promenade with a fairly consistent green edge.
  - 5). Promenade lacking spatial definition, no defining edges.



1). Promenade adjacent to some combination of access road and/or parking.



[illegible]



2). Promenade directly adjacent to residential units, no edge. The resultant character limits the sense of privacy for the adjacent residential units. The photograph above depicts the condition at Parcel 10.



3). Promenade adjacent to commercial or hotel uses. Promenade at Shanghai Red's depicted above.





4). Promenade with a fairly consistent green edge.  
This photograph was taken at Parcel 47.



5). Promenade lacking spatial definition; no defining edges.  
The photograph above taken at the Marina del Rey Hotel depicts poor visual quality as well as a lack of definition resulting in potential conflict between pedestrians and vehicles.

- *Existing materials.* In their current condition, materials including paving, landscaping, lighting and fencing differ at each parcel and lack cohesive identity.
  - The existing promenade is paved in asphalt or concrete or a combination of the two. The majority of the promenade is paved in asphalt.
  - There are numerous types of fencing along the water's edge including chainlink, double-rail fencing and metal picket fencing in varied finishes. Chainlink fencing with seafoam green colored fabric is the dominant fence type.
  - There are more than ten different types of lighting along the promenade. Height, pole type and color and finish vary for each.
  - Introduction of landscaping along the promenade is minimal and inconsistent. One fairly successful and consistent planting of palms exists at Parcel 8. Here, the amount of hardscaping is decreased, the promenade is better defined and, as a result, more pedestrian-friendly.

The existing conditions analysis revealed a varied treatment of the promenade at each parcel. Marina-specific design details contributing to a memorable sense of place are non-existent. The resultant character is visually diverse and of poor quality for the pedestrian.

## Part III. Design Guidelines -- The Basic Structure

### OVERALL URBAN DESIGN INTENT

The overall urban design intent is to create a festive waterfront promenade with a design vocabulary based on nautical or maritime imagery. For example, fencing and paving could reflect the movement of the sea. Nautical-inspired lighting enhances the unique characteristics of the setting and creates a sense of place. The underlying objective is to establish a publicly accessible, water and pedestrian-oriented waterfront promenade that is commensurate with its position as the center of a great world-class destination. Additionally, this objective supports the efforts of both the Local Coastal Program (LCP) and the Asset Management Strategy (AMS) to make Marina del Rey more pedestrian friendly and less reliant on the automobile.

The text that follows discusses the varying character, or sub-categories, of the promenade as well as the basic structure. The basic structure provides a framework upon which to add more detailed design and has been developed to ensure that the promenade types are distinguished from each other yet still unified in their basic intent. Detailing within the basic structure should vary and is encouraged to add visual interest and individualize the parcels.

### THE VARYING CHARACTER OF THE PROMENADE

The promenade can be most easily understood as having distinct identities and purposes. The entire Marina Walk is subdivided into three major categories based on the adjacent land uses and level of expected use. The three categories are identified in Figure 4 and include:

- 1). *The Grand Promenade*, the most public portion of the promenade connects the two catalytic projects and is planned to be predominantly lined with commercial, restaurant, and hotel uses.
- 2). *The Waterfront Stroll*, the promenade along the residential moles, envisions a smaller scale, local promenade along Palawan Way, Panay Way, Marquesas Way, Tahiti Way and Bora Bora Way.
- 3). *Fiji Way Waterfront and Fisherman's Village*, the promenade connecting the eastside catalytic project area and the existing Fisherman's Village.

The following outlines the guidelines for these three categories and discusses retrofitting the Marina Walk within the existing development. Similar guidelines for each category are repeated to allow the user to review the pertinent category only.

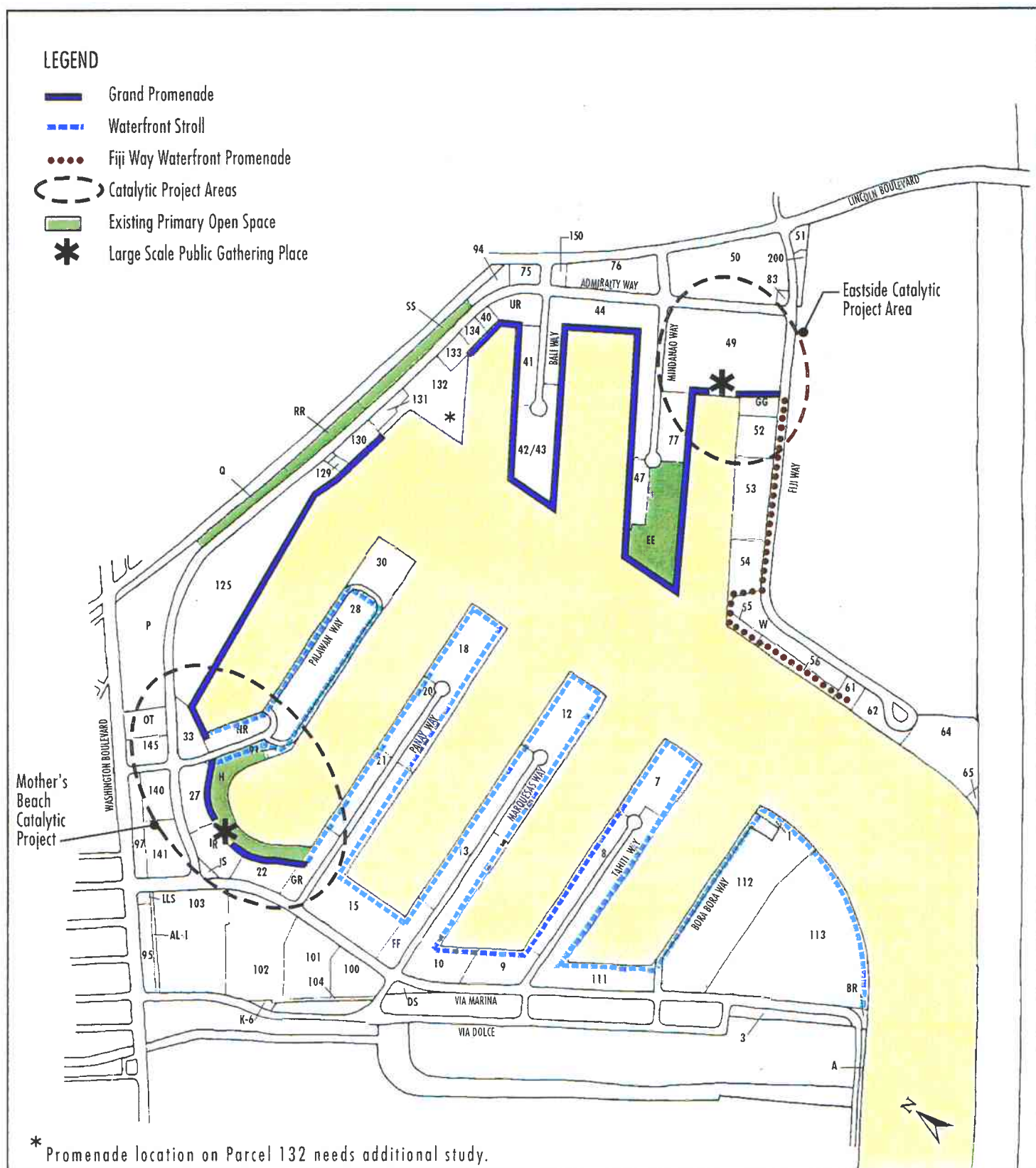


Figure 4. The Varying Character of the Promenade.

## THE GRAND PROMENADE GUIDELINES

The Grand Promenade connects active visitor serving uses in the Marina and should have an exciting, entertainment, outdoor atmosphere with spaces for public art and cultural events (art exhibits, programmed musical performance and festivals) along the water's edge. Figure 5 depicts the basic structure for the Grand Promenade showing the location of lighting, trees, site furnishings, and one potential example of a paving treatment.

### *Width*

Create as wide a landscaped walk as possible to accommodate the largest number of persons walking from catalytic project to catalytic project or from uses along the promenade to major destinations. As indicted in the LCP, where a fire access road is not required, the minimum width should be 20'. Where a 20' wide accessible fire road is required, there must be an additional eight feet of pedestrian walkway with landscaping.

### *Consistent Treatment*

A consistent treatment of paving, fencing, lighting, trees, pedestrian furnishings should occur within each sub-area listed:

- Mother's Beach Catalytic Project Area;
- Ritz Carlton segment of Parcel 125 where an attractive promenade and associated pedestrian furnishings already exists;
- Parcels 125, 129, 130, 131, 132, 133, 134, 40 and 44;
- Bali Way and Mindanao Way Moles;
- Eastside Catalytic Project;
- Chace Park (This is a special area; a unique "park-like" design for hardscaping and planting should be developed.)

### *Paving*

- The promenade should be paved in colored and/or stamped concrete detailed with nautical or maritime imagery. Upgraded paving such as concrete unit pavers is encouraged. Variety in paving patterns for each subarea above is encouraged. Figures 5 and 6 depict two examples of the desired character of the paving detailing. Figure 7 shows images of paving with a nautical theme and with concrete pavers.
- The promenade should not be paved with asphalt.
- The fire access roadway paving should be integrated with the pedestrian paving to increase the apparent width of the walkway. No curb is recommended between the fire access road and the walkway, unless it is required for technical reasons.



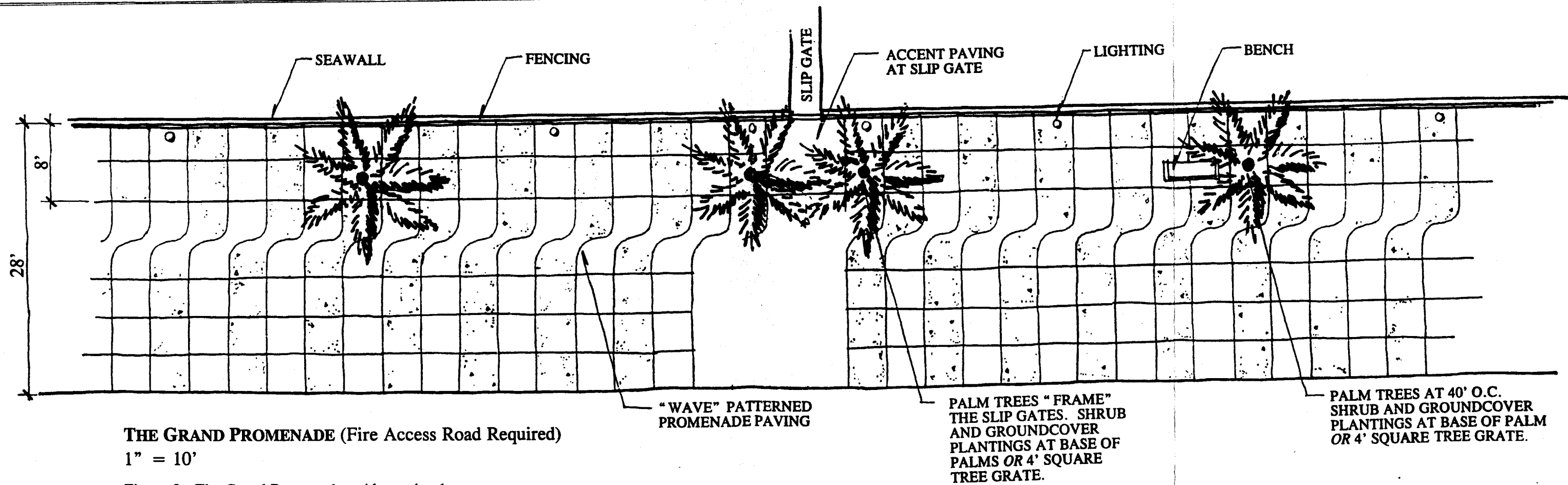
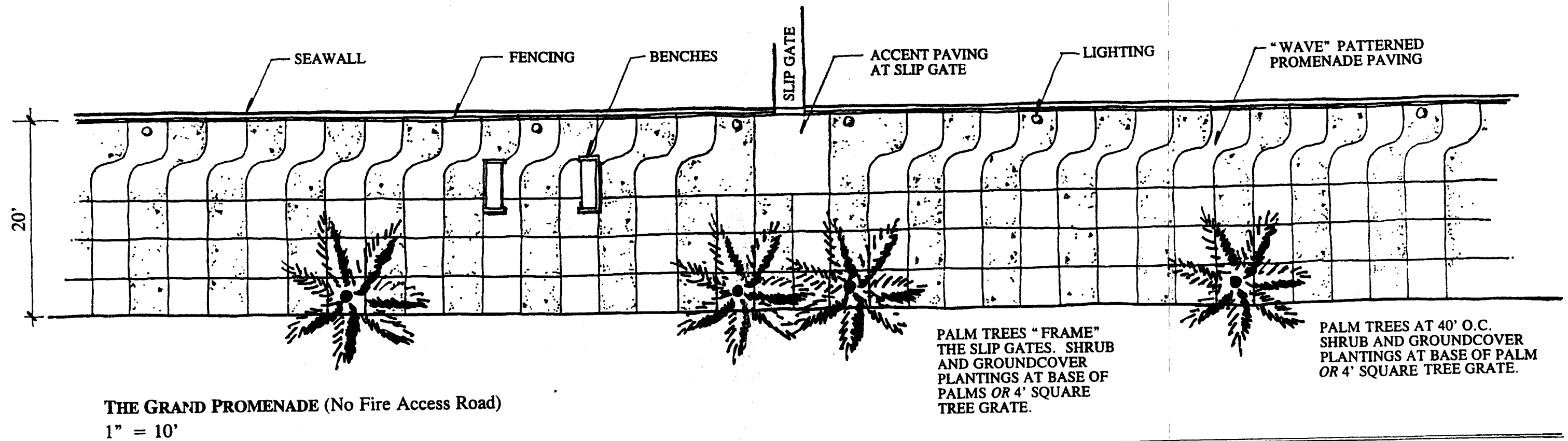


Figure 5. The Grand Promenade - Alternative 1.

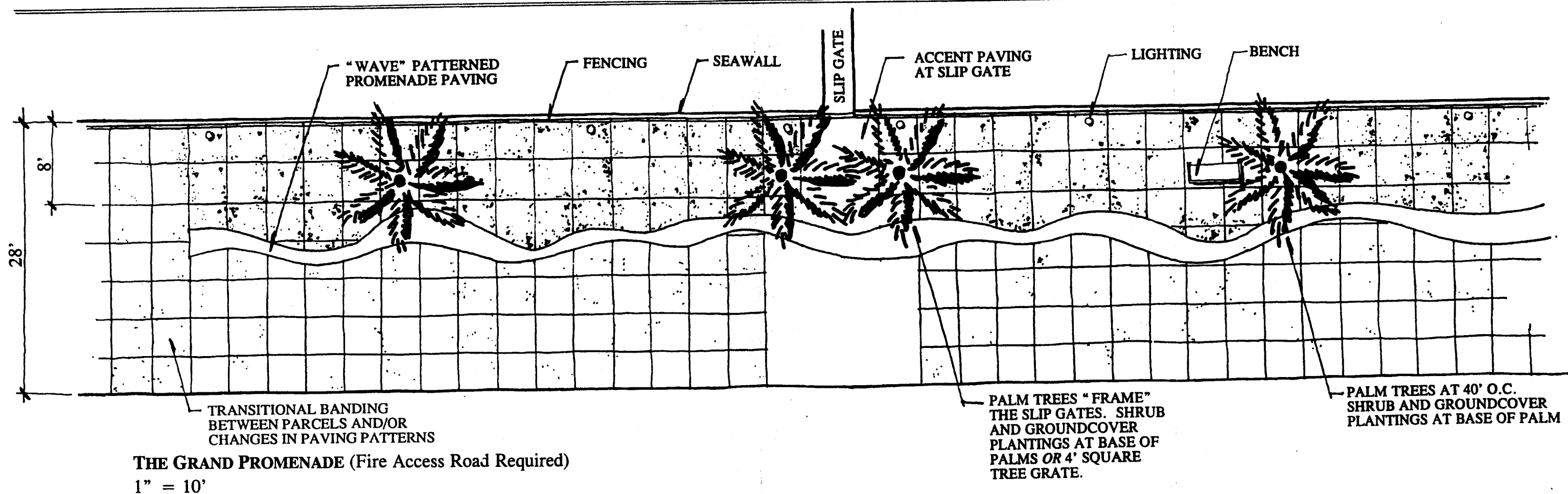
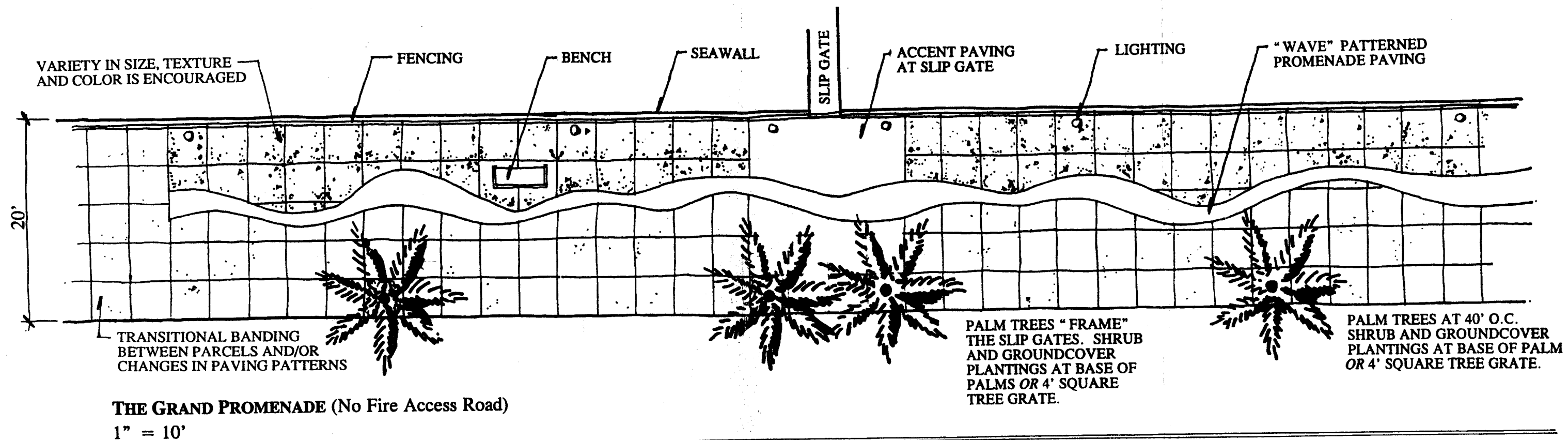


Figure 6. The Grand Promenade - Alternative 2.



Figure 7. Images of Unit Pavers and Paving Patterns.

- Paving should provide a human scale through the use of devices such as unit pavers, frequent score lines, and variety in color and texture. The texture should be designed in compliance with ADA requirements.
- A color palette of sand, tan, and blue is recommended for the paving, although decorative accents of other colors are encouraged.
- Introduce accent paving at the slip gates and other locations. The accent paving divides the walkway into pedestrian-scale parcels, establishes a rhythm, and provides a series of experiences along the walkway. The sketches in Figure 8 depict preliminary ideas.

### *Fencing and Gates*

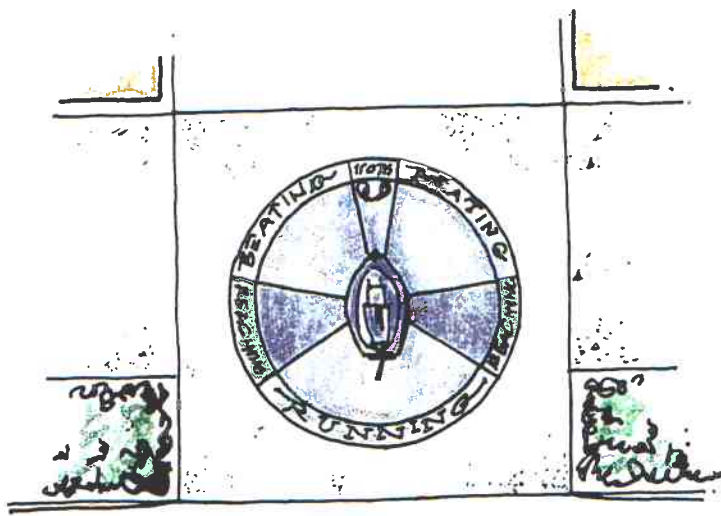
Standard metal picket fencing similar to the Ritz-Carlton fencing should be used as the basic fencing framework. Variety is encouraged within this framework to personalize parcels, to add interest, and to respond to the nautical theme. Figure 9 depicts the Ritz-Carlton fencing and slip gate as well as one image depicting the desired quality of detailing. As a minimum standard, slip gates similar in character to the Ritz-Carlton gate, are recommended.

A primary objective is to maintain visibility of the water. Darker colors tend to be more transparent and tend to unify the appearance of the surroundings. Lighter colors appear more opaque, call attention to the fencing materials and create a barrier to the marine environment beyond. Darker colors, similar in color to the Ritz-Carlton fencing, are preferred over lighter, pastel colors.

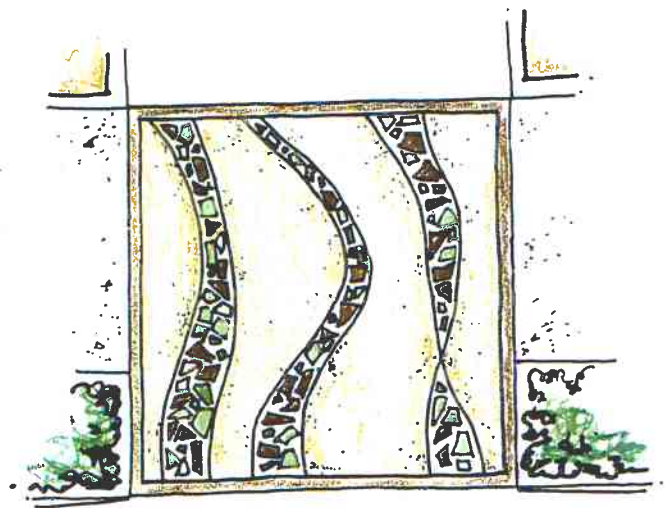
Fencing and Gate Guidelines include:

- Soft black metal picket fencing should be used as the basic fencing framework.
- To provide interest and variety, fencing detailing depicting the nautical theme is encouraged on at least 20% of the parcel's fencing.
- There should not be chain link fencing at the water's edge.
- The robust and corrosive marine environment leads to a recommended use of high quality, low maintenance and durable materials. This could include anodized or powder-coated aluminum.
- Treatment of the slip gates as artwork is encouraged.

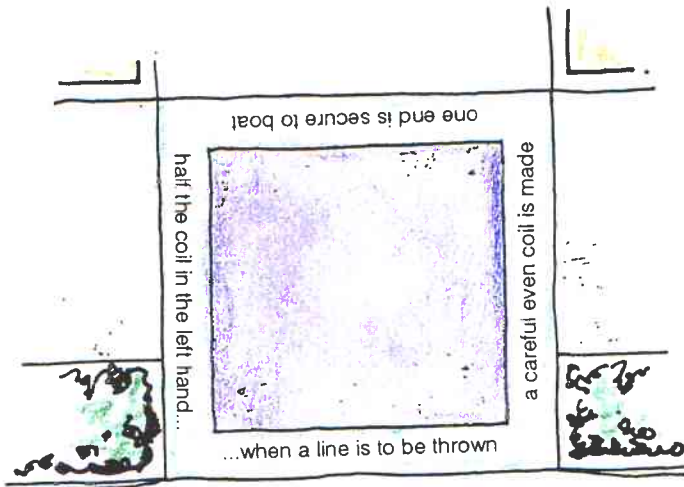




a.



b.



c.

These are some of the exciting possibilities for the slip gate accent paving. Preliminary sketches incorporate marine imagery:

- a) Point of Sail, imagery incorporated into paving details depicting a sailcraft's relationship to the wind;
- b) Mosaic tile "waves" set in colored concrete; and
- c) Sailing knot instructions incorporated into paving details.

Figure 8. Slip Gate Accent Paving

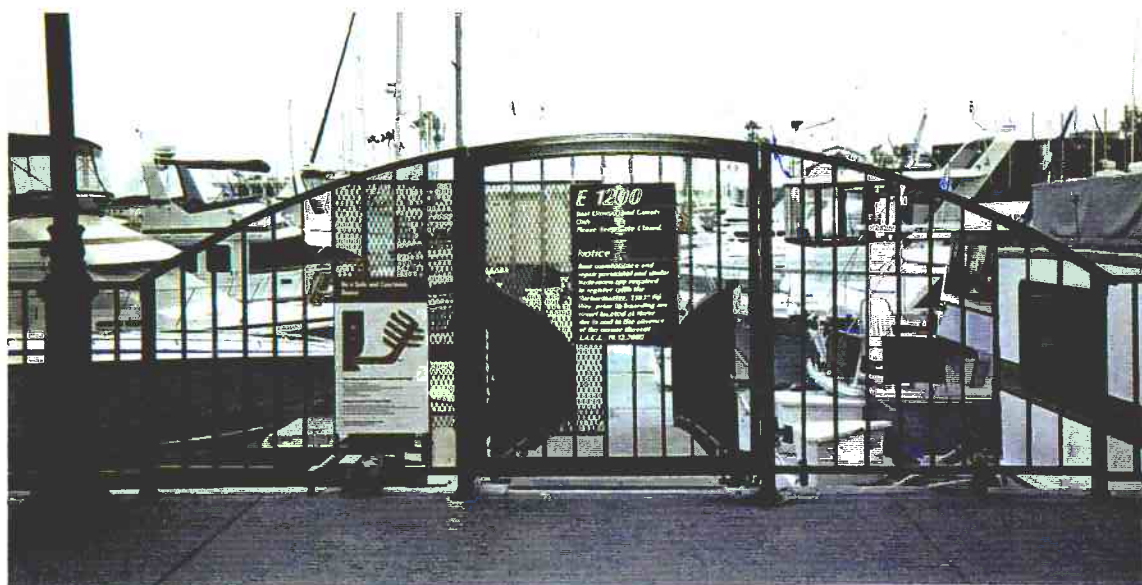
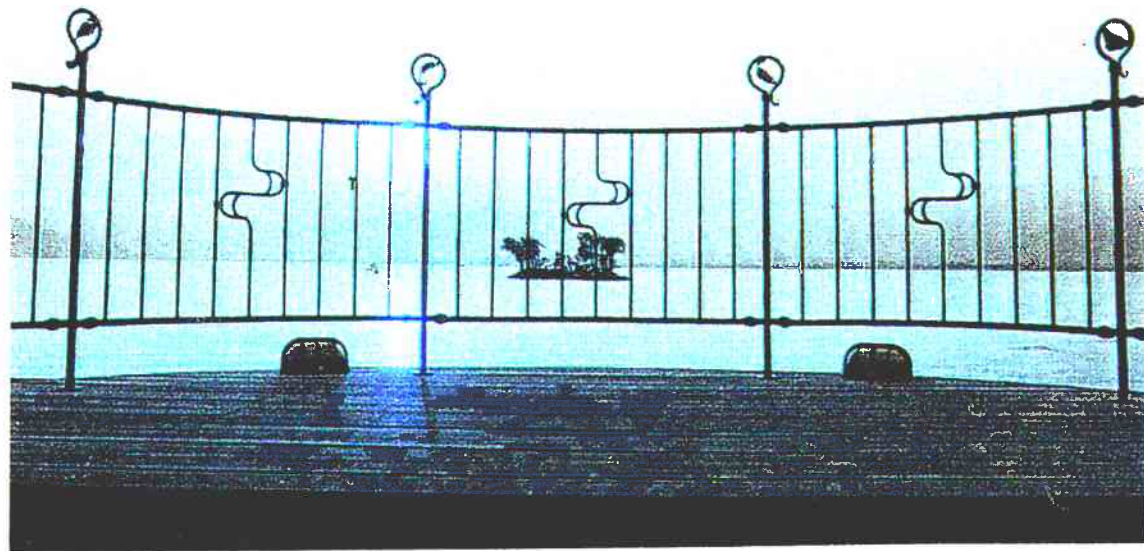


Figure 9. Standard metal picket fencing and slip gate along the Promenade at the Ritz-Carlton as well as desired quality of fencing detailing.

### *Lighting*

An adequate level of safety lighting will outline the promenade for secure and easy walking and will enhance the visual appearance of the promenade with its consistency. Varied types of lighting are under consideration including a traditional luminaire, similar in style to the lighting at the Ritz-Carlton, as well as a nautical-inspired luminaire. Varied treatments such as multiple fixtures, custom poles and the addition of banners are recommended. Figure 10 offers traditional lighting options. Figure 11 illustrates one type of nautical-inspired luminaire, as well as treatments using this luminaire (such as multiple fixtures, custom poles and the addition of banners) in response to the varied character of the Grand Promenade.

Grand Promenade Lighting Guidelines include:

- To achieve the maximum possible walking width, install the lighting as close as possible to the fence while still satisfying safety requirements. If feasible, the lighting could be integrated as part of the fencing.
- Multiple-arm fixtures and custom poles with banners could be introduced at the catalytic project areas or to emphasize a unique area.
- For planning purposes, it is assumed that lighting would be spaced approximately 40' on center (O.C.). This spacing may be modified following detailed footcandle analyses, as well as additional refinement of the spacing of the trees.
- The traditional poles and fixtures, if selected, should be black in color to complement the fencing color (Figure 10).
- The nautical-inspired luminaire and associated pole, if selected, should be white in color to complement its design aesthetic. The design quality of the nautical-inspired lighting should be used along the Grand Promenade (Figure 11).

### *Landscaped Strip/Consistent Green Edge*

The landscaping along the promenade separates the promenade from adjacent land uses while affording nearly unobstructed views for the residents in the nearby complexes. Existing plantings should be assessed to determine if specimen trees should be preserved and still maintain the overall concept.

Palm trees are proposed for the landscaped strip and are intended to create a dramatic visual effect and further define the walkway. Palm trees were selected for their proven ability to thrive in limited planting areas without obstructing views from the adjacent development.





Figure 10. Traditional Lighting Options.





Figure 11. Varied Treatment of the Grand Promenade Lighting



### Landscaping Guidelines include:

- Two types of palms are recommended along the Grand Promenade:
  - *Washingtonia robusta*. MEXICAN FAN PALM fast growing palm tree to 100 feet. Compact crown. (These already exist in this portion of the Marina.)
  - *Arecastrum romanzoffianum*. QUEEN PALM exceptionally straight trunk to 50' tall with a spread of 15'-20'. Small cream to yellow flowers. (These also exist in this portion of the Marina.)
- *Washingtonia robustas* should "frame" the slip gates (Figures 5 and 6).
- *Washingtonia robustas* should be located approximately 40' on center (O.C.) along the Promenade. When a fire access road is not required for the 20' minimum width, trees would be located close to the buildings (Figure 6).
- *Arecastrum romanzoffianum* should be used as an accent tree near the buildings, when appropriate or as an alternate to the trees spaced approximately 40' O.C.
- Palms should be up-lit in those areas where light filtering into adjacent residential units is not a concern.
- Underplant the palms with shrubs and groundcovers. Selected shrubs and groundcovers are listed in Appendix A.

### *Pedestrian Furnishings*

Benches, shade structures, trash receptacles, special directional signage, drinking fountains, bollards, vendor carts, outdoor dining, and fountains are some of the site furnishings that can contribute to a festive pedestrian environment.

### Pedestrian Furnishings Guidelines include:

- *Public gathering space*. At the catalytic project areas, large central, waterfront public spaces are linked to the promenade providing benches and other pedestrian furnishings. Design guidelines for each of the catalytic projects will be refined and included as part of the competitive RFP process.
- *Benches*. Benches should occur, at a minimum, every 1/4 mile at enhanced marina-viewing areas. Seating arrangement options should be offered. For example, within the 20' width benches could be placed to face each other in groupings of two perpendicular to the waterfront edge. Within the 28' width, benches should face the water to avoid encroachment on the fire access road. The design quality of benches shown in Figure 12 is recommended. Benches treated as artwork as in Figure 13 are encouraged. A middle bar should be included on each bench to prevent persons from sleeping on them.



Figure 12. Bench and Trash Receptacle Options for Installation Along the Grand Promenade.



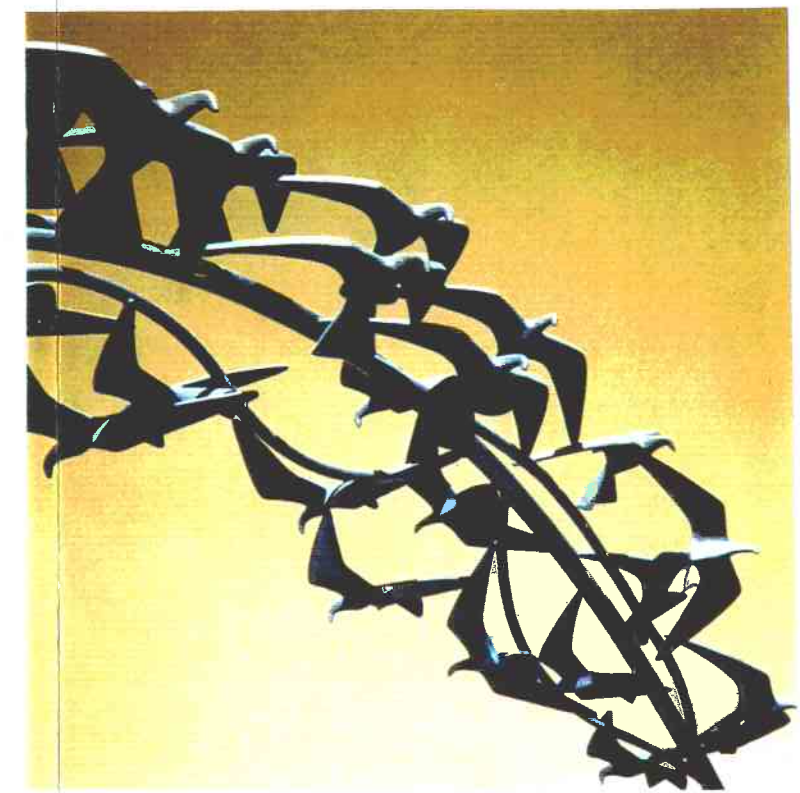
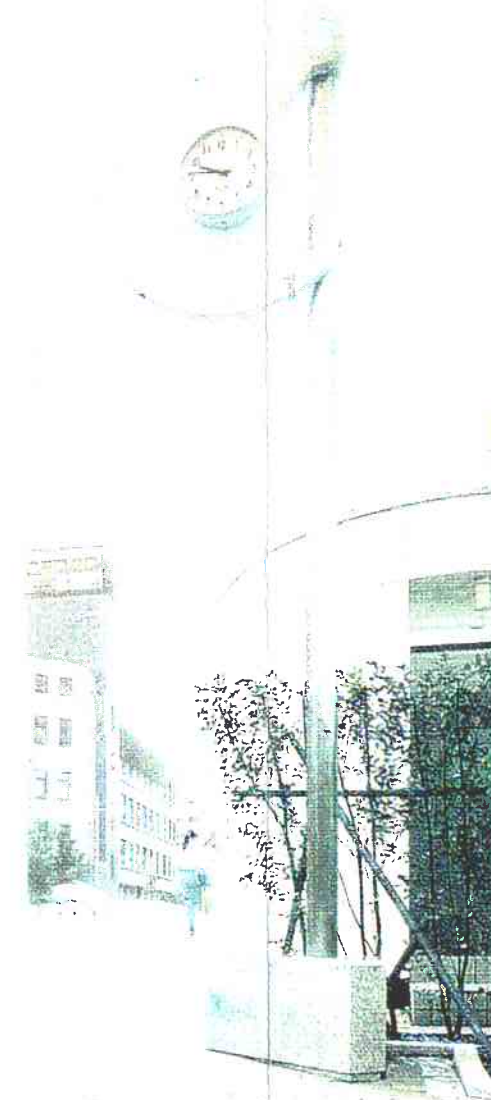


Figure 13. Preliminary Public Artwork Opportunities.



- *Shade structures.* Shade structures should be located at enhanced Marina viewing areas. Structures should not block views of the water and should be located outside of view corridors to Admiralty Way. The design of the structure should complement the nautical theme and be treated as artwork. Structures should create shade and shadow patterns as shown in Figures 13 and 14.
- *Trash receptacles.* Trash receptacles similar in design quality shown in Figure 12 should occur, at a minimum, at enhanced Marina viewing areas and at every other slip gate, or approximately 200' O.C.
- *Signage.* Special directional signage for pedestrians should occur, at a minimum, at mole road intersections, at the library, and at entries to catalytic project areas. Signage should be multi-language and should not block views of the water for the pedestrians. The design of the signage should complement the existing signage program and respond to the promenade's nautical or maritime design vocabulary.
- *Bollards.* Bollards should be located at the pedestrian/vehicular crossings to define the fire access road and in the catalytic projects.
- *Drinking fountains.* Drinking fountains should occur, at a minimum, at the enhanced Marina viewing areas.
- *Outdoor vending.* Spaces for vendors such as cappuccino and/or flower carts, are encouraged along the catalytic project areas, as well as at enhanced Marina viewing areas.
- *Public artwork.* Public artwork such as sculptures, decorative slip gates, fountains, sitting areas, clocks, tree grates, shade structures, among others is encouraged along the promenade, especially at the catalytic projects as illustrated in the examples shown in Figures 13 and 14.

#### THE WATERFRONT STROLL GUIDELINES (ALONG THE RESIDENTIAL MOLES)

The Waterfront Stroll is envisioned as a small-scaled walkway with less paved areas and more landscaped areas to reflect its residential nature. Figure 15 depicts the basic structure for the Waterfront Stroll including the location of lighting, trees, site furnishings and one potential paving and landscape planting pattern.

#### *Width*

As indicated in the LCP, the promenade's minimum width should be 20' where a fire access road is not required. Where a 20' wide accessible fire road is required, there must be an additional eight feet of pedestrian walkway with landscaping.



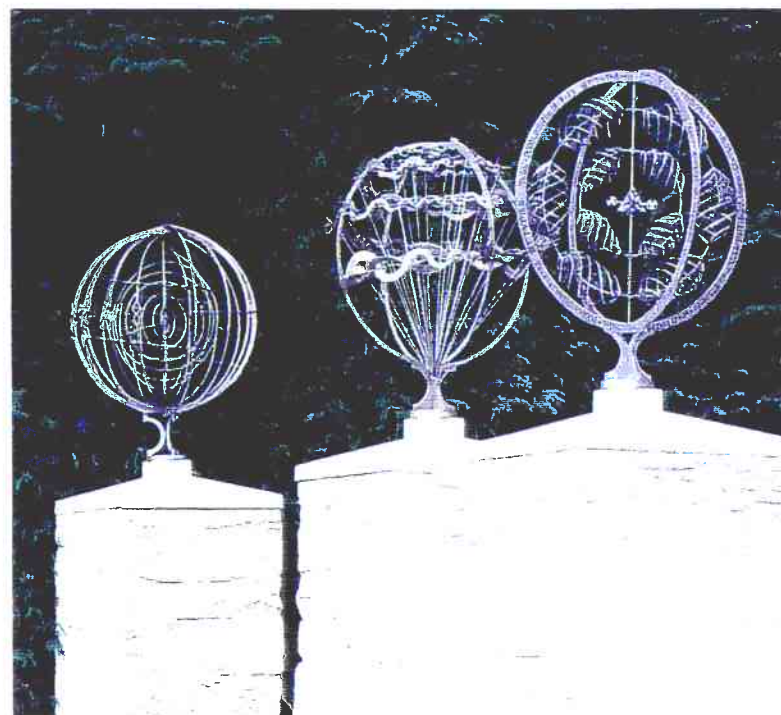
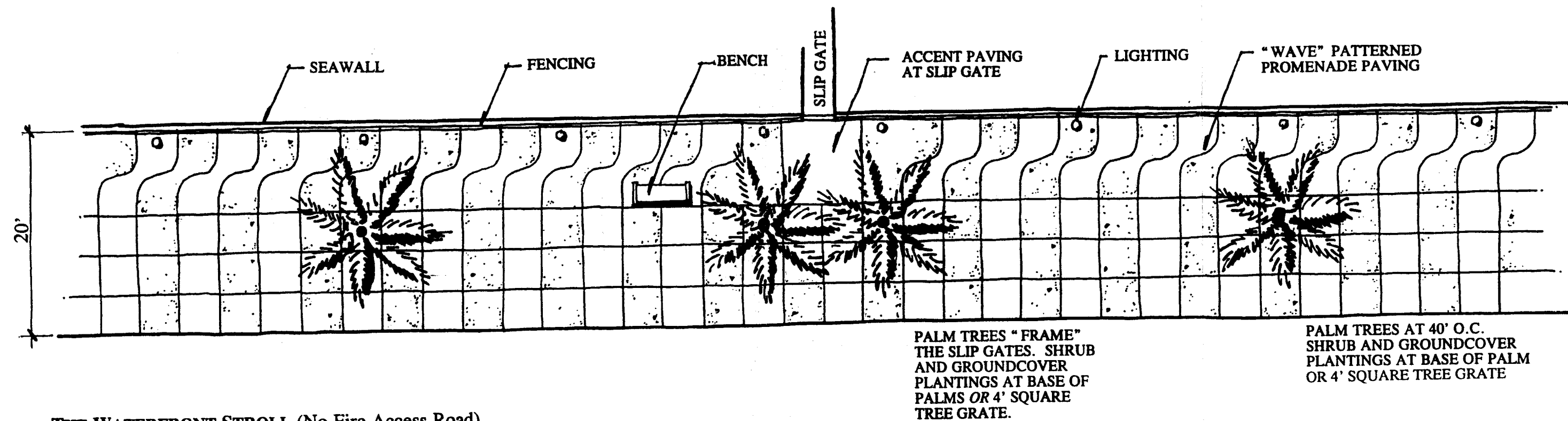
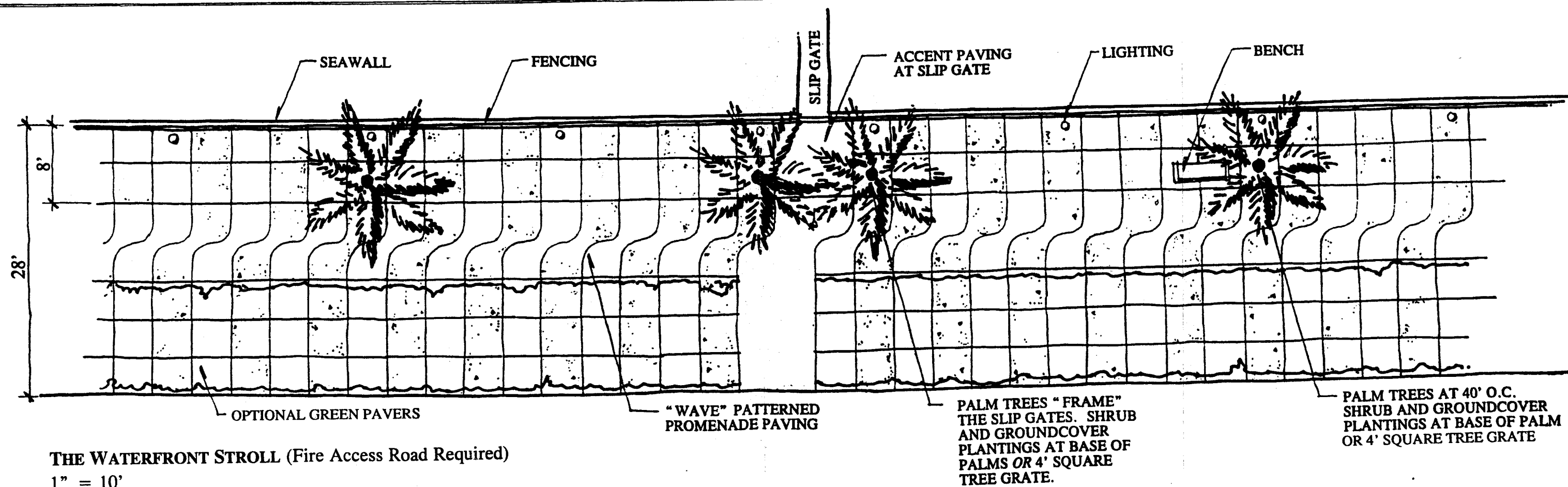


Figure14. Public Artwork and Landmark Opportunities.





**THE WATERFRONT STROLL (No Fire Access Road)**  
1" = 10'



**THE WATERFRONT STROLL (Fire Access Road Required)**  
1" = 10'

Figure 15. The Waterfront Stroll - Alternative 1.

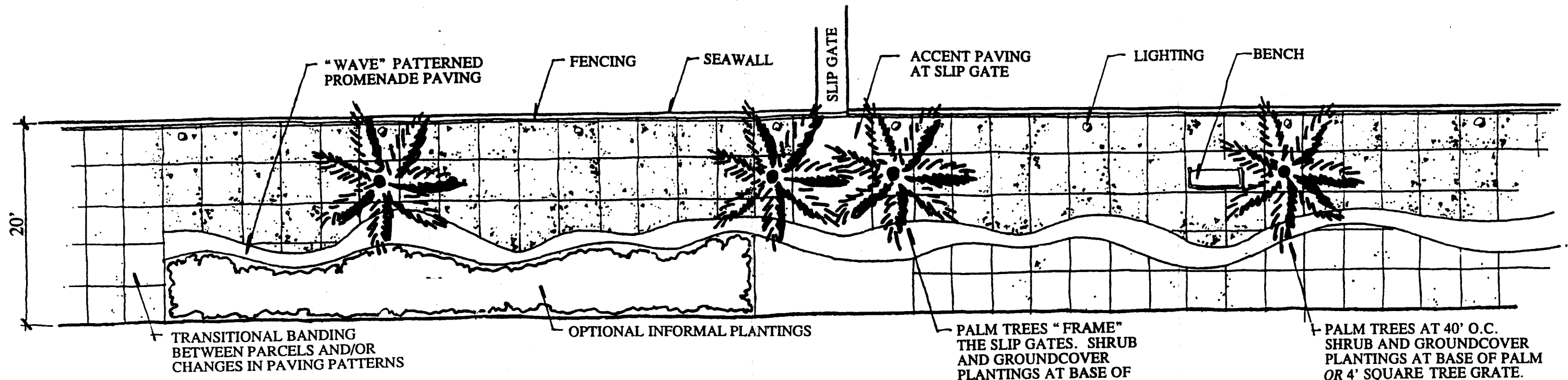
### *Consistent Treatment*

A consistent treatment of fencing, trees, pedestrian furnishings shall occur, as a minimum, along each mole. Consistent lighting should occur at each basin. Paving may vary per parcel.

*Note: The general introductory paving and fencing recommendations presented as part of the Grand Promenade also apply to the residential moles.*

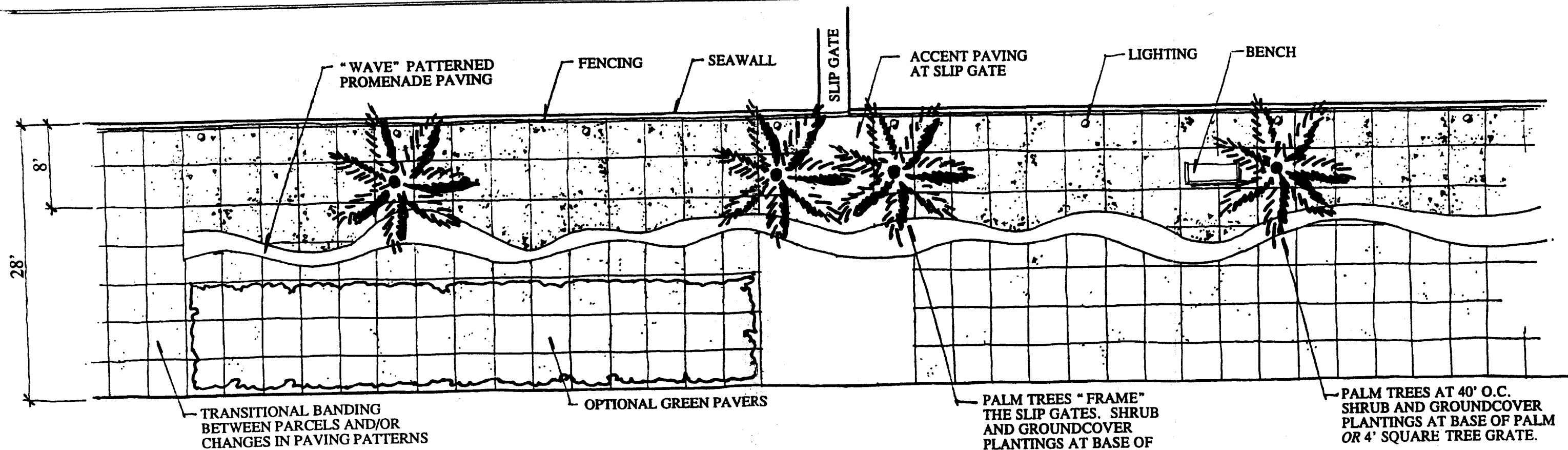
### *Paving*

- The following paving guidelines are similar to those from the Grand Promenade with the exception that larger landscaped planted areas and/or green pavers are encouraged close to the buildings and in the fire access roads. "Green pavers" (turf block) conceptually refers to use of a cellular structural system for growing turf while still enabling parking, fire and utility vehicle access. Green pavers currently exist in Admiralty Park. Figures 15 and 16 show the location of larger planted area and green pavers.
- The promenade should be paved in colored and/or stamped concrete detailed with nautical or maritime imagery. Upgraded paving such as concrete unit pavers is encouraged. Variety in paving pattern is encouraged which is consistent with a nautical theme. Figures 15 and 16 depict two examples of paving patterns.
- The promenade should not be paved with asphalt.
- The fire access roadway paving should be integrated with the pedestrian paving to increase the apparent width of the walkway. No curb is recommended between the fire access road and the walkway.
- Paving should provide a human scale through the use of devices such as unit pavers, frequent score lines, and variety in color and texture. The texture will comply with ADA requirements.
- A color palette of sand, tan and blue is recommended for the paving, although decorative accents of other colors are encouraged.
- Introduce accent paving at the slip gates and other locations. The accent paving divides the walkway into pedestrian-scale parcels, establishes a rhythm, and provides a series of experiences along the walkway.



### THE WATERFRONT STROLL (No Fire Access Road)

1" = 10'



### THE WATERFRONT STROLL (Fire Access Road Required)

1" = 10'

Figure 16. The Waterfront Stroll - Alternative 2.

### *Fencing and Gates*

Fencing and Gate Guidelines include:

- Soft black metal picket fencing should be used as the basic fencing framework (Figure 9).
- To provide interest and variety, fencing detailing depicting a nautical theme is encouraged at least 20% of the parcel's fencing (Figure 9).
- There should be no chain link fencing at the water's edge.
- The robust and corrosive marine environment leads to a recommended use of high quality, low maintenance and durable materials. One such possibility is powder-coated aluminum.
- As a minimum, slip gates should be similar in character to the Ritz-Carlton gates. Treatment of slip gates as artwork is encouraged.

### *Lighting*

- A combination of luminaries and bollards should be used to enhance the sense of place. Figure 11 depicts the nautical-inspired light for use at the slip gates at enhanced viewing areas, and at the mole end parks.
- Figure 17 depicts the bollard lights for use between the pole lighting framing the slip gates. The majority of the lighting should be low-height lighting, such as bollards, to minimize the amount of light filtering into the adjacent units. If traditional lighting is selected (Figure 10) as the Marina theme, a complementary bollard should also be selected.
- For planning purposes, lighting standards are assumed to be spaced approximately 40' on center (O.C.). This spacing may change following footcandle analyses as well additional refinement of the spacing of the trees.
- For planning purposes, bollard lights are assumed to be spaced approximately 20' on center. This spacing may change following footcandle analysis as well as additional refinement of the tree spacing. The height of the bollard lights should be slightly higher than the fencing.
- Integration of the lighting as part of the fencing is encouraged. Where not feasible, to achieve the maximum possible walking distance, install the light as close as possible to the fence while still satisfying code requirements.

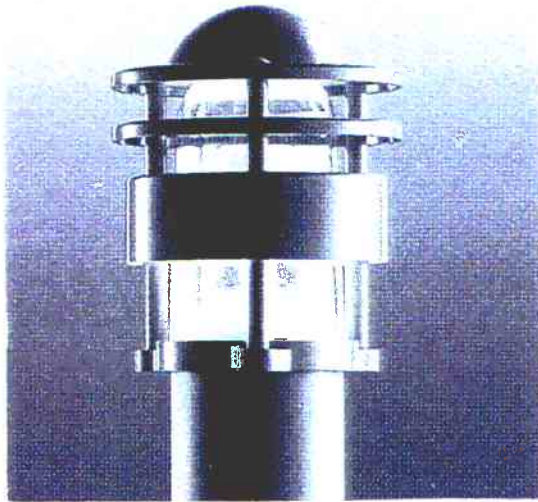


Figure 17. Bollard Lighting for Installation Along the Waterfront Stroll.



### ***Landscape Strip/Consistent Green Edge***

Landscaping Guidelines include:

- *Washingtonia robustas* should "frame" the slip gate.
- *Queen Palms* should be planted at approximately 40' O.C. between the Washingtonias framing the slip gates.
- Underplant the palms with shrubs and groundcovers. Select shrubs and groundcovers are listed in Appendix A.
- Palms should be up-lit.
- Green pavers are recommended for the fire access road throughout the residential moles to decrease the amount of paving. A passive green, linear park along the promenade will soften the surroundings for the Marina residents.

### ***Pedestrian Furnishings***

Pedestrian Furnishings Guidelines include:

- Pedestrian activity nodes should occur at enhanced marina-viewing areas. These include the AMS-identified mole end parks as well as at each basin terminus. Walking distance between these activity nodes is approximately 1/2 mile. At least one additional seating area should be provided between these two activity nodes.
- Use of recycled materials in pedestrian furnishings is recommended as shown in Figure 18.

### **FIJI WAY WATERFRONT PROMENADE GUIDELINES**

The Fiji Way Waterfront Promenade provides the opportunity to link the Eastside Catalytic Project Area with the Fisherman's Village area. This area consists of two subareas:

- *Subarea A (Parcels GG, 52, 53 and 54).* In this subarea, the promenade is moved away from the water to avoid boating, vehicular, and pedestrian conflicts at the water's edge. The location of the promenade should be decided in the first catalytic RFP process. To experience the Marina environment fully, strategic views of the adjacent waterfront activities (boat repairs, boat sales, etc.) from the promenade should be planned in designing the fencing along these parcels.
- *Subarea B (Parcels 55, 56 and 61).* The promenade again is at the water's edge, adjacent to Fisherman's Village and would have a character similar to the Grand Promenade.



Figure 18. Recommended Bench and Trash receptacle for Use Along the Waterfront Stroll.  
(Both are Made from Recycled Materials)



### *Width*

As indicated in the LCP, the promenade's minimum width is 20' where a fire access road is not required. Where a 20' wide accessible fire road is required, there must be an additional eight feet of pedestrian walkway with landscaping.

### *Consistent Treatment*

A consistent treatment of paving, fencing, lighting, trees, pedestrian furnishings shall occur for each subarea.

*Note: The general introductory paving and fencing recommendations presented as part of the Grand Promenade also apply to the Fiji Way Waterfront Promenade.*

### *Paving*

The following guidelines apply to all subareas:

- The promenade should be paved in colored and/or stamped concrete detailed with nautical or maritime imagery. Upgraded paving such as concrete unit pavers is encouraged.
- The promenade should not be paved with asphalt.
- The fire access roadway paving should be integrated with the pedestrian paving to increase the apparent width of the walkway. No curb is recommended between the fire access road and the walkway.
- Paving should provide a human scale through the use of devices such as unit pavers, frequent score lines, and variety in color and texture. The texture will comply with ADA requirements.
- In Subarea B, introduce accent paving at the slip gates and other locations. The accent paving divides the walkway into pedestrian-scale parcels, establishes a rhythm, and provides a series of experiences along the walkway.

In Subarea A (Parcels GG, 52, 53 and 54), the pedestrian promenade, the existing bike path, their associated landscaping and the Fiji Way streetscape should be designed as a comprehensive plan. The 8' minimum pedestrian concrete promenade should have a meandering pattern through a lushly landscaped environment of the remaining area, if feasible. Due to its location proximate of Fiji Way, it is not anticipated that a fire access road will be necessary.

### *Fencing and Gates*

The following guidelines apply to all subareas:

- Soft black metal picket fencing should be used as the basic fencing framework.
- To provide interest and variety, fencing detailing depicting the nautical theme is encouraged on at least 20% of the parcel's fencing.
- There should be no chain link fencing at the water's edge.
- The robust and corrosive marine environment leads to a recommended use of high quality, low maintenance and durable materials. Possibilities include anodized or powder-coated aluminum.

### *Lighting*

Fiji Way Waterfront Promenade Lighting Guidelines include:

- Extend use of the light selected along the Grand Promenade to the Fiji Way Waterfront Promenade. Refer to Figure 11.
- In the Fisherman's Village area (Subarea B), multiple fixtures and custom poles with banners are recommended.
- Integration of the lighting as part of the fencing is encouraged. Where not feasible, to achieve the maximum possible walking distance, install the light as close as possible to the fence while still satisfying code requirements.

### *Landscaped Strip/Consistent Green Edge*

The palm trees proposed for the landscaped strip are intended to create a dramatic visual effect and further define the walkway.

Landscaping Guidelines include:

- For Subarea A (Parcels GG, 52, 53 and 54), the promenade will be located adjacent to Fiji Way in an area today, which is limited to 8' or less. As a minimum, the sidewalk adjacent to Fiji Way should contain an alternating row of *Washingtonia robusta* (Mexican Fan Palms) and a shade tree. In redevelopment of the adjacent parcels, if feasible, the walkway should have ample landscaped areas to create a park-like character along Fiji Way.

- For Subarea B (Parcels 55, 56 and 61), the Fiji Way promenade should be similar to the Grand Promenade:
  - *Washingtonia robusta*. MEXICAN FAN PALM fast growing palm tree to 100 feet. Compact crown. (These already exist in this portion of the Marina.)
  - *Arecastrum romanzoffianum*. QUEEN PALM exceptionally straight trunk to 50' tall with a spread of 20'. Small cream to yellow flowers.
- *Washingtonia robustas* should "frame" the slip gates (Figures 5 and 6).
- *Washingtonia robustas* should be located approximately 40' on center (O.C.) along the Promenade. When a fire access road is not required for the 20' minimum width, trees would be located close to the buildings (Figure 6).
- *Arecastrum romanzoffianum* should be used as an accent tree near the buildings, when appropriate or as an alternate to the trees spaced approximately 40' O.C.
- Palms should be up-lit.
- Underplant the palms with shrubs and groundcovers. Selected shrubs and groundcovers are listed in Appendix A.

### *Pedestrian Furnishings*

For Subarea A, no site furnishings are anticipated due to the width of the walkway.

For Subarea B, the following site furnishing guidelines, similar to the Grand Promenade, include:

- *Benches*. Benches should occur, at a minimum, every 1/4 mile at enhanced marina-viewing areas. Seating arrangement options should be offered. For example, within the 20' width benches could be placed to face each other in groupings of two perpendicular to the waterfront edge. Within the 28' width, benches should face the water to avoid encroachment on the fire access road. The design quality of benches shown in Figure 12 is recommended. Benches treated as artwork as in Figure 13 is encouraged at catalytic project. A middle bar should be included on each bench to prevent persons from sleeping on them.
- *Shade structures*. Shade structures should be located at enhanced Marina viewing areas. Structures should not block views of the water and should be located outside of view corridors to Admiralty Way. The design of the structure should complement the nautical theme and be treated as artwork. Structure should create shade and shadow patterns as shown in Figures 13 and 14.
- *Trash receptacles*. Trash receptacles should occur, at a minimum, at enhanced Marina viewing areas and at every other slip gate, or approximately 200' O.C.

- *Signage.* Special directional signage for pedestrians should occur, at a minimum, at mole road intersections, at the library, and at the entry to the catalytic project areas. Signage should be multi-language and should not block view of the water for the pedestrians. The design of the signage should complement the existing signage program and respond to the promenade's nautical or maritime design vocabulary.
- *Drinking fountains.* Drinking fountains should occur, at a minimum, at the enhanced Marina viewing areas.
- *Outdoor vending.* Spaces for vendors, such as cappuccino and/or flower carts, are encouraged at enhanced Marina viewing areas.
- *Public artwork.* Public artwork such as sculptures, slip gates, fountains, sitting areas, clocks, tree grates, shade structures, among others is encouraged along the promenade, especially at the catalytic projects as illustrated in the examples shown in Figures 13 and 14.

#### RETROFITTING AND REHABILITATION

The guidelines for the Grand Promenade, the Waterfront Stroll, and the Fiji Way Promenade assume that parcels will be redeveloped. However, it is acknowledged that on many parcels existing structures may be renovated and the promenade will need to respond to existing conditions and constraints. It is encouraged that elements of the promenade be constructed as soon as possible and not wait until the complete redevelopment of the parcel. Therefore, the various promenade components listed may be phased in over time with renovation efforts to improve the overall Marina pedestrian environment, thereby ultimately creating the overall festive waterfront environment described in this document.

#### MOCK-UP AND A DEMONSTRATION PROJECT

To test and refine the guidelines described in the field and to showcase possible enhanced improvements to the leasees, it is recommended that a full-scale mock-up followed by a demonstration project be undertaken for the promenade. We believe this mock-up and demonstration project would be appropriate immediately for a segment of the waterfront as the seawall restoration project is underway and parts of the paving of the waterfront will need to be repaired.

For the mock-up, actual samples of benches, lights, trash receptacles, paving, trees, and paving materials would be detailed and assembled. Footcandle analyses would be undertaken for appropriate lighting spacing. This way before a large-scale mass production, the overall character of the promenade could be refined to achieve the sense of place and "specialness" envisioned for the festive waterfront promenade, the Marina Walk.

## Appendix A

*Shrub and Groundcover Options.*

Shrubs and groundcovers create a smooth transition from the palm trees to ground level. Additionally, the vegetative layer aids in the separation of vehicular and pedestrian traffic flow. The shrubs and groundcovers listed below tolerate seacoast conditions and are seasonal performers introducing vibrant color to the promenade.

Shrub and Groundcover Options

*Agapanthus africanus*  
LILY OF THE NILE

BOUGAINVILLEA

CANNAS

FLORAL ROSE  
(Mildew-Resistant Rose)

*Hemerocallis*  
DAYLILY

*Lavandula angustifolia*  
ENGLISH LAVENDER

*Limonium perezii*  
STATICE

*Liriope*  
LILLY TURF

*Pelargonium*  
GERANIUM

*Raphiolepis*  
INDIA HAWTHORNE

*Rosmarinus officinalis*  
ROSEMARY

*Strelitzia reginae*  
BIRD OF PARADISE

*Trachelospermum jasminoides*  
STAR JASMINE



