

A stylized illustration of the San Pedro Bridge and a lighthouse. The bridge is shown in a dark blue silhouette with orange lights at the top of its towers. The lighthouse is also in silhouette with an orange light at the top. The background is a solid blue sky.

# San Pedro's Waterfront Connectivity Plan



# San Pedro's Waterfront Connectivity Plan

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# EXECUTIVE SUMMARY

Building upon previous planning documents, San Pedro’s Waterfront Connectivity Plan presents a dynamic and comprehensive guide to creating an accessible, connected waterfront destination.

Now more than ever, people are seeking reconnection with themselves, each other, and the natural environment around them. San Pedro’s Waterfront Connectivity Plan is the catalyst that will allow this to happen.

The primary objective of this plan will build on existing and proposed modes of mobility as foundational to creating a network of well-connected, multi-benefit spaces that are accessible and safe for all San Pedro neighborhoods, as well as for the larger region seeking to enjoy an authentic LA Waterfront.

Recommendations in this plan have been developed from best planning practices for transportation, mobility, public art, and open space. Proposed projects will enhance connectivity across multiple means – motorized, non-motorized, and water – and will provide supporting elements such as wayfinding.

Chapter 1 provides a summary of existing planning documents, as well as a description of the history and current conditions at the waterfront. A snapshot of the local real estate market as compared to equivalent waterfront locations is also included.

Chapter 2 summarizes the community engagement process implemented to create this plan, and the results of that process.

Chapter 3 details the plan’s recommendations for connectivity improvements and identifies synergies with the sustainability goals in LA’s Green New Deal Sustainability Plan 2019. The connectivity framework includes four pillar concepts:

- Park Once, Stay All Day: roadways and parking
- Improve Public Transit: public transit, trolley, and water taxi
- Provide Multi-Benefit Public Access: pedestrian and bicycle
- Create Points of Interest: open space, recreational boating, public art, and wayfinding

The chapter includes guidelines and projects for each of the categories. Featured projects are highlighted in visitor journey scenarios, and a streetscape design toolkit provides a go-to manual for best practices and pilot project ideas.

Chapter 4 describes the Connectivity Plan’s implementation strategy, with details on phasing, magnitude of cost, and parties responsible for each recommended project.

The Appendix includes relevant materials related to developing the plan, including detailed community engagement results and planning document analysis.

San Pedro’s waterfront is a vital and cherished amenity for locals and visitors alike. This plan will undoubtedly further the LA Waterfront’s ability to become an even greater destination and attraction.



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An aerial photograph of a harbor scene. In the foreground, a large white ship with a flat deck and a small cabin is moving through the water, leaving a white wake. Two smaller tugboats are positioned near the ship. To the right, a long pier extends into the water. In the background, a city is visible on a hillside, with a large marina filled with many small boats. The sky is blue with some clouds.

# Chapter 1: Overview



# San Pedro's Waterfront

**The evolution of San Pedro's waterfront includes several previous plans to shape the development of the area. This section provides an overview of those previous plans and projects, as well as a description of current conditions. Additionally, it provides a local market scan and regional waterfront development case studies.**

## Introduction

- Vision for a Connected Waterfront
- Key Components & Project Goals
- Project Scope
- Historical Context

## Legacy of Plans & Projects

- Existing Planning Document Summaries

## Current Conditions

- Vehicular Circulation
- Public Transit Circulation
- Pedestrian Circulation
- Bike Circulation
- Public Art & Open Space
- Wayfinding
- Development Destinations

## Waterfront Development Market Scan

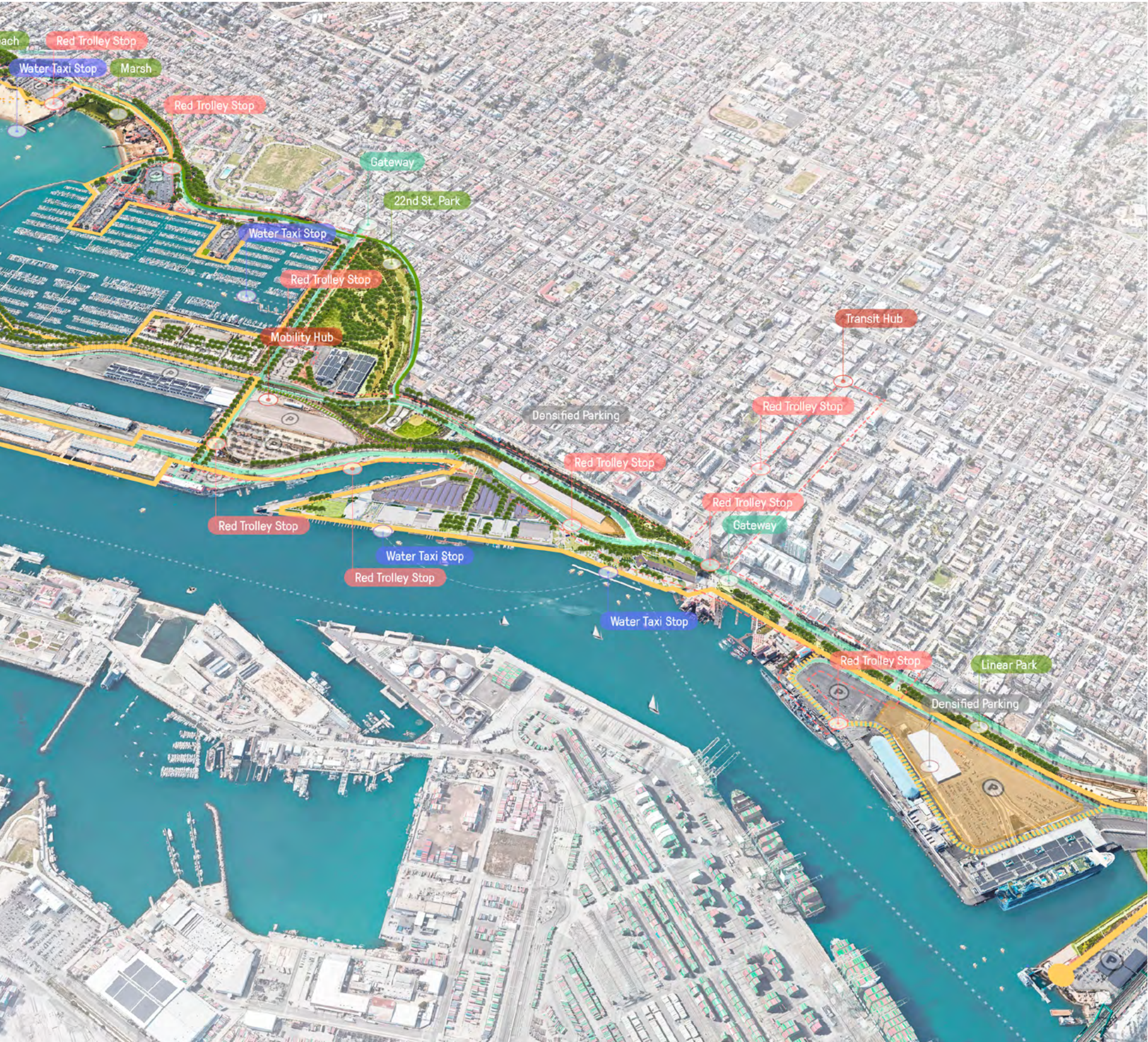
- San Pedro Market
- Competitive Destinations



# Vision for a Connected Waterfront

Now more than ever, people are seeking reconnection with themselves, each other, and the natural environment around them. San Pedro's Waterfront Connectivity Plan is the catalyst that will allow this to happen.

The primary objective of this plan will build on existing and proposed modes of mobility as a foundation to create a network of well-connected, multi-benefit spaces that are accessible and safe for all San Pedro neighborhoods as well as for the larger region seeking to enjoy an authentic LA Waterfront.





# Key Components & Project Goals



Transportation Planning



Bicycle & Pedestrian Planning



Public Art Planning



Open Space Planning



## Best Practices

### San Pedro's Waterfront Connectivity Plan Elements

- Motorized Connectivity:**
  - Roadways
  - Parking
  - Tram
  - Public Transit
  - Trolley
- Non-Motorized Connectivity:**
  - Pedestrian
  - Bicycle & Micromobility
- Water Connectivity:**
  - Water Taxi
  - Recreational Boating
- Supporting Elements:**
  - Public Art
  - Open Space
  - Wayfinding

### Implementation Recommendations

- Immediate
- Short-Term (Next 5 Years)
- Long-Term (Beyond 5 Years)



## A Connected Waterfront!

# Goals of the Connectivity Plan

This project considers the various components of successful development, examining how they might function in the future and then bringing these components together to connect the waterfront. This process includes the following goals:

- **Working with what's been done already:** As outlined in Chapter 1, a number of previous documents have been created to help guide development at the Port. This document aims to build on what's already been created.
- **Setting a framework for the future:** Key aspects of connectivity will create a network that can serve as a base of future growth.
- **Thinking about connectivity comprehensively:** The effect of each individual connectivity aspect grows exponentially once combined with other elements; the parts must come together to create an interconnected whole. San Pedro's waterfront should be linked to local neighborhoods and to the wider region, as well as having connectivity within it.
- **Engaging the Community:** This project aims to connect with the community and present its findings in a digestible and compelling manner.



# Project Scope

*The Port of Los Angeles is the nation's premier gateway for international commerce and the busiest seaport in the Western Hemisphere. Handling diverse commodities from avocado to zinc, the Port of Los Angeles features both passenger and cargo terminals, including cruise ships, container, automobile, breakbulk, dry and liquid bulk, and warehouse facilities that manage billions of dollars' worth of cargo each year. The Port is also focused on new technologies to enhance digital information flow throughout the supply chain.*

*This thriving seaport is also known for groundbreaking environmental initiatives and remains committed to managing resources and conducting developments and operations in both an environmentally and fiscally responsible manner. The Port has also built a strong reputation for its progressive security measures and community engagement. For the last decade, the Port has been at the forefront of revitalization of the LA Waterfront, improving public access to the water, developing public-friendly amenities and infrastructure, and transforming the harbor shoreline into a world-class visitor destination. (<https://www.portoflosangeles.org/about> )* This plan is a major part of the revitalization endeavor.

Great destinations are the result of creating, shaping, and maintaining great public realm spaces for people. The means by which people get to and from and move through a place plays a key role in their overall experience. Recommendations in San Pedro's Waterfront Connectivity Plan have been developed from best planning practices for transportation, mobility, public art, and open space. Proposed projects will enhance connectivity across multiple means — motorized, non-motorized, and water — and will provide supporting elements such as wayfinding. Beyond creating a vibrant and memorable sense of place, this plan will emphasize enhancing area connectivity, prioritizing high-performance infrastructure, and celebrating the larger history and context of the area.





# Geographical Context

## Regional Context

San Pedro forms the southernmost portion of the City of Los Angeles, and is one of the few neighborhoods in the city with waterfront. Located on the San Pedro Bay, adjacent to the mouths of the Los Angeles River, Dominguez Channel, and the City of Long Beach, the Port is the largest in North America. Downtown Los Angeles is less than 25 miles away, and two airports are within 20 miles. San Pedro is connected to the region by multiple freeways and Metro commuter lines.



## Community Context

San Pedro’s waterfront lies on the eastern edge of San Pedro, across the Main Channel from Terminal Island and bordering on Wilmington. It is directly connected to the downtown area of Central San Pedro as well as Coastal San Pedro, which is more residential.



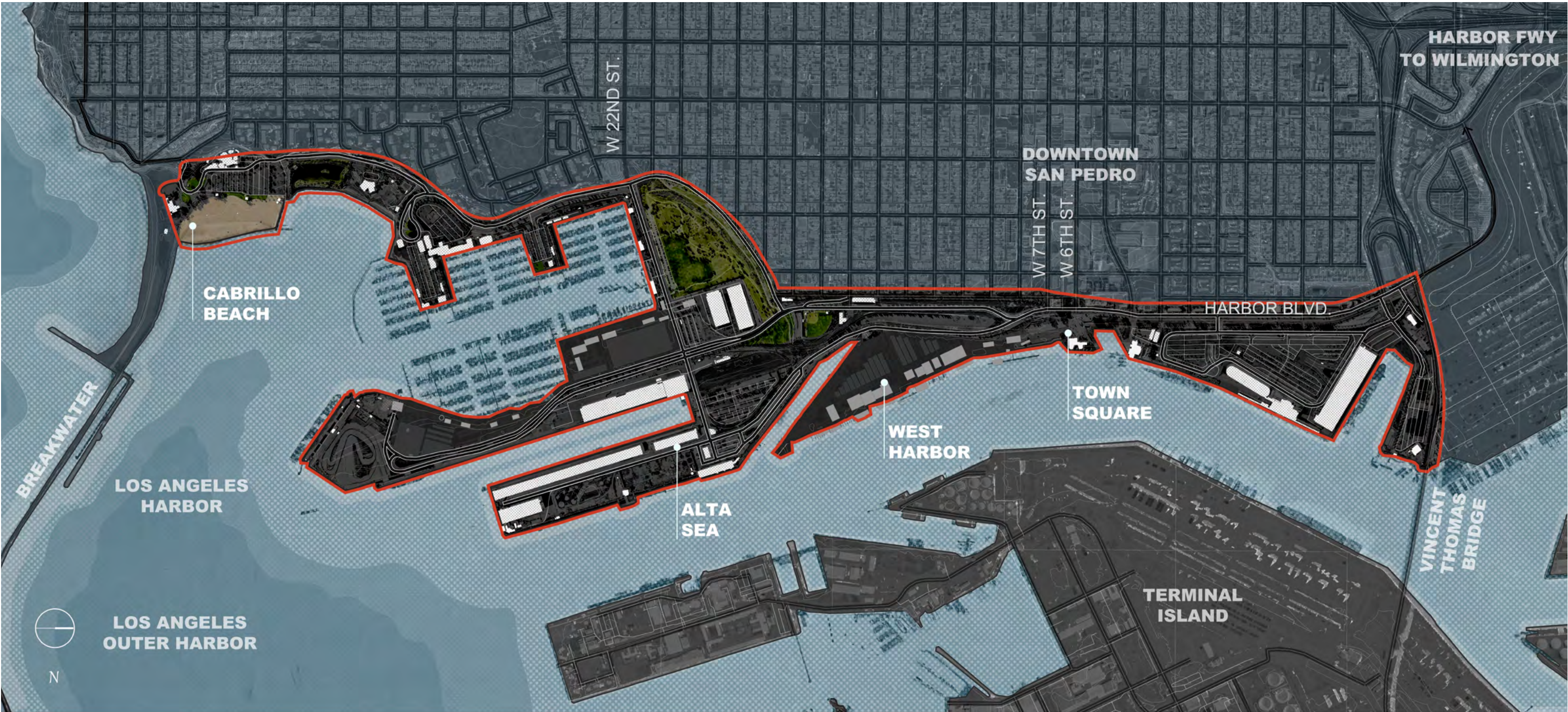


# Scope Area

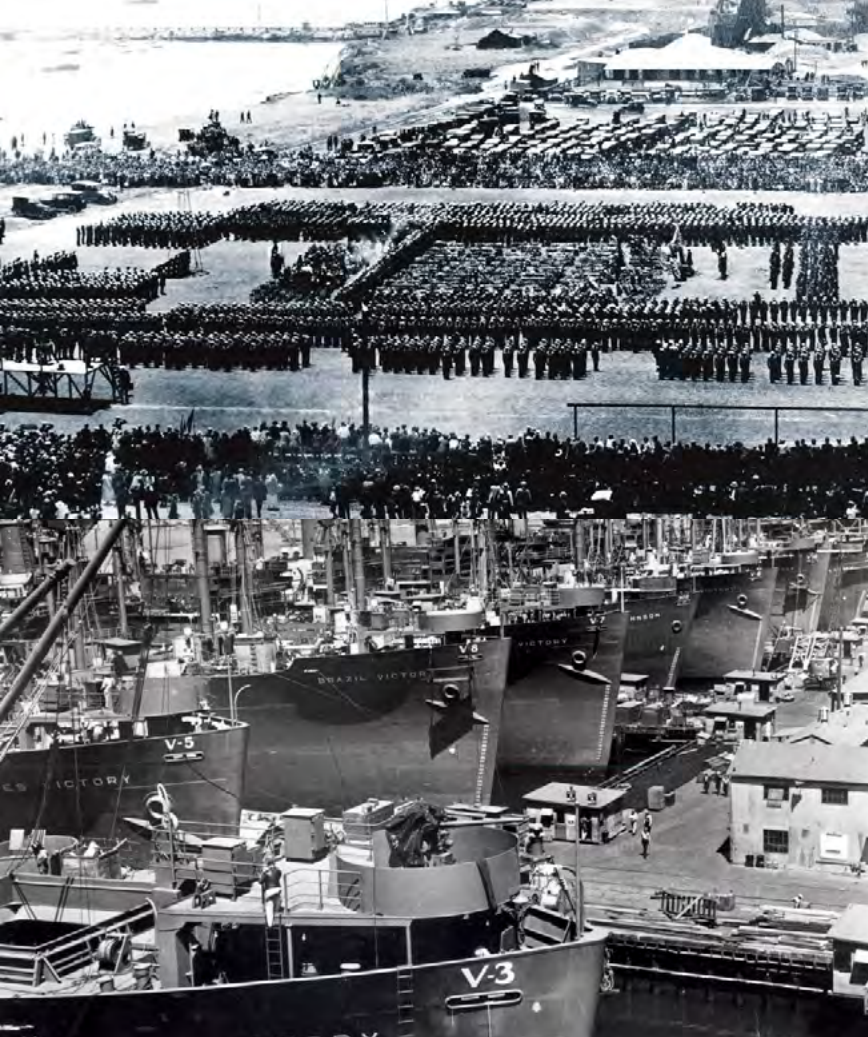
## 460 Acres + 8 Miles of Waterfront

This Connectivity Plan is focused on the area of the LA Waterfront adjacent to San Pedro. The project area is bounded by the Vincent Thomas Bridge to the north; the breakwater to the south; Beacon Street, Crescent Avenue, Via Cabrillo-Marina, and Shoshonean Road to the

west; and the Los Angeles Harbor and Main Channel to the east. The plan focuses on forming connections both within this area and to the surrounding neighborhood and region, as indicated on the previous page.







## Historical Context

### Original Settlement & Early History

Originally populated by the Gabrielino-Tongva Tribe, San Pedro is located at the base of the Palos Verdes peninsula, near the opening of the LA River. This prime location made it particularly desirable for later European settlers. By 1784, Rancho San Pedro was established by Juan Jose Dominguez. When Americans began coming to California after the Mexican-American war, Phineas Banning established a harbor at San Pedro. A railroad was completed in 1871, and by 1897, San Pedro became the official Port of Los Angeles; during this time, the main breakwater was constructed and operating. The construction of Fort MacArthur in 1914 established a military presence. The town grew its shipping and fishing industries, attracting large communities of Japanese, Croatian, Italian, and other international immigrants.

(Clockwise from left): Military operations at Port MacArthur; banana imports; fishermen gathering at the Port; Pacific fleet.

## Development & Naval History

Since the construction of Fort MacArthur, San Pedro had a strong naval presence, with submarines and battleships stationed in the Harbor. The advent of World War II in the 1930s and 50s sent many of these vessels to Pearl Harbor, and during this time, many Japanese-American citizens were evicted from their homes in San Pedro. After the war, prosperity followed, with increases in shipping attending the development of containerization. The fishing and canning industries also experienced tremendous growth during this time. Ship-building and repair also helped grow the local economy, as did the oil industry. Although the fishing industry declined after fish populations collapsed, the Port of Los Angeles prospered to become the nation's number-one container port.

(Clockwise from right): Shipbuilding; tuna cannery; fishermen catching tuna.



## San Pedro's Waterfront Connectivity Plan



# Legacy of Plans & Projects

The review of existing planning documents, technical studies, and relevant materials was the first step in creating San Pedro's Waterfront Connectivity Plan. This task enabled the team to gain a complete picture of previous efforts made to guide the development of the waterfront. Each document was reviewed and analyzed to generate summaries and key issues. Brief summaries of each of the documents are included in the following section.

A more detailed analysis of previous plans and projects is listed in the document matrix found in the appendix. This matrix includes a brief description of each project's relevant connectivity-related category followed by its name, scope, date of construction, and status. Planning elements, including design guidelines, implementation, sustainability, urban greening, and relevant district(s), are also summarized.





# Existing Planning Document Summaries



## 2005 San Pedro Waterfront and Promenade Master Development Plan (B to B)

The master development plan refines basic concepts specified in previous documents. The plan outlines strategies for improved access to the water, enhanced opportunities for open space, and renewed sensitivity to the history and culture of San Pedro. Transportation and parking plans are also included, as well as an art master plan.

## 2004 San Pedro Waterfront and Promenade Master Development Plan (B to B) Design Guidelines

This document is a subcomponent of the San Pedro Waterfront and Promenade Master Development Plan (B to B). The guidelines address the general character and vision of the master development plan and serve as a guide to public and private development on the project site. The document addresses land and water uses, street layout, building height limits, building setback requirements, and other development regulations.

# Recurring Themes

While planning efforts and projects have shifted focus over the years, many of them describe and recommend common priorities. The following themes have persisted through multiple documents created for San Pedro’s waterfront.

1. A continuous promenade and bike path
2. Connections to the California Coastal Trail and LA Harbor View Trail
3. Connections that join Downtown San Pedro and residential areas with the waterfront
4. Design guidance for signage and hardscape treatment
5. Removal of physical barriers to the waterfront and water views
6. A redesigned trolley system
7. Solutions for congestion on Harbor Boulevard
8. A realigned, simplified, and beautified Harbor Boulevard
9. Connections between attractions and destinations within the waterfront
10. Promotion of a unique cultural, retail, and commercial redevelopment
11. Development of a world-class venue to serve the greater Los Angeles area

# Existing Planning Document Summaries Continued

## 2005 San Pedro Waterfront Enhancements & Errata (MND)



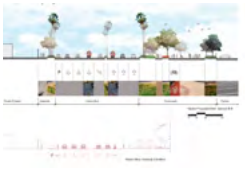
This study was created to evaluate the potential environmental consequences associated with the San Pedro Waterfront Enhancements Project. As part of the permitting process for the Port, the proposed projects were required to undergo an environmental review pursuant to the California Environmental Quality Act (CEQA). The proposed project area covered 44.5 acres and began at the intersection of Harbor Boulevard and Swinford Avenue, ending at the Fisherman’s Pier near Cabrillo Beach.

## 2008 Harbor Boulevard Seamless Study



The Harbor Boulevard Seamless study highlights the integration of access and urban design along Harbor Boulevard between the San Pedro waterfront and San Pedro community. The document reports on previous studies conducted near the Port; a community waterfront charrette and the resulting discussion and design guidelines for Harbor Boulevard. The study highlights three focus areas, including the Harbor Boulevard streetscape between Swinford Street and Sixth Street; the Inner Cruise Terminal parking area, including a parking structure proposal; and two joint development opportunities: low density parking with retail at the Caltrans Site, and mixed-use retail and residential with parking at 7th Street and Beacon Street.

## LA Waterfront Urban Linkages: San Pedro Waterfront



This plan elaborates on elements initially outlined in the San Pedro Waterfront and Promenade Master Development Plan (B to B) for future implementation purposes. The document analyzes several case studies, continues the site inventory and analysis process, and develops district identification. The scope is from Vincent Thomas Bridge to 22nd Street.

## 2005 Los Angeles Harbor Area – California Coastal Trail Access Analysis



The coastal trail analysis identifies coastal access opportunities as well as implementation of these proposed improvements. The analysis focuses on San Pedro and Wilmington and includes the harbor area of Long Beach. Segments were identified within these key areas, and their trail aspects, site descriptions, assets, constraints, and opportunities were analyzed. The 52 opportunities identified within the San Pedro area are highlighted as existing coastal trails, existing coastal trails needing improvement, missing links, proposed coastal trails needing improvement, and coastal trail support facilities needed.

## 2009 San Pedro Waterfront Project (FEIS/FEIR)



This document analyzes 36 project elements that fall within three categories. These elements encompass, first, a cohesive, interconnected network of promenades, harbors, open space and linkages designed to better connect the waterfront with downtown and surrounding communities. Second, new development, redevelopment, cultural attractions, and modifications to existing tenant facilities, including development of the new cruise facilities and Ports O’ Call are considered. Third, transportation improvements for vehicles and pedestrians are outlined.

## 2012 City Dock No. 1 Marine Research Center Project (FEIR)



A draft environmental impact report (EIR) was prepared and circulated for public comment to evaluate environmental impacts related to the construction and operation of the City Dock No. 1 Marine Research Center Project. The proposed project involves development of an urban marine research center within a 28-acre portion of the 400-acre San Pedro Waterfront Master Plan area along the west side of the Los Angeles Harbor’s Main Channel, and encompasses Berths 56 through 60 and Berths 70 and 71.



# Existing Planning Document Summaries Continued

## 2014 Port Master Plan



The Port Master Plan established policies and guidelines to direct the future development of the Port. This master plan incorporates Port development (cargo handling facilities, commercial fishing facilities, and boating facilities), San Pedro, West Basin/Wilmington, Terminal Island, Fish Harbor, and waterways. The plan was designed to better promote and safely accommodate foreign and domestic waterborne commerce, navigation, and fisheries in the national, state, and local public interests. The Plan also provides for public recreation facilities and visitor-serving areas to facilitate public access to the waterfront and better integrate the Port with the surrounding community, consistent with the State Tidelands Trust.

## 2014 LA Waterfront Design Guidelines



The Waterfront Design Guidelines provided the framework for projects to be constructed along the Port’s waterfront. This document brings together open space, architectural, signage, lighting, and sustainability guidelines for the unified development of the LA Waterfront, while also celebrating the history of San Pedro. These design guidelines are broad statements that steer the implementation of waterfront projects.

## 2014 San Pedro Waterfront Parking Study



The parking study was intended to provide the Port with an understanding of how to effectively support the future parking demand generated by development plans along the Waterfront. Elements include existing and future parking inventory and demand, future parking solutions, cost analysis of parking management options, financial analysis of the Waterfront parking system, and a parking management plan.

## 2022 West Harbor Modification Project (IS/NOP)



The Los Angeles Harbor Department (LAHD) produced the Notice of Preparation (NOP) to inform responsible parties that the 2009 San Pedro Waterfront Project (FEIS/FEIR) was being modified. The proposed modification included a 6,200-seat outdoor amphitheater and entertainment lawn venue replacing the previously analyzed 100-foot diameter Ferris wheel with a tower attraction/observation deck.

## 2017 San Pedro Urban Greening Implementation Plan



The implementation plan was the culmination of a multi-year, community-based planning effort that identified downtown green space linkages through waterfront connection points, downtown community sites, and upland park area connection points. It describes 32 green pathway and outlet opportunities that were identified during this process. Each listing includes a summary of key implementation requirements.



# Current Conditions

The LA Waterfront at San Pedro is brimming with possibilities. Many positive elements already exist, and several exciting new developments are soon to arrive. As the Waterfront continues to grow and develop, connecting these elements will be crucial in fostering the enjoyment of local destinations and attracting visitors. An on-the-ground review of the existing site conditions reinforced the planning team's understanding of progress that has been made and the potential to be realized.

San Pedro's Waterfront Connectivity Plan analysis is based on physical site conditions as observed or documented during the period of October 2022 through June 2023. This section provides a description of these conditions, broken into the following categories:

- Vehicular Circulation
- Public Transit Circulation
- Pedestrian Circulation
- Bike Circulation
- Public Art & Open Space
- Wayfinding
- Development Destinations





# Vehicular Circulation

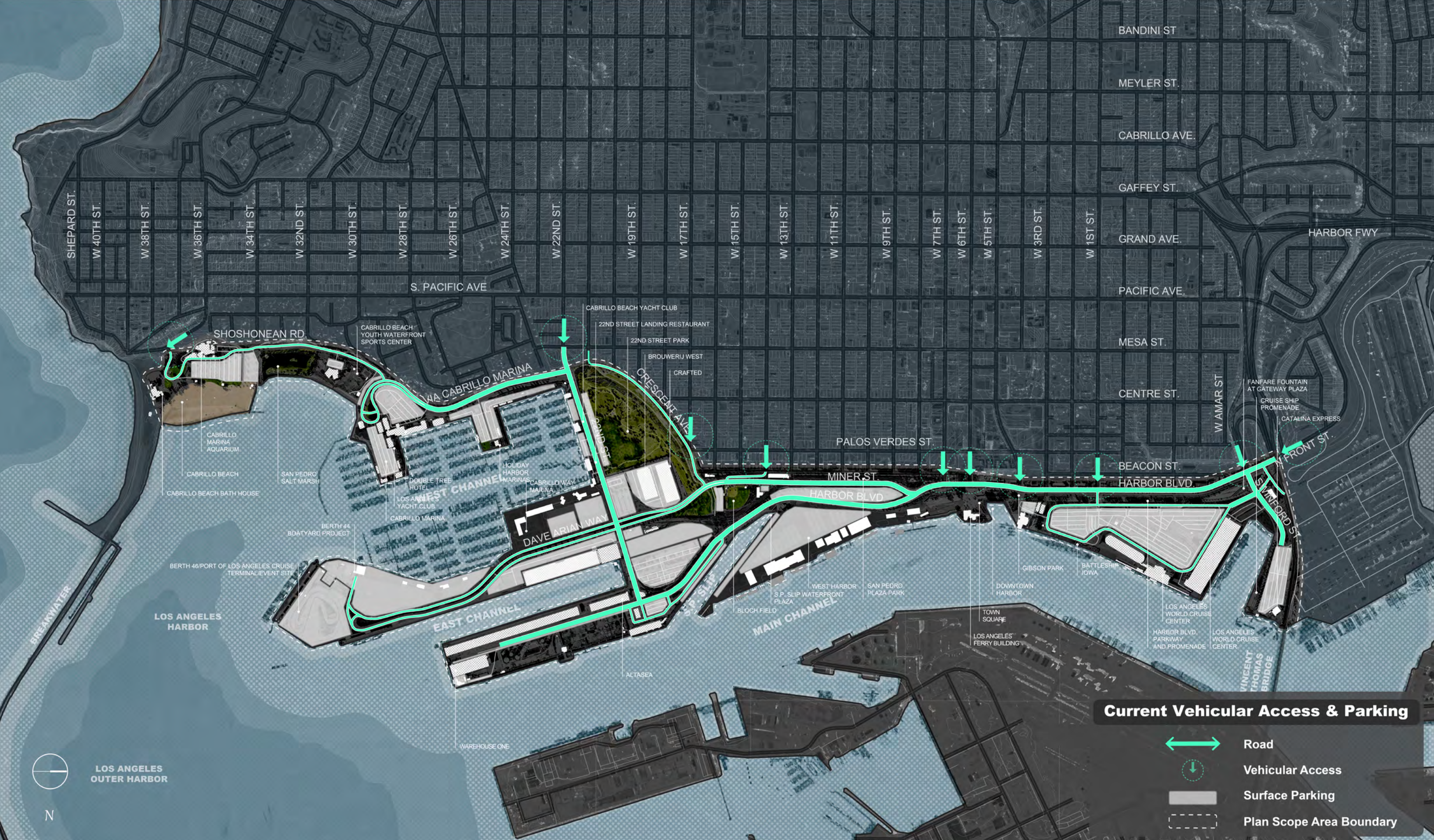
Most visitors approach San Pedro’s waterfront via car from the 110/710/47 Freeways. A few other main entry points, or gateways, are also used from the neighborhoods for vehicular waterfront access. This section defines these gateways and primary routes where future signage for wayfinding and parking will be critical. It also includes existing and proposed parking lots and structures, points of connection, surface lot conditions, and available amenities, and identifies access points to the waterfront that can be improved.

## Components:

- Primary Access Points
- Primary Routes
- Parking









# Primary Vehicular Access Points



**Harbor Boulevard & Swinford Street Freeway Exit**

The majority of visitors to San Pedro’s Waterfront arrive through Route 47 and exit via Harbor Boulevard. The intersection of Harbor Boulevard and Swinford Street is often congested during peak visitation and lacks strong directional wayfinding into the harbor. This intersection is therefore of particular significance for wayfinding and placemaking.



**6th Street & Harbor Boulevard**

Sixth Street and Harbor Boulevard is an important intersection not only for pedestrians but for vehicular access as well. This intersection connects the Waterfront with downtown San Pedro’s main street. Catenary lighting, planting, and designed hardscape sidewalks would help activate this street and make it more pedestrian-oriented.



**22nd Street & Mesa Street**

The intersection of 22nd Street and Mesa Street, like that of 6th Street and Harbor Boulevard, is a major access point for both vehicles and pedestrians. Residents of the neighborhoods to the north and into the peninsula typically approach the Waterfront via this access point. This intersection could be enhanced with improved wayfinding and placemaking.



# Primary Vehicular Routes



Harbor Boulevard

Harbor Boulevard is the primary north-south street running parallel to the waterfront. This street not only provides the main connection from the freeway, but also access to the cruise terminal and several Waterfront destinations like West Harbor and AltaSea. In 2018, Harbor Boulevard underwent improvements from Swinford Street to 7th Street, including a realignment at 7th Street. South of 7th Street, Harbor Boulevard remains a two-lane street.



Miner Street & Dave Arian Way

As part of the 2018 realignment, Miner Street now forks from Harbor Boulevard to provide access to the Outer Harbor and south end of the Waterfront. This road is a secondary north-south street, beginning at 7th Street. Its four lanes open to a large, vegetated median south of 22nd Street that was originally intended for trolley infrastructure. South of 22nd Street, the street is called Dave Arian Way, as dedicated in 2020.



22nd Street

22nd Street creates an east-west connection from the Palos Verdes peninsula to the Waterfront. It provides two travel lanes in each direction and left turn lanes at intersections. The street currently lacks pedestrian-friendly amenities.



# Parking Signage, Surface Lots, & Payment



Parking directional sign



Attraction signage does not indicate parking



Cruise Terminal signage does not indicate parking

Signage at San Pedro’s waterfront does not always link destinations with available parking (as depicted in the top row of images at left). Parking signage is often smaller, and located just before the parking area.

On quiet days, there are plentiful surface parking lots (bottom row). Surface lots such as the Outer Harbor lot often provide flexible space that can be used for events or parking, depending on the need. There are no parking structures along the waterfront within the project scope area.

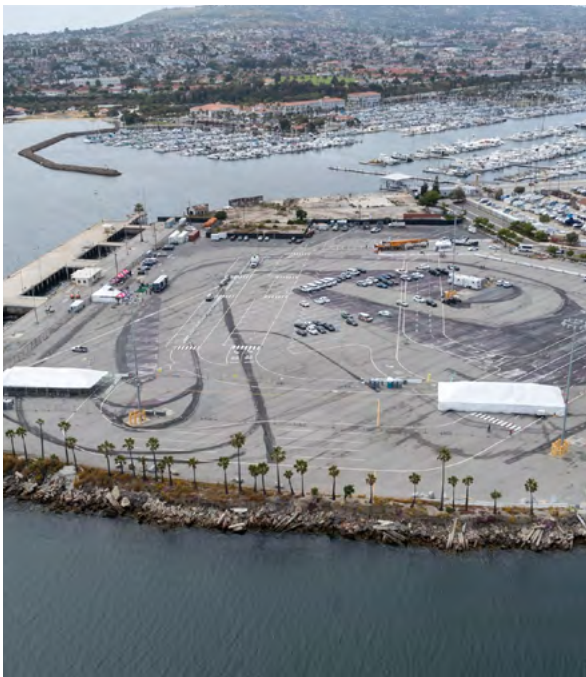
Payment for parking differs throughout the waterfront, with some lots requiring daily rates while others are hourly. Payment options also vary. Some lots use smartphone apps while others use payment machines. A few use in-person vendors.



Cruise Terminal parking lot



Parking for Cabrillo Way Marina and CRAFTED/Brouwerij West



Outer Harbor parking lot



# Public Transit

Several regional and local public transit lines provide access to and within San Pedro. The LA Waterfront Red Trolley, or San Pedro Trolley, provides free rides around the Waterfront. This rubber-tire vehicle drives a one-way circuit, stopping at key destinations. The rubber-tire trolley replaces a rail trolley based on the historic Pacific Electric Red Car line that ran through the waterfront during the first half of the twentieth century.

## Components:

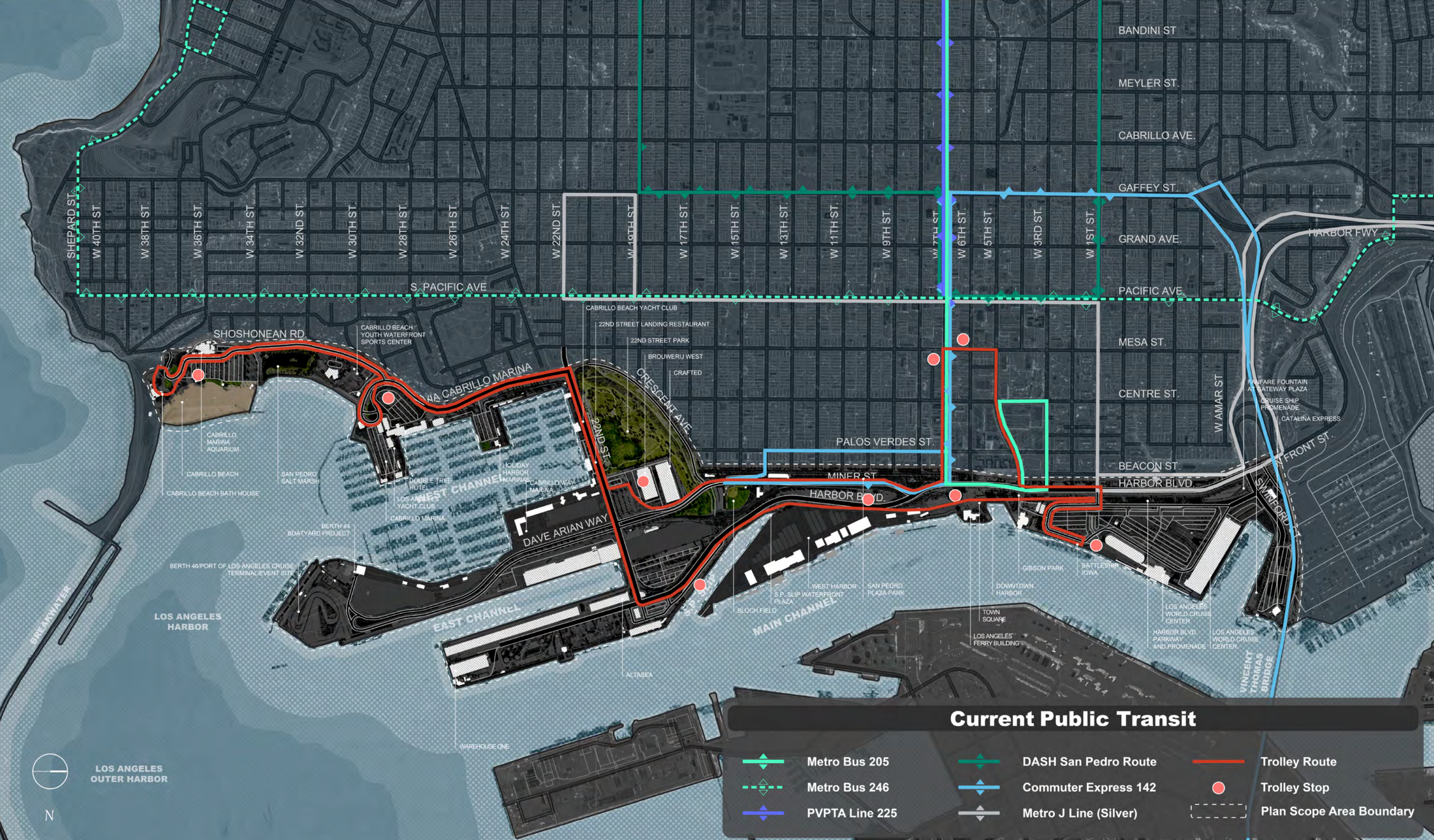
- Current Trolley Service
- Red Car Trolley History
- Public Transit Service













# Current Trolley Circulation



Rubber Tire Trolley

The rubber tire trolley system uses multiple vehicles with varying markings and styles, but all feature the color red and an old-fashioned trolley look. This free, hop-on-hop-off system currently operates regularly on summer weekends, and is also employed for special events.



Route & Schedule

The summer trolley loop, operating on weekend afternoons every 30 minutes, connects the cruise terminal to downtown San Pedro and the Cabrillo Marine Aquarium, stopping at key destinations such as CRAFTED/Brouwerij West, the Warner Grand Theater, Battleship Iowa, and the Doubletree Hotel. Because the trolley is rubber-tire and not rail, its route and schedule are flexible. During Fleet Week 2023, the route circulated the main event area so that those attending the festivities would not have to ride the distance to the aquarium, since the route is a one-way circuit.



Stops

Regular trolley stops are generally indicated with a Red Car-shaped sign, schedule, and route, but they lack benches or other amenities. Not all stops feature signage, which can make stops difficult to locate. Additionally, when the route changes for special events, disused permanent stop locations do not indicate the change of route. The confusion about route and stop locations generates frustration for users, as indicated by online reviews and expressed by the community during Connectivity Plan engagement events.



# Red Car Trolley History



Pacific Electric Railway Red Car

The historic Red Car Trolley line, operated by Pacific Electric Railway, connected the LA Waterfront to San Pedro and Wilmington from the early 1900s through the 1960s. The line was brought back as a tourist attraction from 2003-2015. Today, the rail line and rail right-of-way exist in fragmented pieces along the waterfront. Although the idea of continued operation is popular among the community, it is both expensive and impractical along the fragmented route (2009 Waterfront Red Car Line Feasibility Report). The more flexible, feasible, and affordable option is the rubber-tire trolley described in previous pages. The rails and rail right-of-ways could be used for other purposes, as described in the Connectivity Chapter.



Waterfront Red Car

The 2003 Waterfront Red Car employed one original Pacific Electric Red Car and two replicas. The route ran from the World Cruise Centre cruise ship terminal under the Vincent Thomas Bridge to the intersection of 22nd Street and Miner Street, with intermediate stops at Downtown San Pedro, the Maritime Museum, and the Ports O' Call Village. The trolley ran over the weekend, Friday-Sunday, with added service on other weekdays depending on passenger ship landings.



Red Car Stations

These stations, built to provide access to the 2003 line, are currently unused and contain relics of pedestrian amenities. In the future, they could be utilized in different ways, described in Chapter 3, Connectivity Elements, page 146.



# Public Transit



Photo: LA Metro

## Regional

The Metro J Line 950 connects San Pedro to El Monte via downtown Los Angeles. This bus rapid transit route primarily serves commuters, as it runs from approximately 4am to 9pm every 20 minutes. It includes several stops near the waterfront, as well as in San Pedro’s downtown.



## Local

LADOT operates a local bus route, the DASH, which connects Peck Park to 25th Street and Western Avenue through downtown San Pedro. It operates weekdays every 30 minutes 6am–8pm and weekends 9am–6:30pm. Additionally, LA Metro operates two local bus routes through San Pedro. The 246 connects the Harbor Gateway Transit Center through Point Fermin, offering continuous daily service. The 205 connects the Willowbrook area to downtown San Pedro, ending at 6th Street and Harbor Boulevard, operating 5am–11:30pm daily. Palos Verdes Peninsula Transit Authority (PVPTA) operates bus line 225 weekdays 6am–7:30pm, connecting 7th Street and Pacific Avenue in downtown San Pedro to Palos Verdes Drive and Via Valencia in Rancho Palos Verdes. Service from RPV begins at 8:35am, while service from San Pedro begins at 6am.



## Stops

Some bus stops feature amenities like benches or shade structures, while others simply have posted signs. Therefore, not all bus stops are as noticeable or comfortable for transit riders. Improving bus stops could encourage broader use of public transit.



# Pedestrian Circulation

Sidewalks and promenades along the waterfront provide paths for pedestrians, connecting different parts of the waterfront. Most visitors will walk from their parking location to their destinations, making these paths integral to their experience. Many pathways offer amenities such as shade, seating, and lighting, while others need enhancement. Sidewalk repair, increased shade, and distinguishing features would improve the pedestrian experience. In addition, many local residents access the waterfront on foot, adding to the importance of the pedestrian pathways' quality. However, impediments such as lack of road crossings or significant grade changes limit some points of entry. Additionally, visitors coming from parking lots would benefit from improved wayfinding and informational signage.

## Components:

- Pedestrian Connectivity Analysis
- Pedestrian Circulation
  - Promenades
  - Sidewalks
  - Trails
- Pedestrian Access Points & Connections



Photo: West Harbor







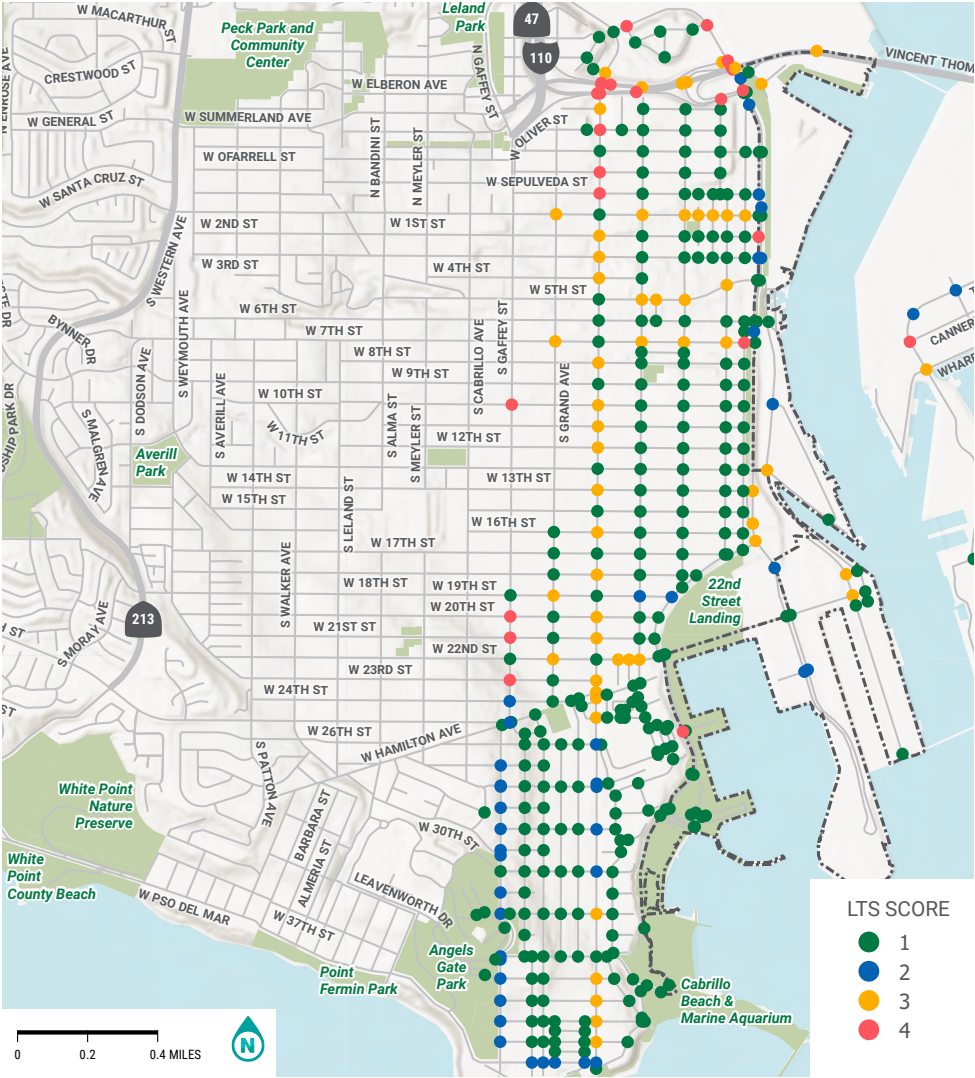
# Pedestrian Connectivity Analysis

The pedestrian level of traffic stress (PLTS) analysis is a method used to highlight where additional attention is required to improve walkability, and helps to describe how it feels to walk around a community. PLTS is

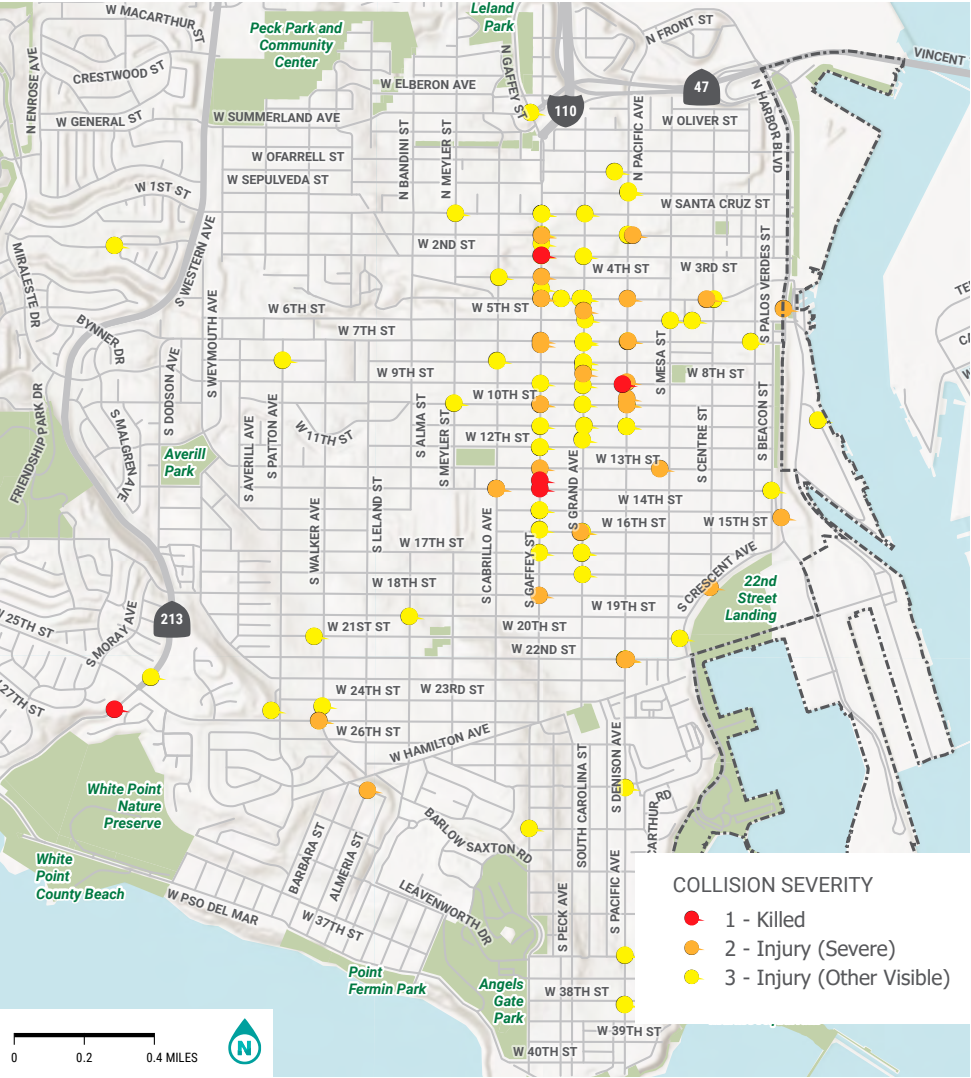
determined by factors including sidewalk presence and width, sidewalk buffer width and type, posted speed limit, and number of travel lanes.



**Pedestrian Level of Traffic Stress (PLTS)**  
Low-PLTS scoring roadways are those with the highest levels of comfort experienced by the widest range of pedestrians; high scores represent roadways with the most reported stress, where use is often restricted to able-bodied adults. This analysis does not include paths that are not associated with roadways (such as portions of the waterfront promenade). To better understand community context and potential impacts on people traveling to and from the waterfront, the analysis extends beyond the Connectivity Plan’s scope area (and outside of the Port’s jurisdiction), where improvements would be dependent upon other entities.



**Pedestrian Intersection Level of Traffic Stress (PILTS)**  
The PILTS methodology is similar to PLTS, but with the following additional factors considered: traffic control, crossing width, and median islands. Gaffey Street, Pacific Avenue, 1st Street, 5th Street, and 7th Street all create stressful intersection conditions for pedestrians.



**Pedestrian Collisions (2017-2021)**  
Pedestrian collision data from 2017-2021 were extracted from the Statewide Integrated Traffic Records System (SWITRS). Gaffey Street recorded the highest number of collisions, including those with significant severity and fatalities. Grand Avenue and Pacific Avenue also have significant numbers of collisions.

Source: Alta Planning + Design

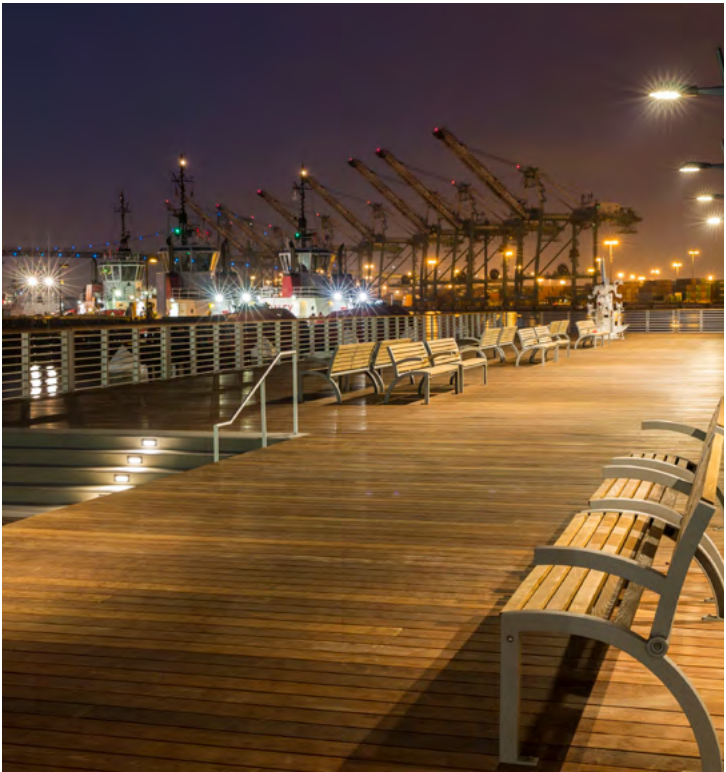


# Pedestrian Circulation: Promenades



Harbor Boulevard Parkway Promenade

The promenade along Harbor Boulevard provides a variety of pedestrian amenities including pocket parks, lighting, landscaping, signage, and public art. The promenade is wide, and accommodates both pedestrians and bicyclists. The hardscape and benches consist of metal, granite, and wood, establishing a nautical theme.



Downtown Harbor Promenade

The downtown segment of the promenade features wooden planks that emphasize its nautical location. This area also features several pieces of art, as well as some tables and seating.



West Harbor Promenade

The freshly constructed promenade between the downtown harbor and the upcoming West Harbor development features a clean, modern design with new trees that provide shade and reduce pollution. At the time of this writing, this promenade is being extended into the West Harbor development.



Cabrillo Way Marina Promenade

The promenade alongside the marina provides shade structures, benches, and trees, and is an optimal place for boat-viewing.



# Pedestrian Circulation: Sidewalks



**Sidewalks with Pleasant Conditions**  
Many sidewalks in San Pedro provide a pleasant experience for pedestrians, with plenty of space to walk, shade, and few impediments. This segment of sidewalk along Via Cabrillo Marina, with its wide sidewalks, shade, vegetation, lighting, and clear wayfinding, is a good example of pleasant conditions.



**Sidewalks with Impediments**  
Some waterfront sidewalks, such as that along 22nd Street, feature impediments like utility boxes and telephone poles. These obstacles are particularly difficult to navigate for those in wheelchairs or pushing strollers, as the sidewalk becomes too narrow.



**Sidewalks Lacking Amenities**  
Some sidewalks, such as that along Harbor Boulevard, are free of impediments but are uninviting to pedestrians. These sidewalks lack pedestrian amenities like shade, benches, lighting, and wayfinding.



Pedestrian Circulation: Trails



22nd Street Park Trails

The 22nd Street Park trails give waterfront visitors an opportunity to connect with nature, featuring decomposed granite paths and plenty of vegetation. Site topography, however, presents challenges to accessibility and drainage. The park itself serves as a connection between the neighborhood and the waterfront.



Trail along Crescent Street

Trails above 22nd Street Park along Crescent Avenue are narrow, with areas of uneven surfacing and physical obstructions. This trail appears to be a use trail rather than a designed trail in some segments.

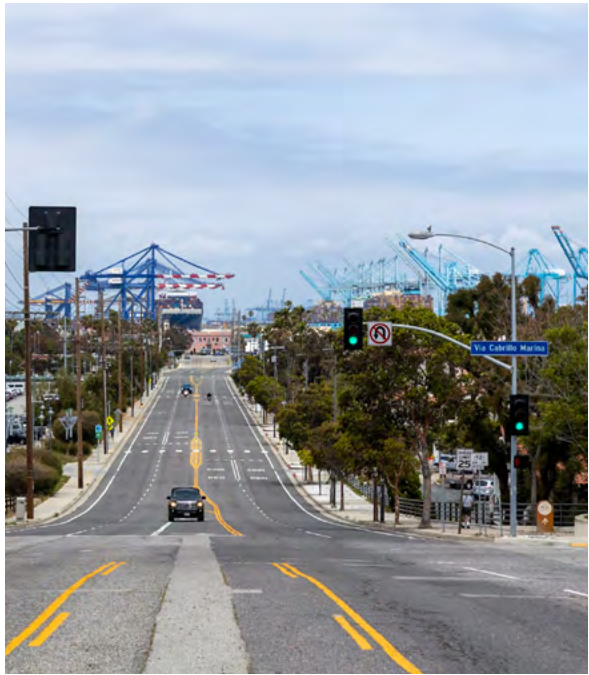


Neighborhood Connection Paths

Additionally, some paths connect the park to the neighborhood. These trails could benefit from more intentional design interventions, such as crosswalks where they meet cross streets.



# Pedestrian Access Points and Connections



22nd & Via Cabrillo Marina



6th & Harbor



1st and Harbor

Key access points (top row):  
Many San Pedro residents enter the waterfront area via 22nd Street and Via Cabrillo Marina. This intersection could benefit from some identity signage. Sixth and Harbor serves as a crucial connection between downtown San Pedro and the waterfront. Visitors coming from the Art Walk, as well as from public transit stops at 7th and Pacific, will most likely pass through this intersection on their way to the waterfront. Residents of Rancho San Pedro and nearby apartments will access the Waterfront via 1st and Harbor, which also connects the cruise terminal and promenade to San Pedro.

Connection points (bottom row):  
Certain points are crucial for connecting the neighborhood to the waterfront. Key pedestrian gateways often involve crossing a wide street or large intersection. Pedestrians coming from 11th face a large grade change to access the port. Those trying to cross over Miner from CRAFTED/Brouwerij West find that they must walk a significant distance to find a safe crosswalk. All of these gateways offer opportunities to improve connections for pedestrians as the Port develops.



11th to the Waterfront



Gulch & Miner



3rd & Harbor



# Bicycle Circulation

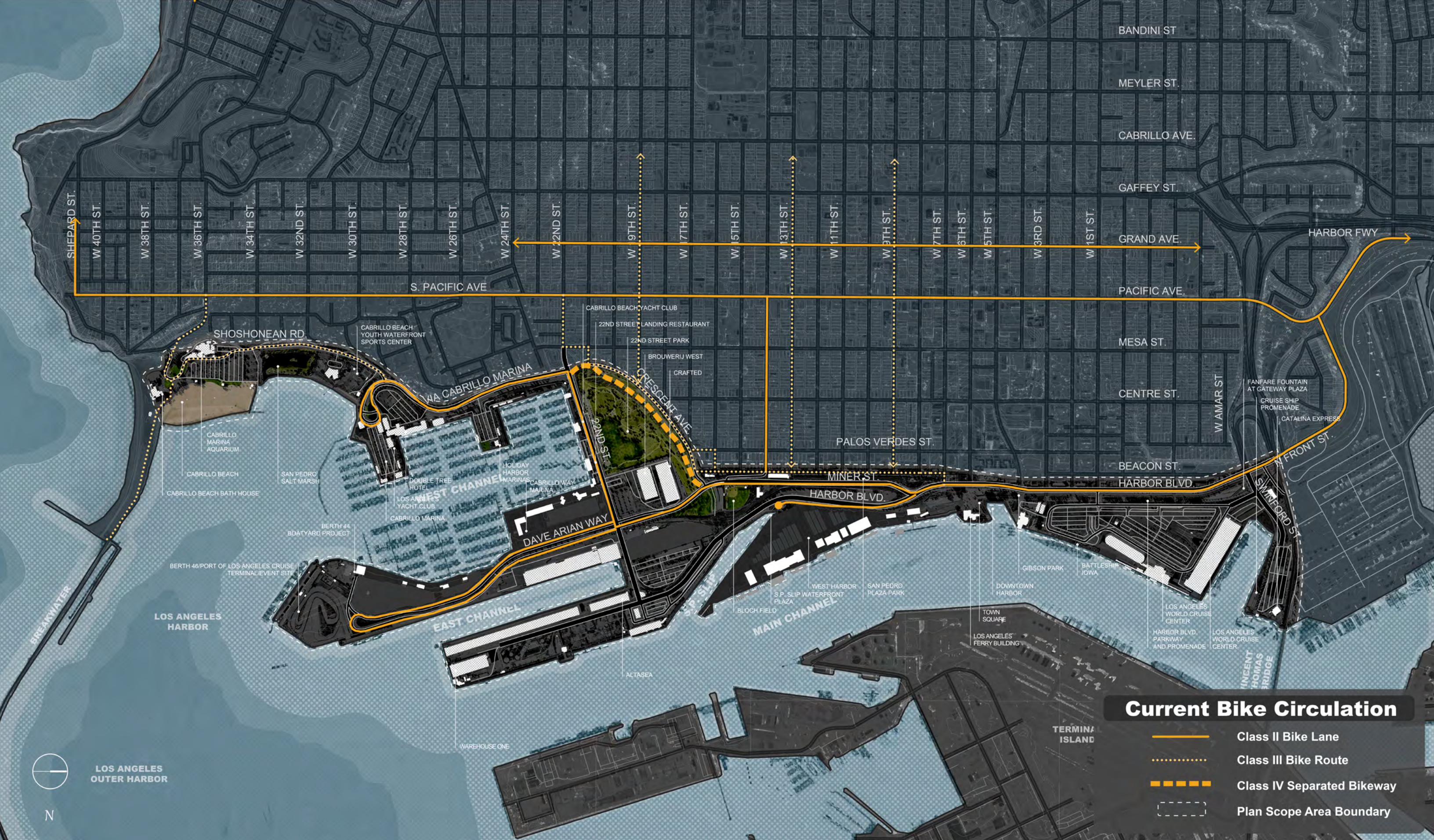
Cyclists generally share paths with pedestrians or automobiles at the waterfront. Along the promenade, cyclists share a multi-modal path with pedestrians. Some streets have separate bike lanes, and others feature a sharrow. There are two designated bike paths: one at the Cabrillo Beach jetty and one alongside 22nd Street Park. Bike paths and lanes are fragmented, making it difficult to comfortably cross the waterfront on a bicycle.

## Components:

- Bicycle Connectivity Analysis
- Bicycle Circulation
- Key Takeaways









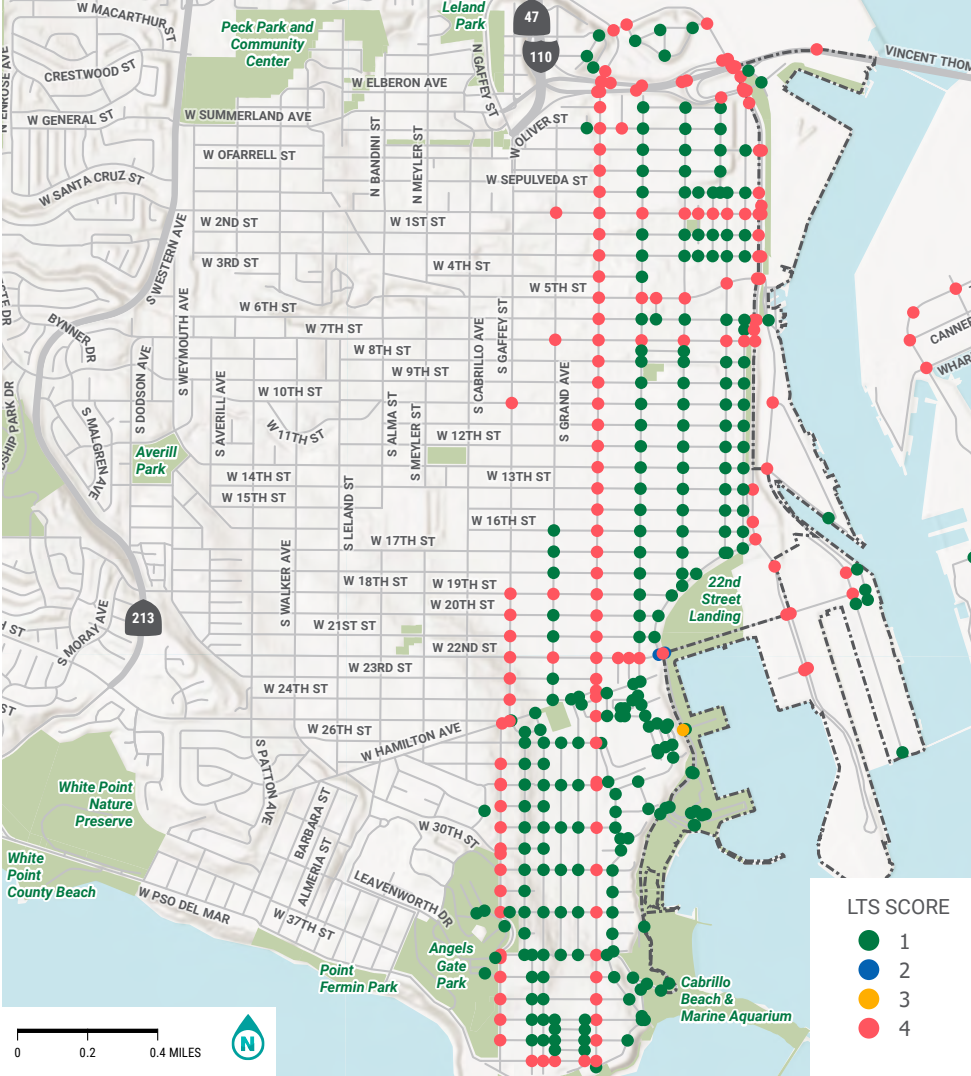
# Bicycle Connectivity Analysis

The bicycle level of traffic stress (BLTS) analysis is a method used to highlight where additional attention is required to improve the comfort of cyclists, and helps to describe how it feels to bicycle around a community.

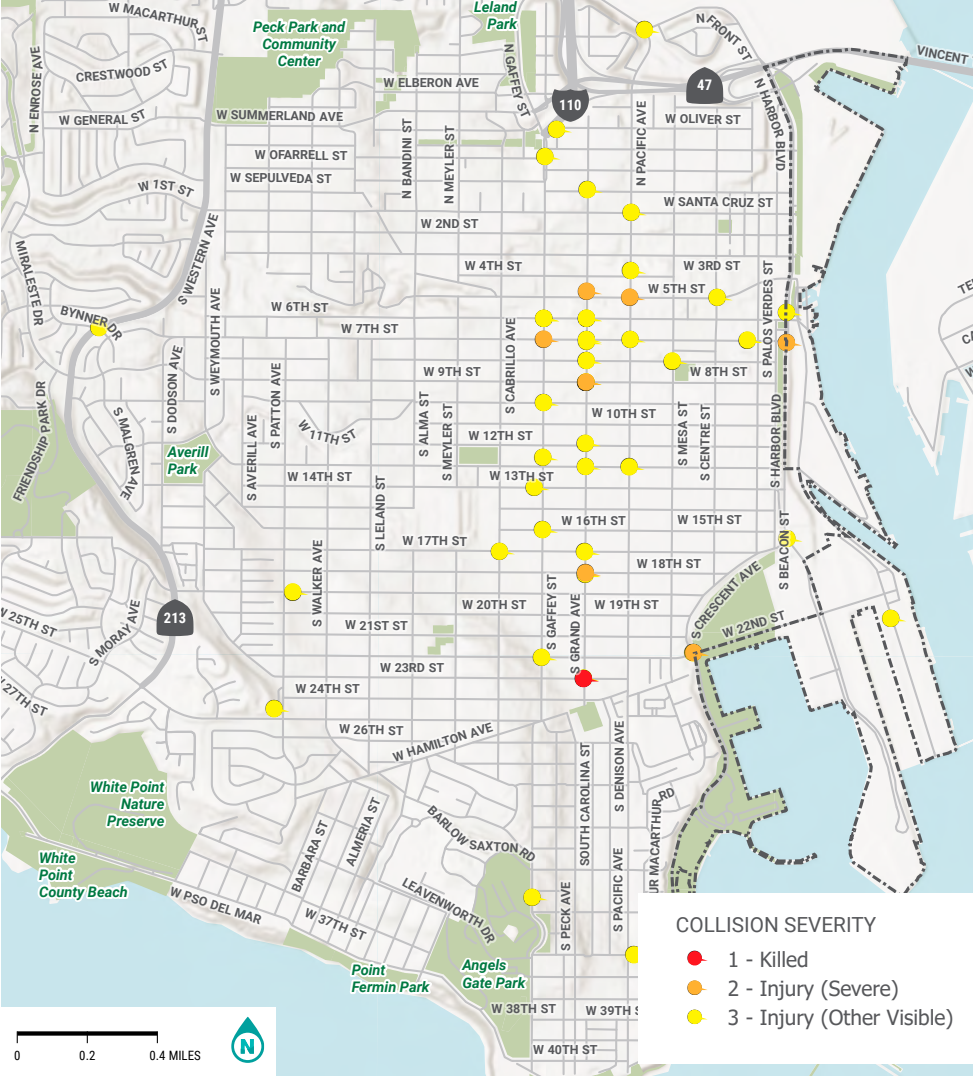


**Bicycle Level of Traffic Stress (BLTS)**  
Roadways with low LTS scores are those with the most comfort experienced by the widest range of cyclists; high scores represent roadways with the most stress felt by cyclists, and may only be used by experienced riders. This analysis does not include paths that are not associated with roadways (such as portions of the waterfront promenade). To better understand community context and potential impacts for people traveling to and from the waterfront, the analysis extends beyond the waterfront scope area of the Connectivity Plan. Improvements outside of the Port’s jurisdiction would be dependent upon other entities.

BLTS is determined by factors including sidewalk presence and width, sidewalk buffer width and type, posted speed limit, and number of travel lanes.



**Bicycle Intersection Level of Traffic Stress (BILTS)**  
The BILTS methodology is similar to BLTS, with the following additional factors considered: traffic control and crossing width. Gaffey Street, Pacific Avenue, Harbor Boulevard, 1st Street, 5th Street, 7th Street, and 22nd Street all create stressful intersection conditions for cyclists.



**Bicycle Collisions (2017-2021)**  
Bicycle collision data from 2017-2021 were extracted from the Statewide Integrated Traffic Records System (SWITRS). One collision resulting in fatalities happened at the intersection of 23rd St and Grand Avenue. Grand Avenue also has recorded the highest number of collisions, followed by Gaffey Street and Pacific Avenue.

Source: Alta Planning + Design



# Bicycle Circulation



Class I Bike Path

Facilities that have a right-of-way exclusive from vehicles and have minimized vehicular crossings can be classified as Class I. The California Department of Transportation allows use of these facilities by pedestrians, but recommends separation to minimize conflicts if regular pedestrian use is expected. Class I bike paths within the LA Waterfront are intended for bicycle use only. 22nd Street Park contains such a bike path.



Class II Bike Lane

A designated bike lane on a road within the vehicular right-of-way is classified as Class II. Miner Street has a Class II Bike Lane.



Class III Bike Route

A lane shared by vehicles and bicycles on the street, with indication by route signs and often roadway markings (“sharrows”), is defined as a Class III Bike Route. The example shown here is on Oliver Vickery Way.



Shared Use Paths

San Pedro’s waterfront promenades are often multi-modal, allowing pedestrians and cyclists to share a path. Motorized vehicles, including e-bikes and e-scooters, are not currently permitted on LA Waterfront shared-used paths.



# Bicycle Connections



Pacific Avenue currently has a Class II bike lane, and serves as a primary north-south route through San Pedro for cyclists. It has a relatively high level-of-stress score, and could be improved by LADOT to increase separation between cyclists and vehicular traffic. Creating a Class IV bike lane, which separates cyclists from traffic with a vertical element such as planters or a curb, could lower the LTS score. For more information on level of traffic stress and bike route classes, see Chapter 3, Connectivity Elements, page 137

Additionally, because cyclists often travel greater distances than pedestrians, connections beyond San Pedro are more important to cyclists. Community input suggested improvements to Wilmington-Rancho Palos Verdes connections as well as improvements to rider comfort within San Pedro and the LA Waterfront.

# Electric Bikes & Scooters

The cycling experience in San Pedro could benefit from more amenities, including bike racks and charging stations for e-bikes and scooters. Recently, some new e-bike hubs were added in Rancho San Pedro near 2nd and Harbor (pictured below). As electric mobility becomes increasingly popular, the provision of more of these amenities may encourage increased cycling in the community. For more information on e-bikes, see Chapter 3, Connectivity Elements, page 142.





# Public Art & Open Space

San Pedro's waterfront is home to memorable pieces of public art, as well as parks and open spaces beloved by the community. These help define the character of the waterfront, and provide much-needed gathering places. The following section highlights existing public art and open space.

## Components:

- Public Open Space & Amenities
- Public Art
- Memorials, Markers, & Statues









# Public Open Space & Amenities



Plazas

Plazas invite people to linger or gather, and provide space for events. This plaza adjacent to the LA Fire Department’s maritime division invites visitors in from the downtown area to the waterfront. Other plazas are located at the Cruise Terminal, Downtown Harbor, and SP Slip.



Parks & Green Space

The Waterfront includes a few parks, the largest of which is the 22nd Street Park, pictured above. There is also an athletic field located at Miner and Gulch, an overlook park at Beacon and 8th, and a green space at the Catalina Express Terminal. Parks allow residents to exercise, picnic, enjoy waterfront views, and spend time outdoors together.



Beach & Marsh

Cabrillo Beach is a popular destination for many residents and visitors alike. Adjacent to it is the salt marsh restoration, with limited access provided by the Cabrillo Marine Aquarium. The salt marsh is an important habitat for local wildlife. Although public access is restricted to the site currently utilized by the Cabrillo Beach Youth Waterfront Sports Center, these grounds also encompass beach and habitat open spaces.



# Public Art



Ghost Fish 107, SP Slip



Photo: [discoverlosangeles.com](https://discoverlosangeles.com)  
Gateway Plaza Fanfare Fountain



Los Angeles World Cruise Center Bench

San Pedro’s waterfront boasts a wide variety of public art, including paintings, sculptures, fountains, and fixture details. The *Angel Lights* lampposts, replicas of 1950s-era art deco lampposts, are among the promenade’s most distinctive fixtures. Benches at the cruise terminal feature tile artwork from various artists, and the *Fanfare Fountain* welcomes people to the LA Waterfront. *Ghost Fish 107*, by Carl Cheng, evokes San Pedro’s tuna-fishing past, and features artifacts donated by local fishermen.



Angels Lights Lampposts, Promenade



Angels Beacon at Liberty Plaza



Telltales Wind Ensemble Sculpture,  
Catalina Express Terminal



# Memorials, Markers, & Statues



American Merchant Marine Memorial



Fishing Industry Memorial



USS Los Angeles Monument

Plentiful memorials, markers, and statues commemorate San Pedro’s rich history at the waterfront. The USS Los Angeles monument features equipment from the World War II warship funded by Los Angeles County war bonds. The American Merchant Marine and Fishing Industry memorials pay tribute to lives lost at sea, while the Harry Bridges Memorial recognizes the founder of the International Longshore and Warehouse Union. The propeller of the heavy cruiser USS Canberra serves as a World War II memorial; the Juan Rodriguez Cabrillo statue recognizes the explorer who first explored California for Spain.



Photo: R. Miller, hmdb.org  
American Merchant Marine Memorial



Photo: hmdb.org  
Fishing Industry Memorial



USS Los Angeles Monument



# Wayfinding

When visitors arrive at the LA Waterfront, there should be clear signs alerting them to where they are and how to get to their destinations. Wayfinding supports connectivity objectives by increasing awareness and supporting the use of infrastructural improvements.

The 2014 LA Waterfront Design Guidelines established an overall character for the LA Waterfront that contributes to wayfinding through unified visual cues. According to this document, there should be a strong visual connection between the waterfront and upland areas. According to the 2014 Guidelines, the design of open spaces and public amenities, including signage, should “reflect the environmental and cultural history of the region as a working maritime community in the design of open spaces and public amenities.”

Many of the signs installed at San Pedro’s waterfront follow the 2014 Design Guidelines and provide the appropriate style, size, and content for their purpose. However, as demonstrated on the following page, several styles of signage can be found along the waterfront, and not all are in compliance with the 2014 Guidelines. Additionally, signage condition varies dramatically.





# Wayfinding Signage



Directional signage along Miner St



Pedestrian wayfinding kiosk



Pedestrian wayfinding on 22nd Street at Dave Arian Way

The Port of Los Angeles has implemented signs in accordance with this document, which also provides designs for gateway signs intended to orient those arriving at the waterfront. This document also advises that larger signs are needed for bigger open areas and larger streets with faster traffic, while medium signs are designated for less-trafficked streets. Pedestrian and bike signage should include directions to nearby attractions and maps for orientation. Having a cohesive design style for all signage provides consistency that makes signs more readily identifiable visual cues that visitors are within the LA Waterfront.



Signage at 22nd and Crescent



Signage at Via Cabrillo-Marina and Shoshonean Rd



Signage on Shoshonean Rd



# Wayfinding Guidelines

## Signage Style Guidelines

Environmental graphics include directional, informational, and identity signage, district identifiers and gateways, and interpretive panels and banner programs all of which are important elements in the built environment. The guidelines have bundled the environmental graphics into three different signage types:

**Vehicle Signage** – These signs provide directional information to vehicles.

**Pedestrian Signage** – These signs provide direction to pedestrians and bicyclists

**Identity Signage** – These signs provide a unified character and a sense of place to Wilmington and San Pedro, as well as unique sub-areas within these two communities. They also serve as beacons, assist with wayfinding, and provide interpretive information

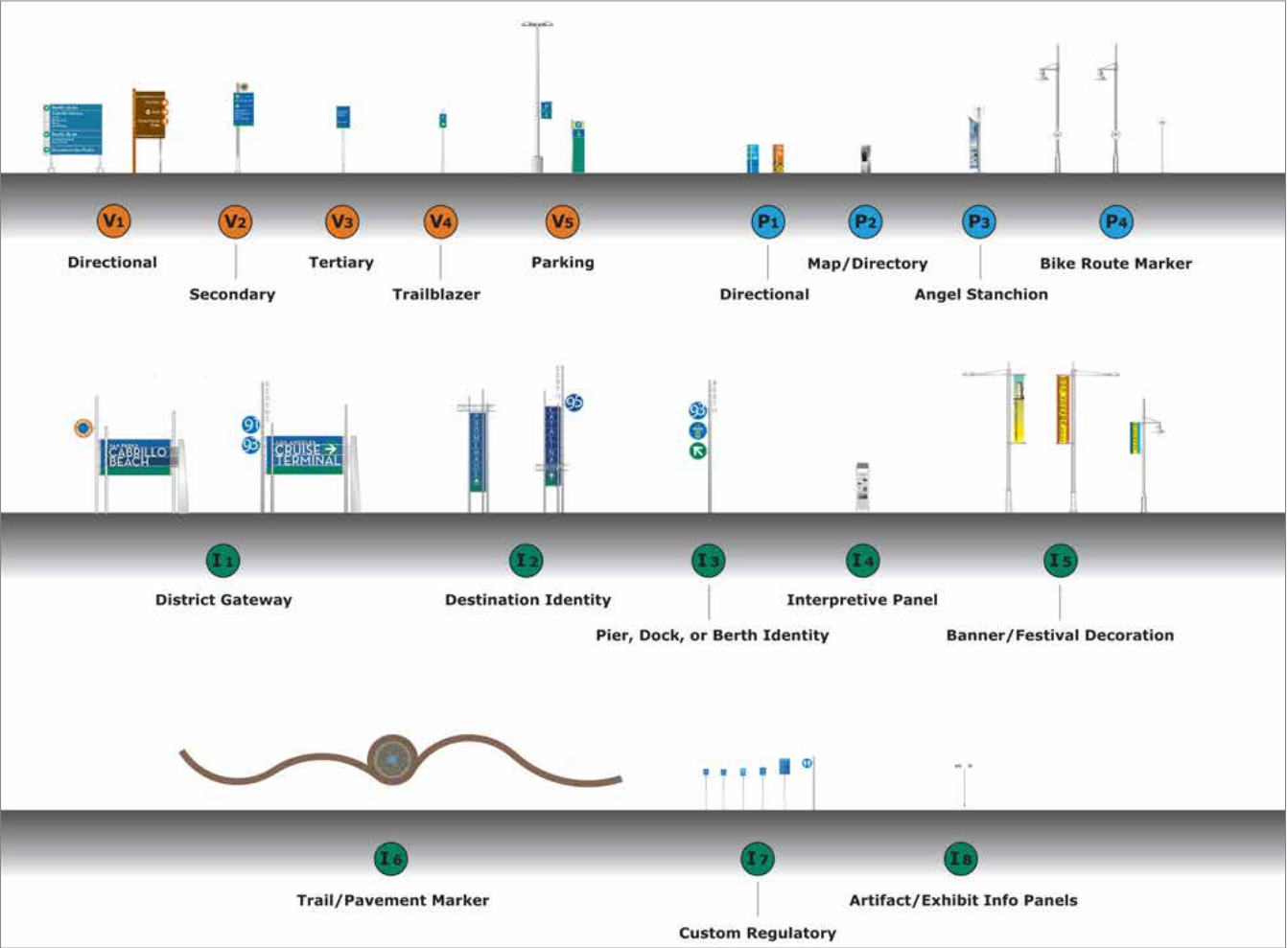
The following graphic demonstrates the families of environmental graphics within each of the three signage types. The following design guidelines are organized by the three types. Within each type, areas where this signage type may be used are indicated. Detailed specifications are then presented for each sign type and any options. The guidelines address the design specifications including materials, dimensions, siting, and lighting.

Port of Los Angeles Waterfront Design Guidelines

The Port of Los Angeles has implemented signs in accordance with the 2014 Design Guidelines, which provide designs for gateway signs meant to orient those arriving at the waterfront. In addition to several other forms of wayfinding signage, this document advises that larger signs

are needed for bigger open areas and larger streets with faster traffic, while medium signs are designated for smaller streets. Pedestrian and bike signage should include directions to nearby attractions and maps for orientation.

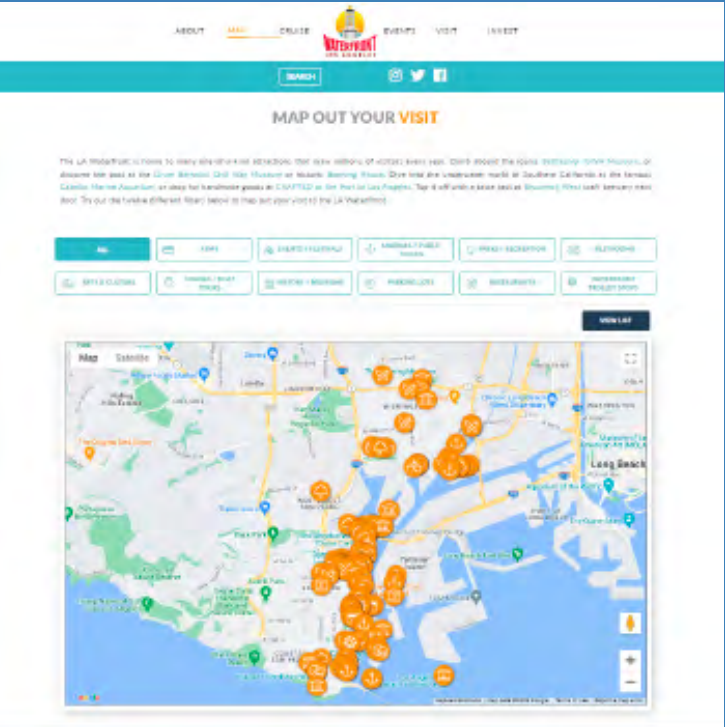
SIGNAGE



# Digital Wayfinding

The LA Waterfront website offers some digital wayfinding, pictured below. The website allows users to search for destinations by type; points out popular attractions and upcoming events; and indicates the locations of trolley stops and parking lots. However, it does not show public transit lines or stops other than for the trolley, nor does it provide driving directions.

Currently, digital wayfinding signage does not include dynamic parking information or other digital tools.





# Attractions in Progress

At the time of this writing, the LA Waterfront has experienced a great deal of recent growth, and is anticipating more. For the purpose of connecting the future waterfront in San Pedro, these “coming attractions” have been categorized as:

- Potential Development Opportunities: identified, in planning phases
- In Progress: planned and/or in design, but not yet under construction
- Under Construction: currently being built
- Recently Completed: improvements finished within the last ten years

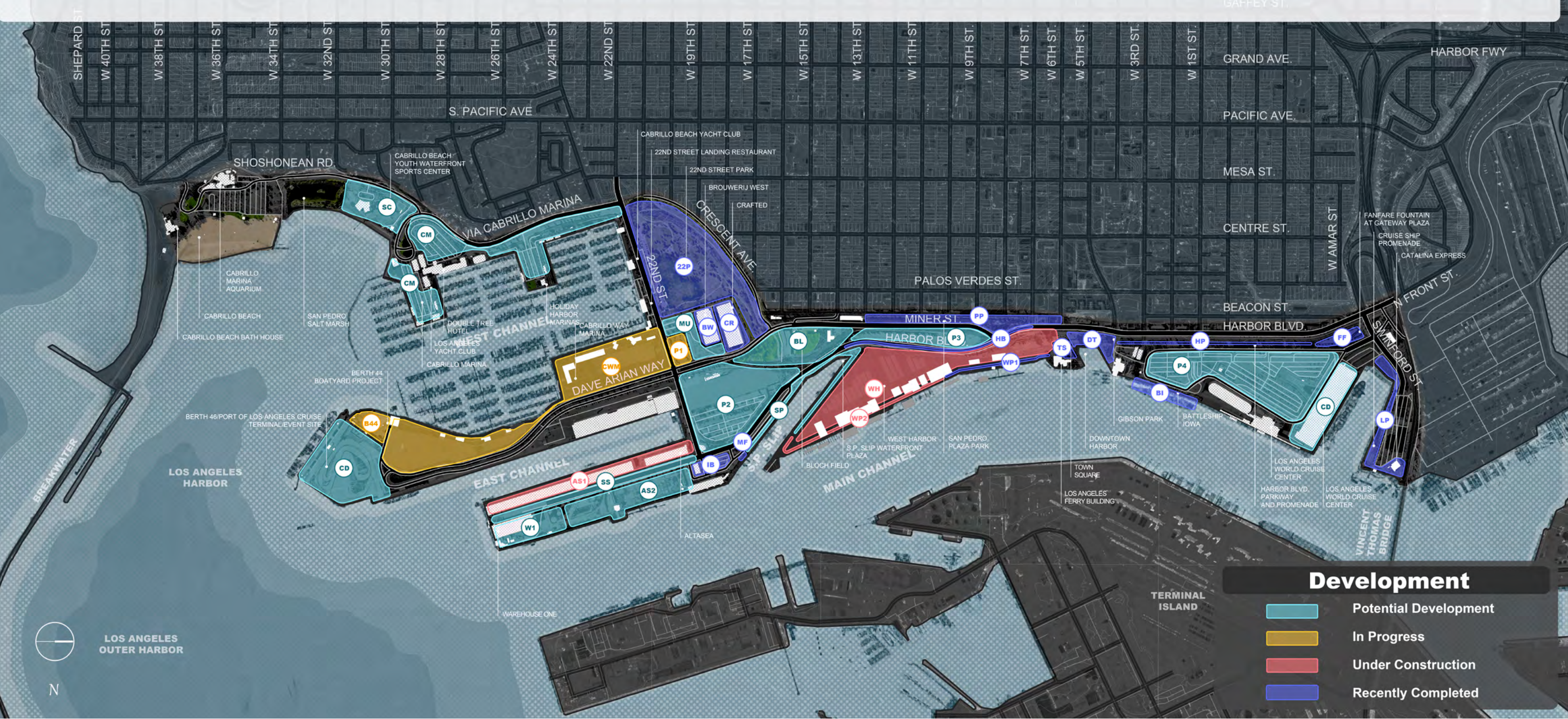
Recently built projects, such as CRAFTED and Brouwerij West, have already proven popular and are increasing visitation to the waterfront. However, because of their relative newness, they sometimes lack convenient connections for visitors. Projects under construction, such as AltaSea and West Harbor (pictured at right) will attract even more visitors, and connections are already being included. Planned projects like the Cabrillo Way Marina and Warehouse 1 are further away, but must be taken into account when considering waterfront connectivity. Finally, potential developments such as the Cabrillo Beach Youth Waterfront Sports Center and Cabrillo Marina should be factored into connectivity considerations at the waterfront in the future. A list of these developments and their respective locations may be found on the following pages.





# RECENTLY COMPLETED

<b>22P</b> <b>22nd Street Park</b> Size: ~ 32 ac Land-use: park Status: completed	<b>DT</b> <b>Downtown Harbor</b> Land-use: mixed use, recreation, plaza, and promenade Status: completed	<b>BW</b> <b>Brouwerij West</b> Size: 26,000 sqft. Land-use: commercial Status: completed	<b>LP</b> <b>Los Angeles Cruise Ship Promenade</b> Land-use: promenade Status: completed	<b>TS</b> <b>Town Square</b> Size: ~ 1 ac Land-use: public space Status: completed	<b>FF</b> <b>Fanfare Fountain</b> Size: ~ 2 ac Land-use: public space Status: completed	<b>IB</b> <b>Immigration Building &amp; Parking Lot</b> Land-use: mixed use office, restaurant, parking Status: completed
<b>WP1</b> <b>Waterfront Promenade Phase 1</b> Land-use: promenade Status: completed	<b>PP</b> <b>San Pedro Plaza Park</b> Size: ~4.5 ac Land-use: park Status: completed	<b>CR</b> <b>CRAFTED</b> Size: 110,000 sqft. Land-use: mixed use Status: completed	<b>HB</b> <b>Harbor Blvd. Roadway Improvement</b> Land-use: road Status: completed	<b>HP</b> <b>Harbor Blvd. Parkway and Promenade</b> Land-use: promenade Status: completed	<b>BI</b> <b>Battleship IOWA</b> Land-use: tours and educational programs Status: completed	<b>MF</b> <b>Marine Fuel Station</b> Land-use: servicing recreational boating Status: completed





IN PROGRESS

CWM

**Cabrillo Way Marina**  
Size: ~ 27.4 ac  
Proposed land-use: mixed use  
Status: potential development

B44

**Berth 44 Boatyard**  
Size: ~ 2.3 ac  
Status: potential development

P1

**Cabrillo Way Marina Parking**  
Size: ~ 3 ac  
Proposed land-use: Parking  
Status: potential development

UNDER CONSTRUCTION

WH

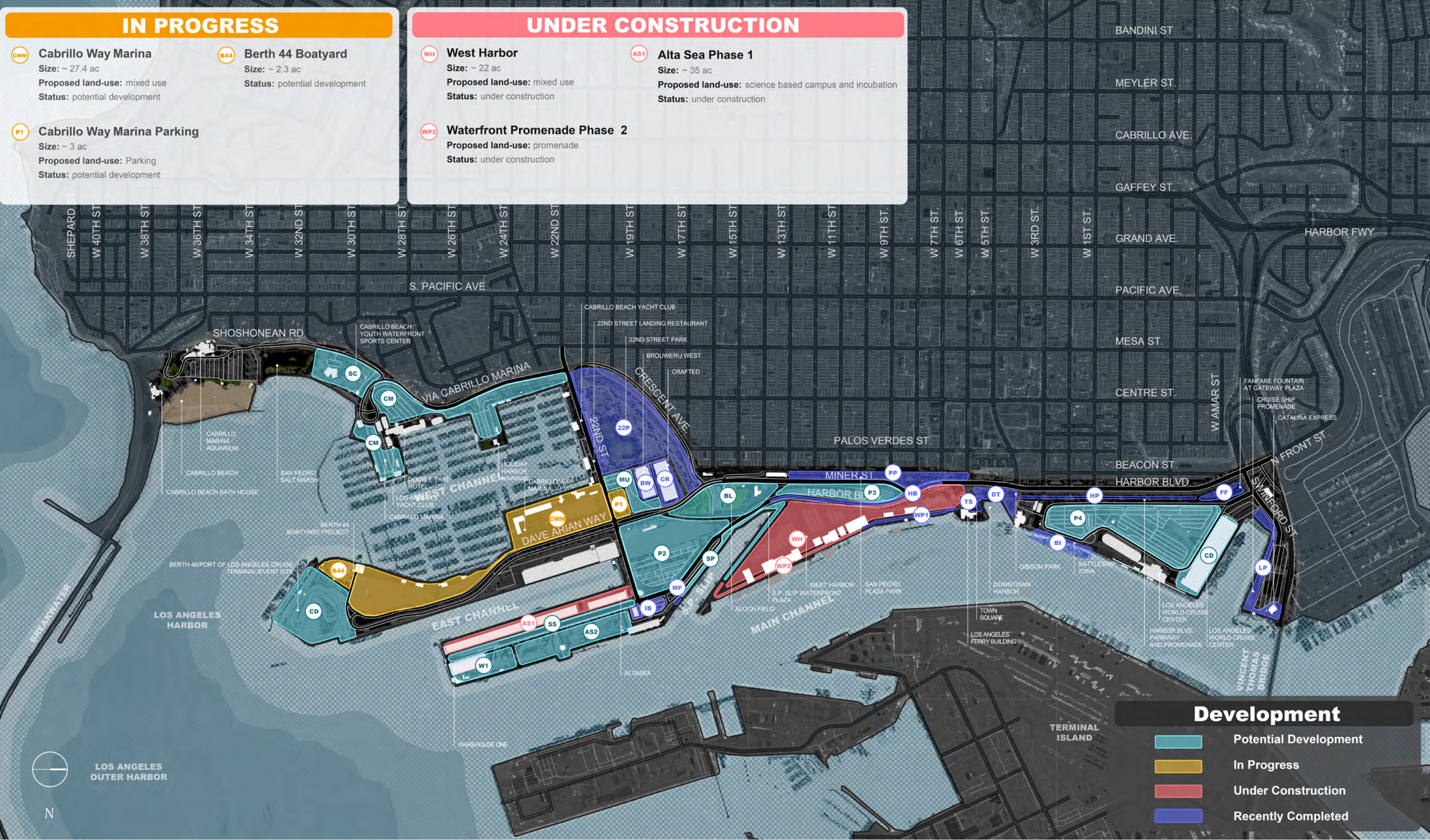
**West Harbor**  
Size: ~ 22 ac  
Proposed land-use: mixed use  
Status: under construction

AS1

**Alta Sea Phase 1**  
Size: ~ 35 ac  
Proposed land-use: science based campus and incubation  
Status: under construction

WP2

**Waterfront Promenade Phase 2**  
Proposed land-use: promenade  
Status: under construction





# POTENTIAL DEVELOPMENT

**SC** Cabrillo Beach Youth Waterfront Sports Center  
Size: ~ 7 ac  
Proposed land-use: open space  
Status: potential development

**BL** Park  
Size: ~ 7 ac  
Proposed land-use: re-developed park  
Status: potential development

**P3** Parking for Alta Sea  
Size: ~ 7.5 ac  
Proposed land-use: parking  
Status: potential development

**SP** S.P. Slip Improvements  
Proposed land-use: pedestrian walkway and private boat slips  
Status: potential development

**CD** Cruise Development  
Size: TBD  
Proposed land-use: cruise terminal, Berths 45-47, 48 and 49-50, integral feature complementary, with new restaurants, retail, clubs, and restrooms  
Status: potential development, seeking proposals

**CM** Cabrillo Marina  
Size: ~ 17.7 ac (excluding slips)  
Proposed land-use: Mixed use, marina, hotel, yacht clubs, public water access for self-propelled watercraft, commercial boat landing, and landside boater amenities  
Status: potential development

**MU** Mixed Use  
Size: ~ 3.8 ac  
Proposed land-use: parking, re-developed park  
Status: potential development

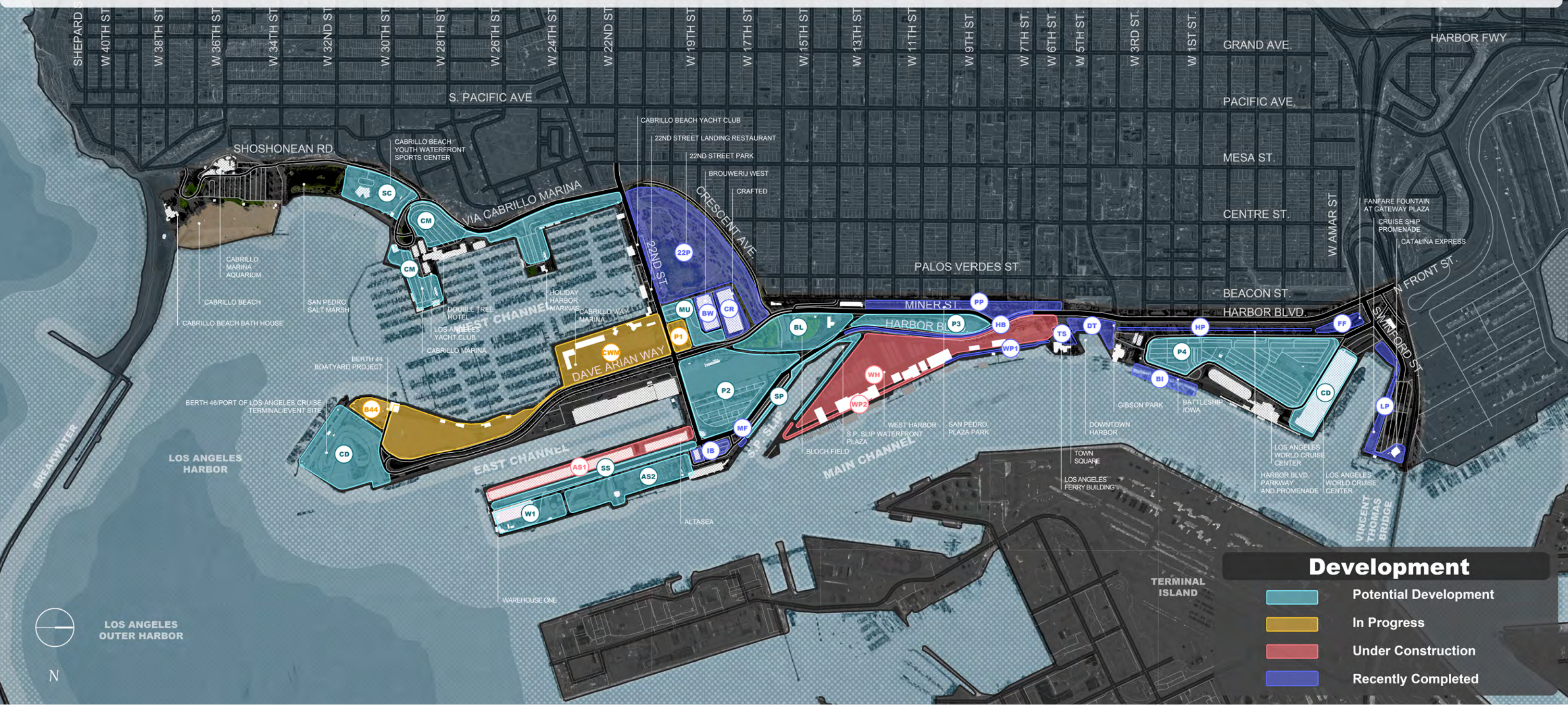
**P2** Parking  
Size: ~ 20 ac  
Proposed land-use: parking to support outer harbor cruise terminal  
Status: potential development

**P4** Inner Harbor Cruise Terminal Parking  
Size: ~ 29.2 ac  
Proposed land-use: parking garage facility  
Status: potential development

**AS2** Alta Sea Phase 2  
Size: ~ 10 ac  
Proposed land-use: science based campus and incubation  
Status: potential development

**W1** Warehouse 1  
Size: ~3 ac  
Proposed land-use: commercial development National Register of Historic Places, and open space  
Status: potential development

**SS** Signal Street Improvements  
Size: ~ 5.2 ac  
Proposed land-use: supports AltaSea and Warehouse 1  
Status: Potential development





# Waterfront Development Market Scan

As part of San Pedro's Waterfront Connectivity Plan, the team conducted a market scan. The first part of the scan allowed the team to understand the current state of the market; recent progress and investment in San Pedro's waterfront; and potential development opportunities. The second part of the scan evaluated competitive waterfront destinations. Through these efforts, the team established strengths and growth opportunities within San Pedro. This section provides a description of these conditions broken into the following categories:

- San Pedro Market
- Competitive Destinations





# San Pedro Market

San Pedro’s waterfront attracts a variety of users, including a diverse group of residents who live in the surrounding area; workers who commute in; and visitors from cruises and other recreational activities.

To understand San Pedro’s Waterfront Connectivity Plan’s scope, the team examined market trends in two study areas that represent distinct user groups and catchments. The Primary Study Area captures residents and workers from the neighborhood surrounding the Port, and the Secondary Study Area captures visitors making day trips to San Pedro’s waterfront and commuters. The Primary Study Area includes a five-mile radius or approximately a 15-minute drive from San Pedro. The Secondary Study Area includes a 20-mile radius or approximately a 30-minute drive.

The team then examined several key land uses within the Primary and Secondary Study Areas in order to understand emerging trends, pipeline developments, and potential opportunities for development. The key markets evaluated include multifamily residential, retail, hotel, office, and industrial. The scan informs the implementation strategy provided in Chapter 4.

### Components:

- User Groups
- Residential Market Analysis
- Retail Market Analysis
- Hotel Market Analysis
- Other Commercial Uses Market Analysis



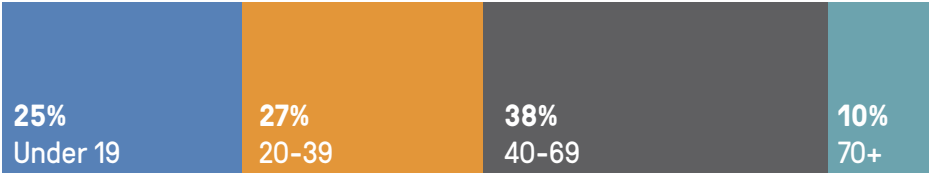


# User Groups

Race & Ethnicity



Age



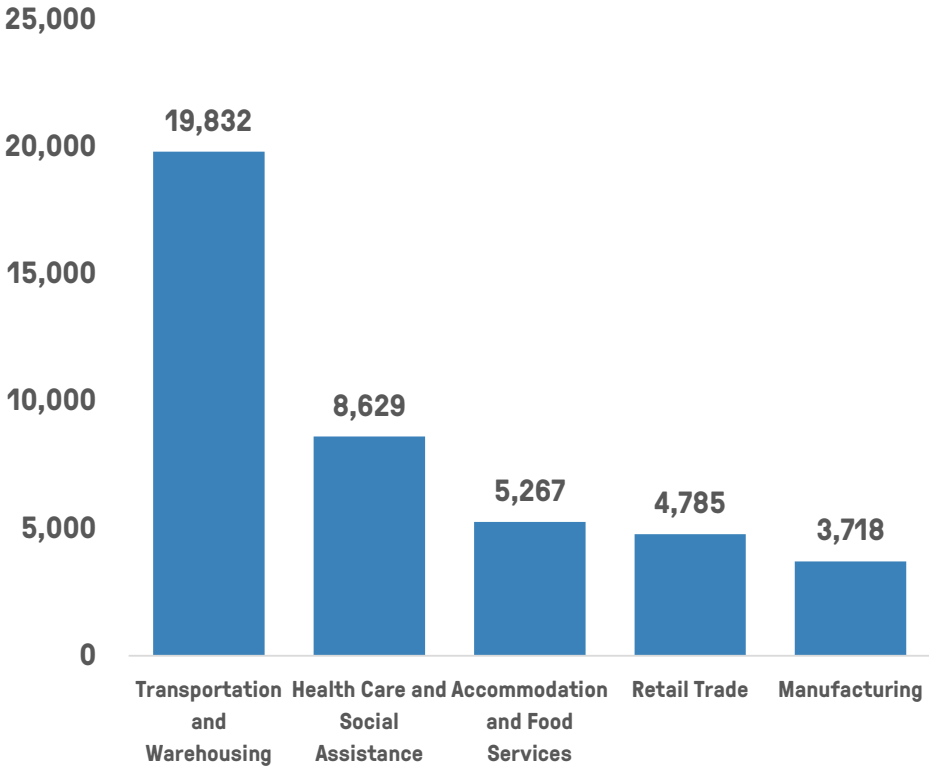
Education



## Residents

Population in the Primary Study Area has grown by almost 5% over the past decade, growing faster than the City of Los Angeles (2.9%). The majority of the population in the Primary Study Area is Hispanic/Latino. The median household income of \$75,129 is 7.7% higher than that of the City of Los Angeles. About half of the population is aged 40 and above, with some college experience or holding degree(s).

Number of Jobs within Primary Study Area



## Workers

While there are more than 60,000 jobs in the Primary Study Area, more people commute out of this area than commute in. About 44,000 workers commute into the Primary Study Area daily, while about 73,000 workers commute out. Most of the workforce that lives within the Primary Study Area work in transportation and warehousing.



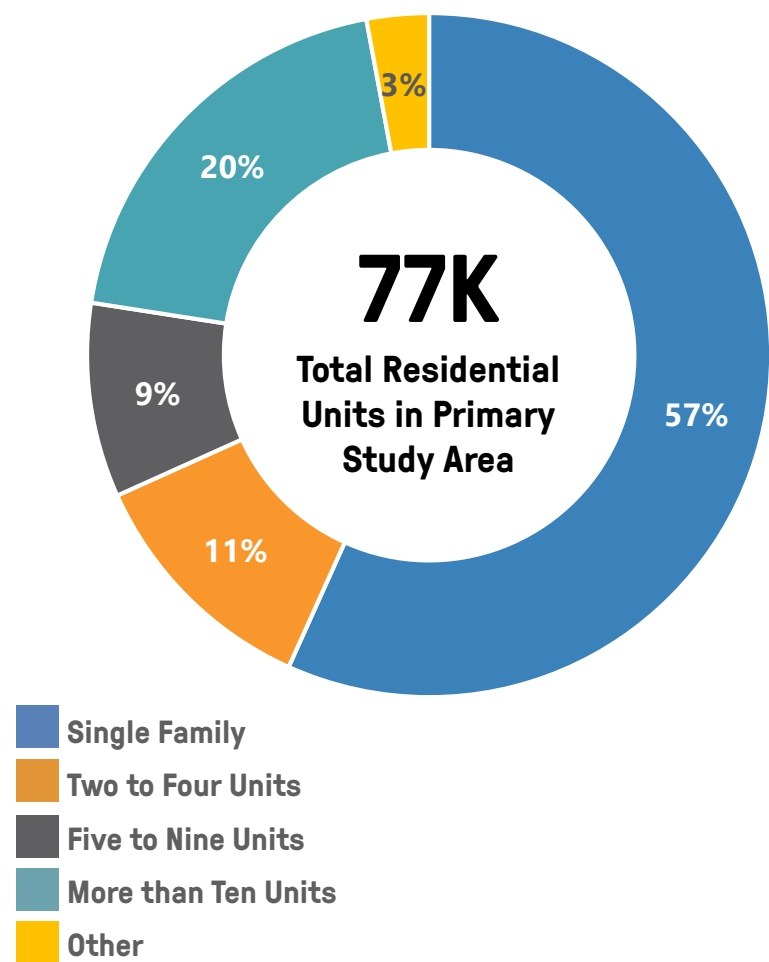
## Visitors

San Pedro’s waterfront attracts visitors of all ages, including cruise visitors; families and school groups visiting the Battleship IOWA and Cabrillo Marine Aquarium; and travelers to Catalina Island. The World Cruise Center is the largest cruise port on the West Coast, with more than one million passengers using San Pedro’s cruise terminals annually and an estimated 250 cruises departing from them in 2023. Major lines calling in San Pedro include Princess, Royal Caribbean, and Norwegian cruise lines.

Note: Other includes American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, Some other race, Two or more races  
Source: ESRI Business Analyst Online (2023), 2017–2022 American Community Survey, Spectrum News (2023), Battleship IOWA, Cabrillo Marine Aquarium, San Pedro, CruiseMapper, Cabrillo Way Marina



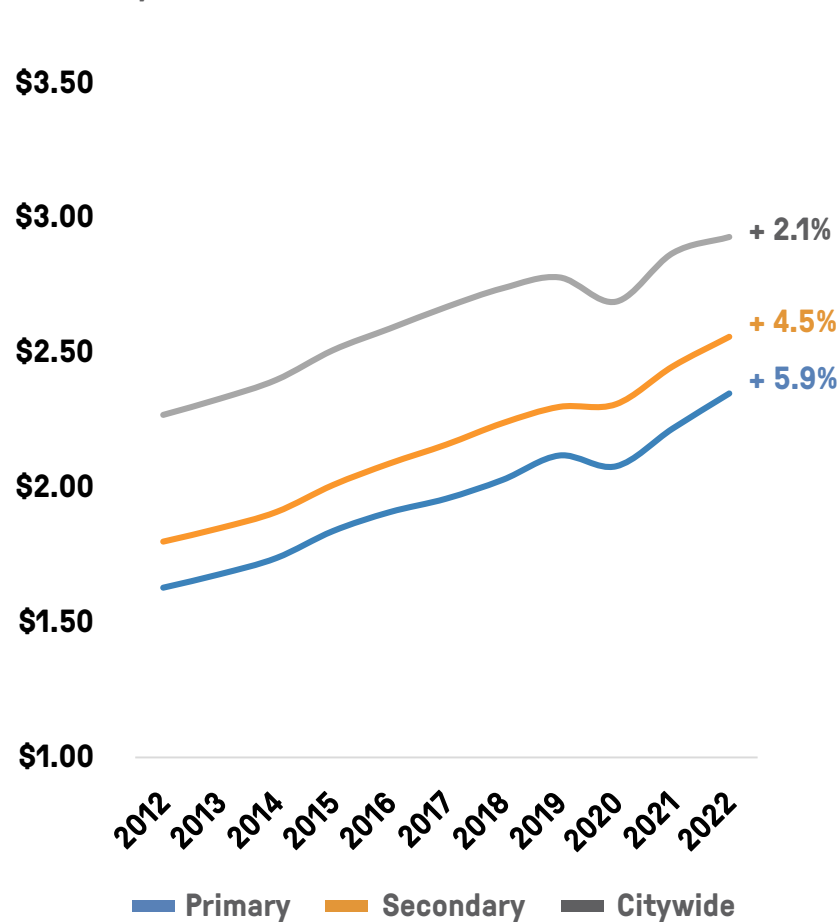
# Residential Market Analysis



## Residential Units

The majority of residential units in the Primary Study Area are single-family homes. Among all unit types, homes are split among renters and homeowners. The Primary Study Area’s demographics include 51% renters and 49% homeowners.

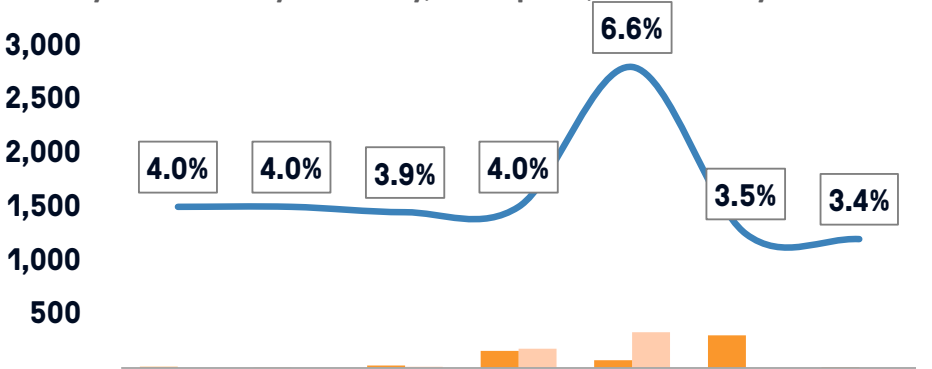
Multifamily Rents/SF, 2012-2022



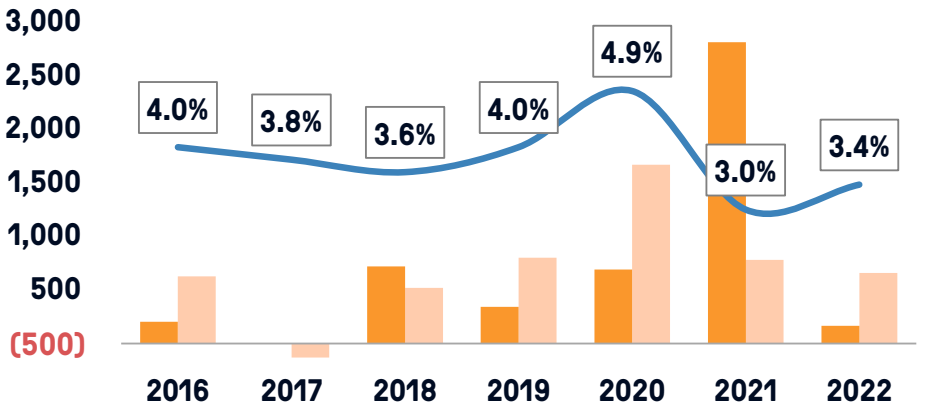
## Residential Rents

Although multifamily rents per square foot are lower than rents in the Secondary Study Area and citywide, they grew the most from 2021-2022, indicating consistently growing demand for this housing type. There are about 9,849 rental multifamily units (88%) and 1,351 condo units (12%) in Primary Study Area. The average monthly rent per unit in Primary Study Area is \$1,435, and the average sale price for all multifamily homes in the past year (8/29/22-8/29/23) is \$1.7M.\*

Primary - Multifamily Inventory, Absorption, and Vacancy



Secondary - Multifamily Inventory, Absorption, and Vacancy



Change in Inventory (units) Net Absorption (units) Vacancy Rate

## Inventory, Absorption, and Vacancy

Vacancy and absorption trends among the nearly 10,000 rental multifamily units in the Primary Study Area have been relatively consistent with the Secondary Study Area. Apart from high vacancy rates during 2020, multifamily vacancy in both areas is relatively low, which suggests demand for additional product.

\*Note: 58% lower than City of Los Angeles Average Home Value for 5+ Bedroom homes, \$1,905,400 (February 2023)  
Source: CoStar, ESRI Business Analyst Online, 2017-2022 American Community Survey, Zillow (February 2023)



# Residential Market Analysis Continued



## Recent Development: Primary Area

In the past five years, 570 multifamily units were delivered in the Primary Study Area. These dwellings are a mix of both affordable and market-rate units.

Source: CoStar (2023)



## Pipeline Development: Primary Area

There are more than 1,700 units in the pipeline. There is almost a 20% increase in residential units; the pipeline units are a mix of both affordable and market-rate dwellings.



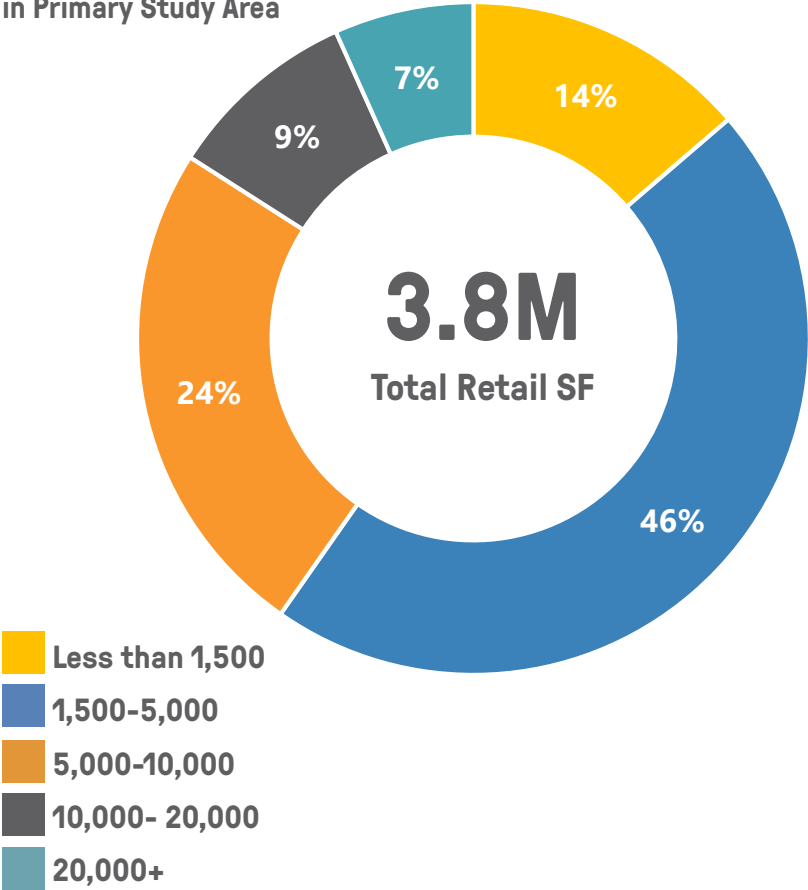
## Pipeline Development: One San Pedro

Pipeline projects numbers are defined by the square footage of buildings in the Primary Study Area under construction. One San Pedro, which is estimated for completion in 2037, is the most significant residential development coming to the area. Over the next decade, it will provide 1,600 new mixed-income residential units, as well as ground-floor retail and community amenities. The 1,600 units are a mix of for-sale and rental dwellings, with more than 1,000 marketed as affordable. The development has five acres of open space and 90,000 square feet of ground-floor retail. Other amenities include space for community services like childcare, business incubation, and health care. The development will also boast an integrated network of walking and biking paths.



# Retail Market Analysis

Distribution of Establishments by Space Size (SF) in Primary Study Area

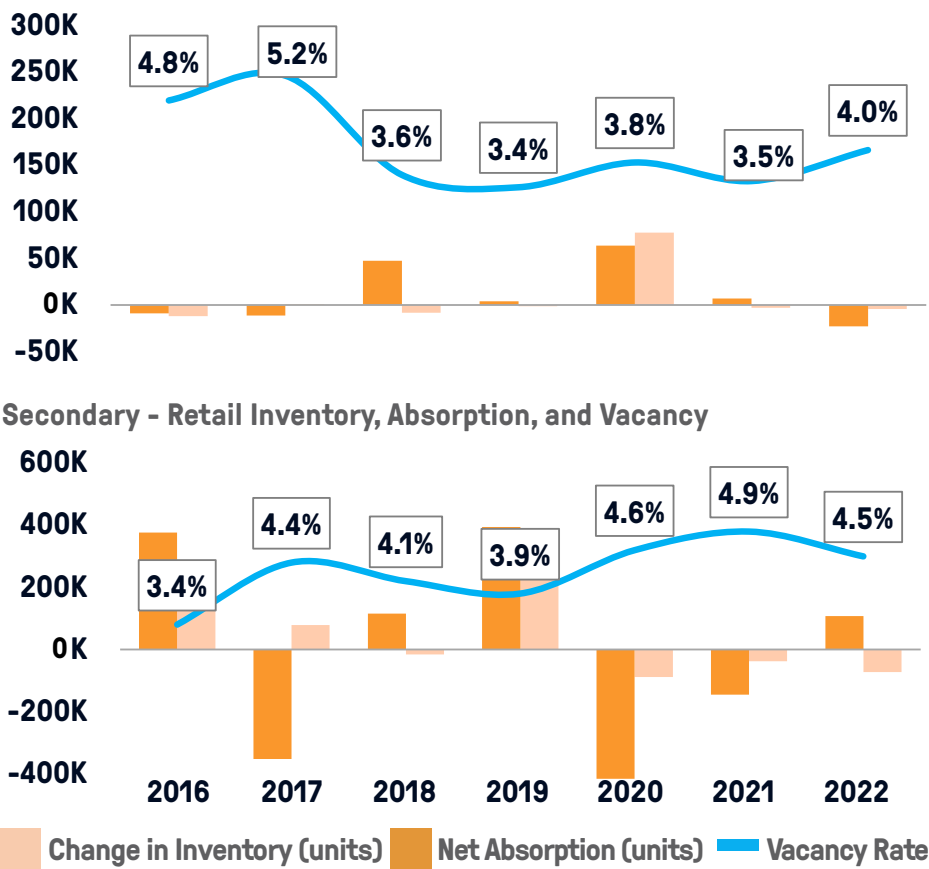


## Distribution of Establishments

The majority of retail establishments in the Primary Study Area (60%) occupy spaces under 5,000 square feet, and primarily serve the immediate San Pedro community.

Source: CoStar (2023)

Primary - Retail Inventory, Absorption, and Vacancy



## Retail Market Absorption

Retail absorption has been slow in the years since COVID-19 in the Primary Study Area, while the Secondary Study Area has seen more significant negative absorption. However, neither study area experienced significant swings in retail vacancy over the course of the pandemic.

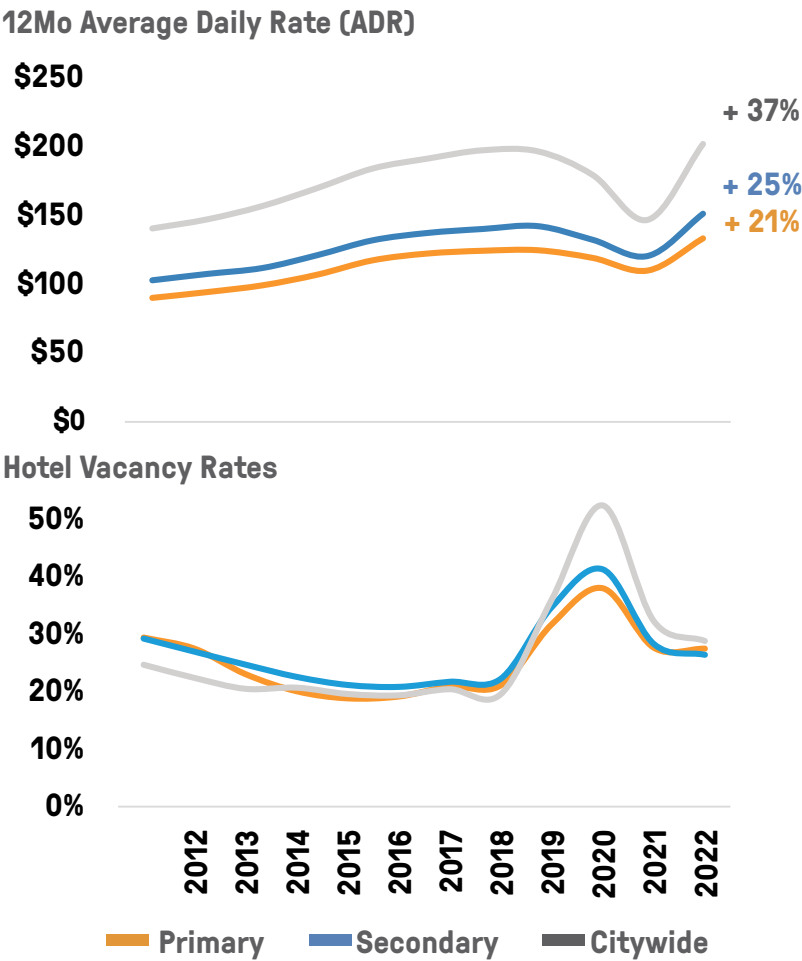
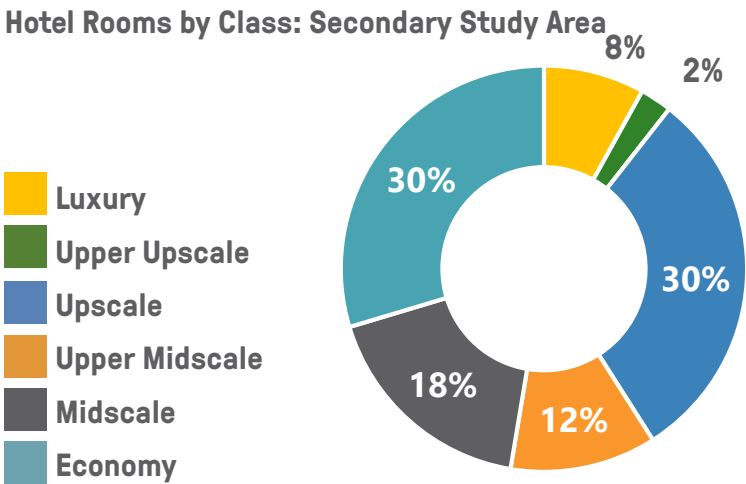
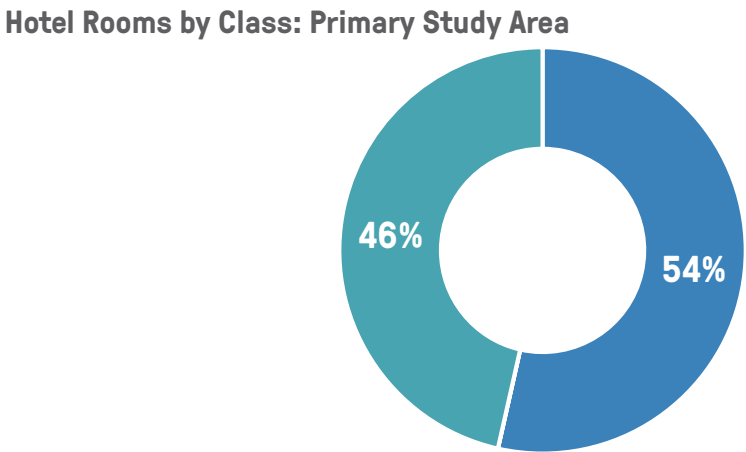


## Pipeline Retail Development: West Harbor

Pipeline projects numbers are defined by the square footage of buildings in the Primary Study Area under construction. The only major pipeline retail project in the Primary Study Area is West Harbor, which is estimated for completion in 2024 and promises to bring a major retail destination to San Pedro's waterfront. The campus is 42 acres with 150,000 square feet of retail. The open space is four acres. Major tenants include Yamashiro, Poppy + Rose, Harbor Breeze Cruises, the LA Maritime Institute, Marufuku Ramen, and Bark Social. There will also be 1,200 linear feet of docking and a 6,200-seat amphitheater. The development is under a 66-year ground lease and represents a more than \$100 million investment by City and Port of Los Angeles.



# Hotel Market Analysis



## Hotel Market Overview

The Primary Study Area has a total of 878 hotel rooms. While the Secondary Study Area has a wide variety of hotel options by class, the Primary Study Area is dominated by older economy and upscale hotels. Economy class hotels are defined as offering basic amenities at low prices and include motels.

## Hotel Market Overview

Hotel options in the Primary Study Area are more affordable than Secondary Study Area and Citywide options. Vacancy rates in both the Primary and Secondary Study Areas are slightly lower than those city-wide, but overall have not recovered to pre-pandemic vacancy rates.

## Pipeline Hotel Development

The only hotel in the pipeline in the Primary Study Area is the Tribute Portfolio, a national boutique hotel brand owned by Marriott. The 80-room hotel is located at the corner of South Pacific Avenue and 6th Street. Amenities include a restaurant on the ground floor, a rooftop bar, and underground parking. The Hotel is considered “upper upscale” and will be the first hotel in this class in the Primary Study Area. Its completion is expected sometime in 2024.

Source: CoStar (2023)



# Other Commercial Uses



Topaz at 222 W 6th St.: 265,808 SF

## Office Market Overview

With rents that are almost 20% lower than citywide (likely related to the prevalence of class B and C offices), the office market does not perform well in the Primary Study Area. Vacancies as of this writing are at 15%, and are primarily impacted by the Topaz building. The office market contains a total of 1.3 million square feet in the Primary Study Area. The average annual office rent per square foot in the Primary Study is \$35.51, which is 20% below the citywide average.



San Pedro Fruit Terminal

## Industrial Market Overview

The industrial market is stronger than the office market, with competitive rents and low vacancy rates. The industrial market in the Primary Study Area encompasses 1.8 million square feet. There is only a 3% industrial vacancy in the Primary Study Area; average annual industrial rent per square foot is \$21.22 (2% above the citywide average).



AltaSea at 2451 Signal St: 400,000 SF

## Public/Private Institute Market Overview: AltaSea

AltaSea at the Port of Los Angeles represents a specialized office/industrial use, but one that has an outsized impact on the economy and brand of San Pedro’s waterfront. AltaSea is home to “blue economy” tenants working in sectors such as aqua-farming and submarine research, as well as education and workforce development uses. Phase 1 of the project, consisting of 400,000 square feet (35 acres), was completed in 2016 for \$150 million. This phase included construction of Wharf Plaza, renovation of warehouse facilities, and construction of educational facilities. Some tenant sectors include regenerative aquaculture, renewable energy, blue technology and underwater robotics, and educational institutions. Tenants include Boeing Company Echo Voyager (submarine research), Catalina Sea Ranch (aqua-farming), Blue Robotics Inc. (underwater robotic vehicles), Dr. Robert Ballard’s Ocean Exploration Trust (oceanographic research), USC Kelp Lab, and Pacific 6.



# Market Scan Takeaways

Among those examined in this market scan, retail and hotel uses are the most suitable for growth on San Pedro’s waterfront in the near term. This conclusion is based on regulatory limitations, market performance, and alignment with the Port’s vision and goals. Office uses could be suitable in the long term if the market improves and if investments are made that would attract office uses.

**Multifamily Residential:**  
While residential uses are not permitted on Port lands, an understanding of the surrounding residential market is crucial in understanding the context of potential users. The residential population surrounding the Port is a characteristically middle-class, primarily Hispanic and Latino population occupying a range of housing types, but concentrated in single-family homes. Steadily growing rents per square foot and relatively stable vacancy rates for rental multifamily indicate consistent demand for affordable rental housing in this part of the city. Reflecting this demand, the majority of pipeline residential development will bring mid-rise, rental multifamily dwellings to the market.

**Retail:**  
The majority of retail product in the Primary Study Area is small, community-serving retail. West Harbor will establish a major destination retail center for the neighborhood, offering an opportunity to test the demand for that use around the Port.

**Hotel:**  
Hotels in the Primary Study Area are older, smaller, and more affordable than in the wider market (Secondary Study Area) and citywide, suggesting a historic lack of demand for hotel uses. The addition of a national boutique hotel brand to the market indicates potential opportunity for capturing additional visitors in the San Pedro area. The clearest source of steady visitors is the Cruise Terminal.



**Other Commercial Uses:**  
Office uses are not competitive in this area, with low rents and high vacancy rates reflecting larger regional and national trends. However, if the office market were to improve, and if investments were made in connectivity, public realm, and tenant amenities that could attract creative office tenants seeking a unique location, creative office uses could take hold in this area in the long term. AltaSea offers a precedent for this combination of creative office space along with public realm improvements and amenities.

Industrial uses are faring better, but they represent an undesirable land use for Port stakeholders.

## Market Uses

- **Multifamily Residential**  
*Coastal Commission regulations do not permit residential use*
- **Retail**  
*Competitive use*
- **Hotel**  
*Competitive use*
- **Office**  
*Potential future competitive use*
- **Industrial**  
*Non-desirable use*



# Competitive Destinations

Three comparable waterfront destinations across Los Angeles County were examined as part of the market scan. The three waterfronts have qualities similar to San Pedro’s waterfront (beach access, destination retail, or entertainment uses), and could compete with San Pedro for visitors. The three waterfronts include Long Beach, Redondo Beach, and Manhattan Beach.

By evaluating competitive destinations, the team can establish strengths and growth opportunities within San Pedro and assist in positioning it to distinguish itself among those destinations.

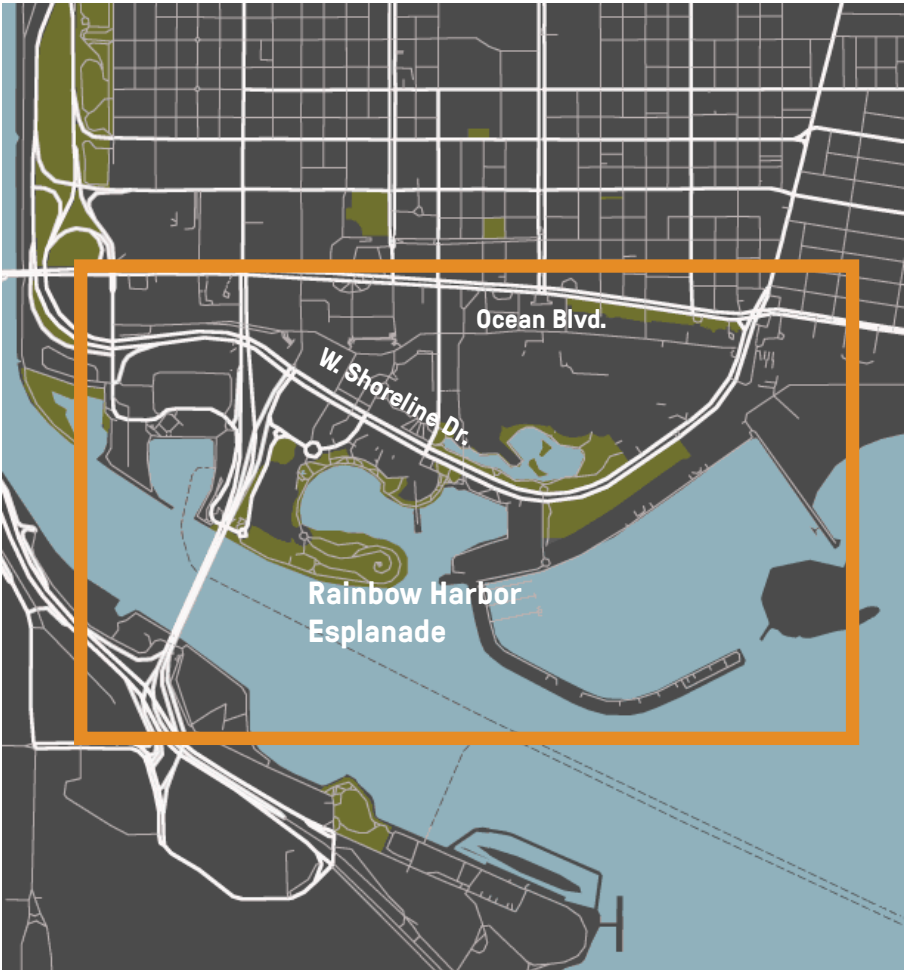
## Components:

- Competitive Destinations Comparison
- Land-use of Competitive Destinations
- Implications for San Pedro





# Competitive Destinations Comparison



## Long Beach

Long Beach, located just across the Port of LA from San Pedro, is home to major attractions that include the Queen Mary, the Long Beach Convention Center, the Aquarium of the Pacific, the Museum of Latin American Art, the Long Beach Museum of Art, the USS Midway, Rancho Los Alamitos Historic Ranch, the Earl Burns Miller Japanese Garden, the Catalina Express Terminal, the Crown Yacht Club, and the 4th Street Retail Promenade. The area attracts approximately six million visitors annually, including 1 million passengers at Long Beach Airport and 300 departing cruises.



## Redondo Beach

Just seven miles south of LAX, Redondo Beach offers beach-side views and one of the longest piers in North America. The Redondo Beach Chamber of Commerce and Visitor Bureau help to facilitate various waterfront events. Major attractions include Redondo Beach, Redondo Pier, The Strand (a boardwalk that connects Hermosa and Manhattan Beaches), the King Harbor Yacht Club, and the Redondo Beach Performing Arts Center. Annually, Redondo Beach attracts approximately 1 million visitors.



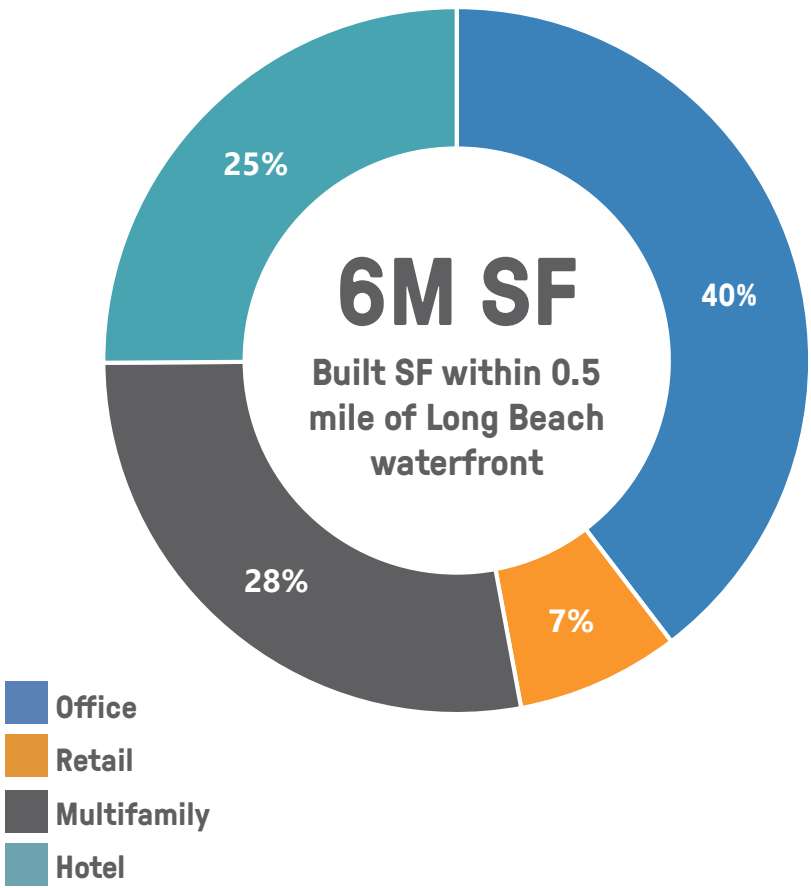
## Manhattan Beach

Although it has a more limited set of attractions, Manhattan Beach attracts approximately 4 million visitors annually to its boutique shopping, beach front, pier, and aquarium. Major attractions include: Manhattan Beach Pier, the Roundhouse Aquarium, Downtown Manhattan Beach shopping and restaurants, Live Oak Park, Bruce’s Beach, and the Manhattan Beach Farmer’s Market.

Source: CoStar (2023), Visit Long Beach (2023), ESRI Business Analyst Online (2023), Redondo Beach Chamber of Commerce and Visitors Bureau (2023), California Beaches

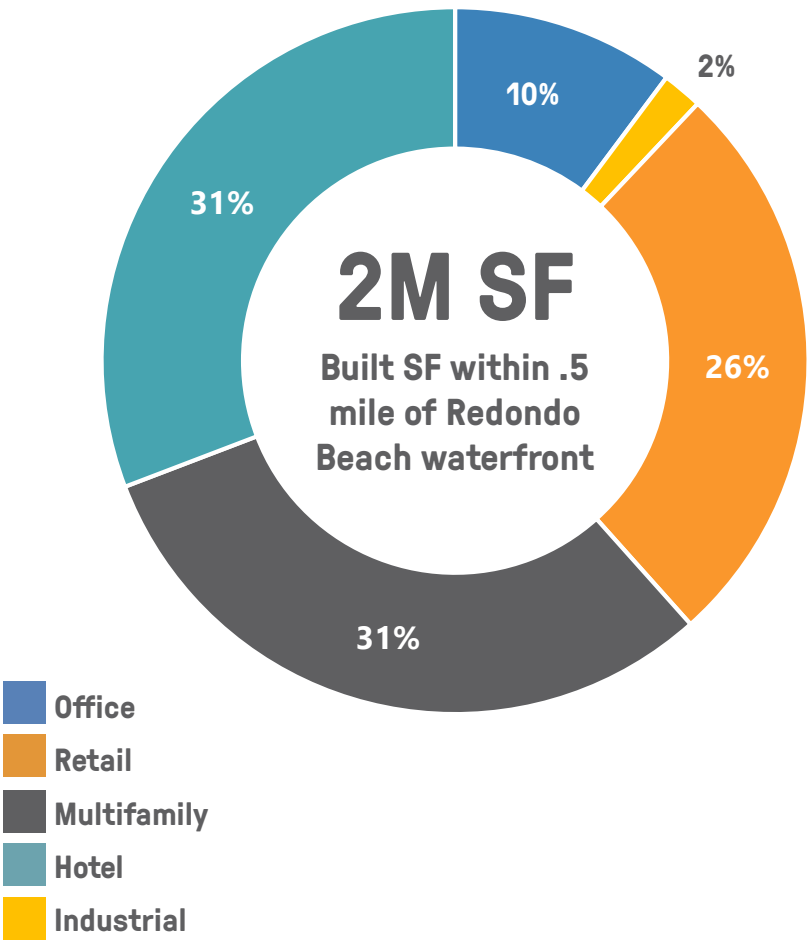


Land-use of Competitive Destinations



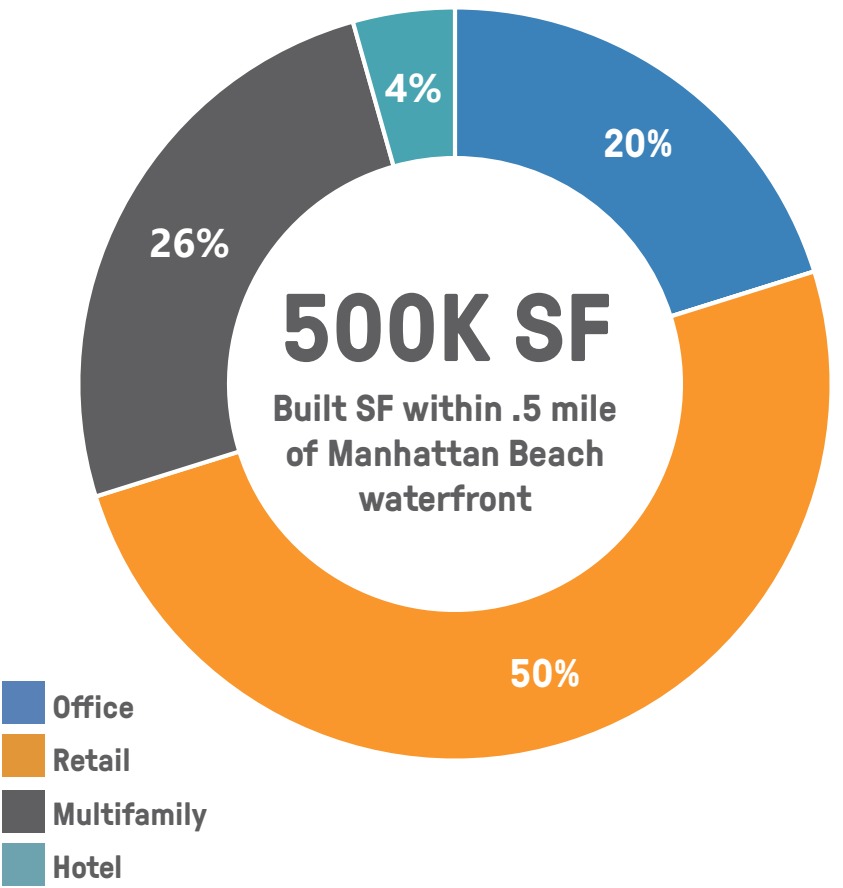
Long Beach

The area surrounding Long Beach is dominated by office and hotel uses, with more than 2,200 hotel rooms servicing its attractions – a higher concentration of hotel rooms than the San Pedro Primary Study Area. There are 5,700 residents, with a population density of 7,300 per mile within 0.5 miles of the waterfront. There are a total of 2,228 hotel rooms within 0.5 miles of waterfront, with 47% classified as “upper upscale.”



Redondo Beach

Redondo Beach features a mix of multifamily, retail, and high-end hotel developments near the waterfront. There are 7,600 residents, with a population density of 9,800 per mile within 0.5 miles of the waterfront. Redondo Beach has a total of 669 hotel rooms within 0.5 miles of waterfront, with 32% classified as “upper upscale.”



Manhattan Beach

Compared to more competitive destinations, Manhattan Beach has the least amount of built square footage along its waterfront. Half of its existing built square footage is occupied by retail uses. There are 4,800 residents within 0.5 miles of the waterfront, and a total of 38 hotel rooms within 0.5 miles of waterfront, of which 100% are classified as “upper upscale.”

Note: There is only one hotel in Manhattan Beach, the Shade Hotel (Luxury).  
Source: CoStar (2023), SWA (2022), ESRI Business Analyst Online (2023), Redondo Beach Chamber of Commerce and Visitors Bureau (2023)



# Implications for San Pedro

The goal of the Market Scan and Competitive Destinations analysis was to identify triggers that may assist future project implementation within San Pedro. Identifying these implications will serve as a roadmap for the market conditions, density, and activation levels required for investment along the waterfront.

While San Pedro’s waterfront is cushioned by a stable residential community, opportunities for commercial development have historically been limited. There is a lack of critical mass for retail and hotel uses, although new projects in the pipeline (including West Harbor) will bring new product to market.

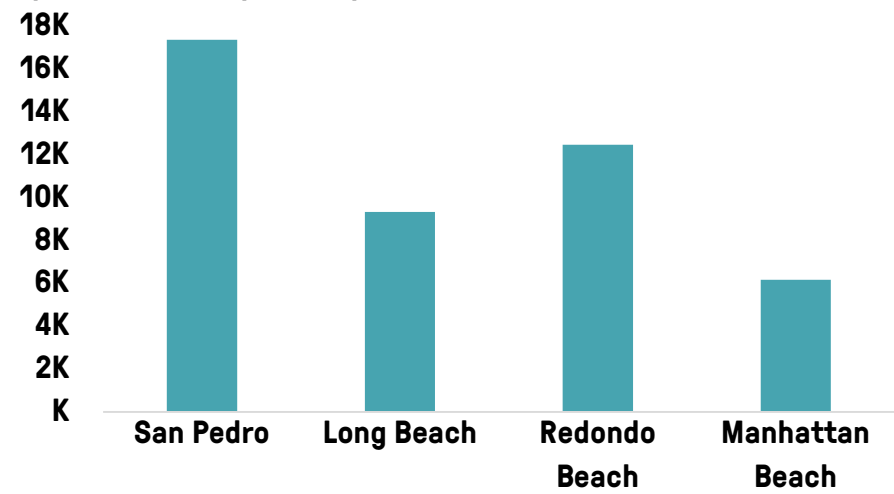
When considering San Pedro’s waterfront within the context of neighboring regional beach destinations, San Pedro stands out as having the greatest population density and the most diverse mix of surrounding uses.

Development of Port land into commercial uses — the only viable use per Coastal Commission regulations — would require the cultivation of a critical mass of users to support demand for additional retail and hotel options.

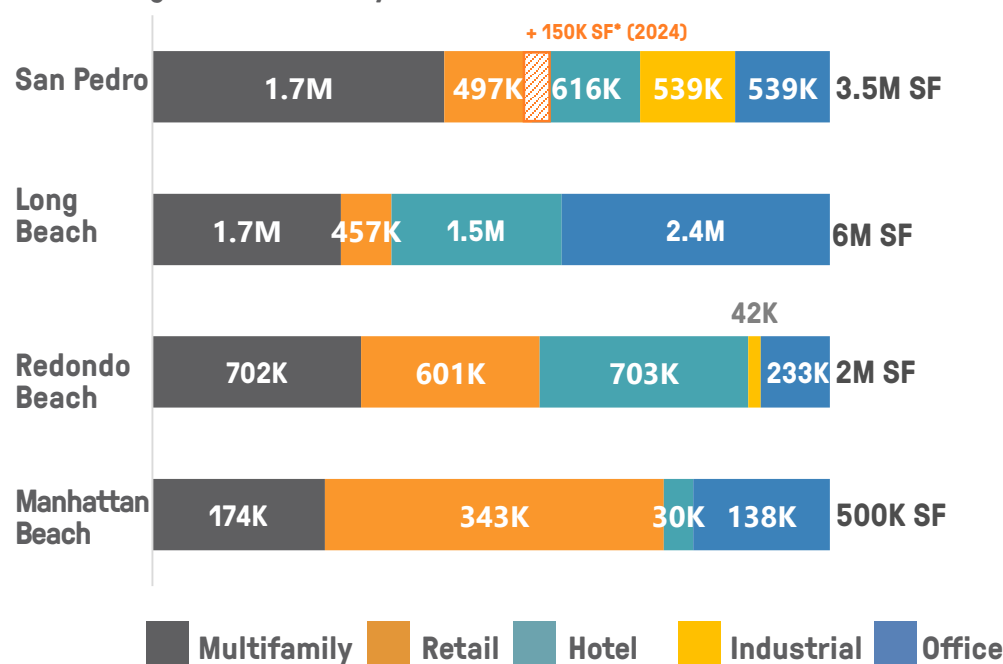
The growth of San Pedro as a retail destination, a pretext that will be tested by the arrival of West Harbor, will increase its competitiveness compared to other regional waterfront destinations. However, San Pedro should distinguish itself among those destinations. Opportunities to establish a competitive edge include the presence of a stable residential base that can patronize retail amenities while a regional market base grows over time, as well as the presence of AltaSea: a unique place that contributes to San Pedro’s identity.

Physical connectivity is crucial for following this critical path. Residents and visitors require easy, intuitive, and enjoyable access to and among waterfront sites.

Population Density/Mile by Waterfront Destination



Surrounding Land Use Mix by Waterfront Destination (0.5-Mile Radius)

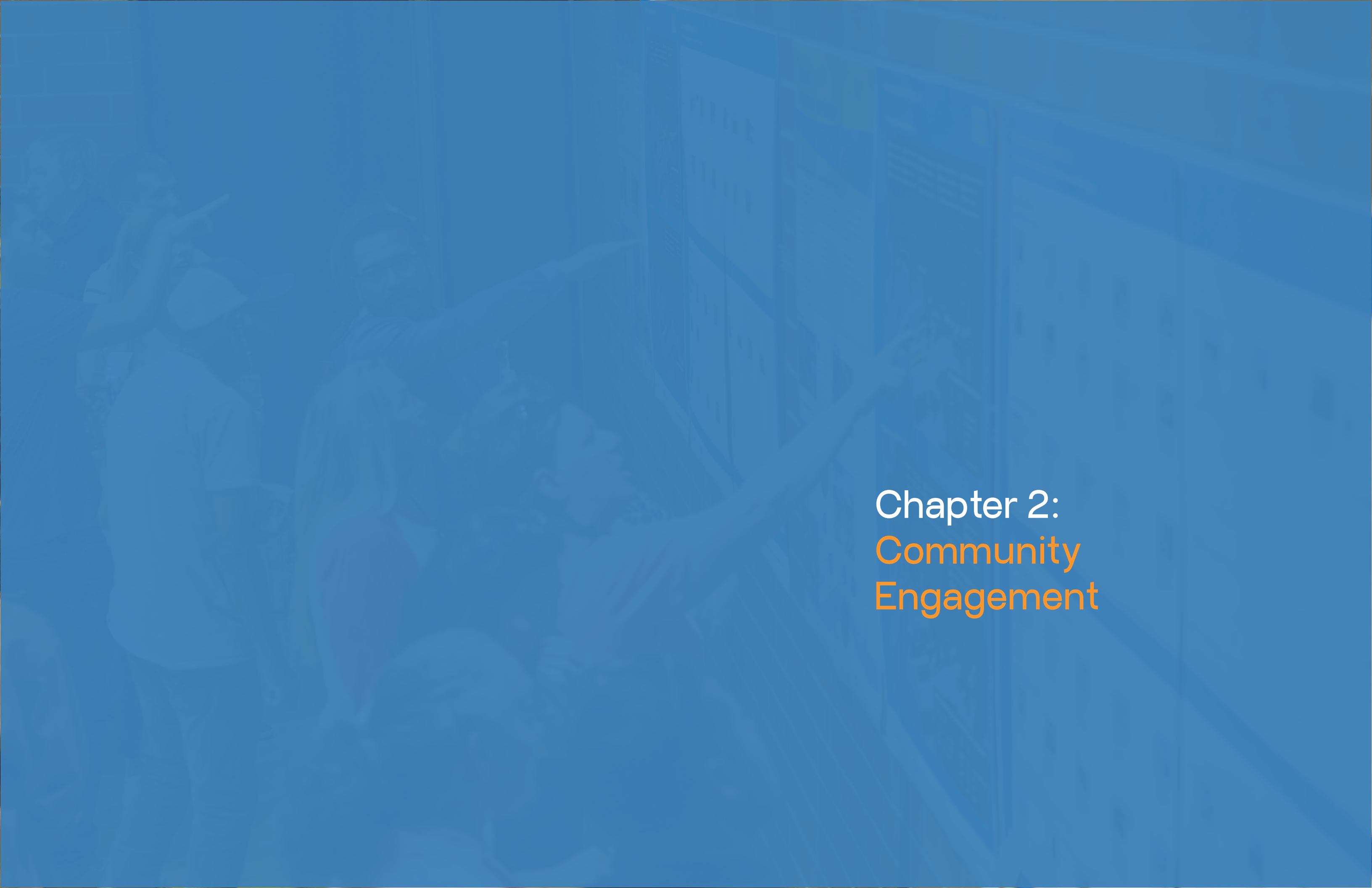


\*The SF for West Harbor was added to this breakdown to highlight the addition of a major retail destination.  
Source: CoStar (2023), ESRI Business Analyst Online (2023)  
Note: A modified radius was used for San Pedro in the chart on the right. Instead of a five-mile radius, data was pulled for a 0.5-mile radius around the waterfront to be consistent with comparison destinations.

# Competitive Market Takeaways

Compared to competitive destinations, San Pedro has the highest population density. In terms of land use, San Pedro has a greater proportion of industrial and multifamily buildings, but a lower concentration of hotels than Long Beach and Redondo Beach. The location of San Pedro’s waterfront along the main shipping channel of the largest port in the United States provides a setting unrivaled by any comparable waterfront. This unique location, combined with the growing cruise business and proximity to Catalina Island, are attributes that, contingent on the West Harbor development’s success, can be built upon.





## Chapter 2: Community Engagement



# Community Engagement

A thorough community engagement process ensured that local residents of San Pedro could share their opinions on the future development and connectivity of the waterfront. The outreach was conducted in two phases. The first phase focused on collecting input to guide ideas for the Connectivity Plan; the second served as a way for participants to weigh in on the direction the plan was going. There were four events in the first phase, between January and May of 2023, and two in the second, in June of 2023. The events were held in a variety of locations and at a variety of times to include a broad spectrum of participants. Focus Groups were by invitation and consisted of smaller groups of community leaders; Community Workshops were larger and open to all. During the finalization of the plan, in September public presentations of the draft plan were provided during a Harbor Commission meeting and in a public meeting. Members of the community shared comments at the meetings and during a 60-day Draft Plan public review period.

## Timeline & Objectives

### Phase 1: Listen & Explore

- Engagement Events
- Activity Results
- Key Takeaways

### Phase 2: Share & Evaluate

- Engagement Events
- Activity Results
- Top Recommended Projects

## Plan Finalization



# Timeline & Objectives



## Stakeholder & Community Engagement Objectives

1. Engage the general public and involve existing community leaders, landowners, tenants, and/or other stakeholders from San Pedro.
2. Leverage existing engagement and knowledge within the local community.
3. Share project information to increase awareness of the Port of LA's past, current, and future developments.
4. Solicit community input, ideas, and feedback that will inform the plan's development.
5. Report plan progress and milestones throughout the project to the community.
6. Build community support for the plan document prior to public commission hearings.



# Phase 1: Listen & Explore

The “Listen and Explore” phase provided an opportunity to gather information from two perspectives: the community learned about the Connectivity Plan and related Port developments, and the planning team learned about the community’s priorities. Phase 1 events provided community members with an outlet to express their views early in the process, before recommendations were formed. These events were also a means for the planning team to collect baseline metrics on community use and awareness of the San Pedro waterfront.

Phase 1 included four separate community engagement events, as summarized in this section. Please see the appendix for additional descriptions of the individual events and the feedback received during each.





# Phase 1: Engagement Events



## 1. Focus Group Charrette

- Tuesday, Jan. 24, 2023, 5:30 to 8 pm
- Presentation/three interactive stations
- Estimated attendance: 20

This by-invitation-only meeting was meant to engage local community leaders, business owners, and others with strong ties to San Pedro prior to hosting a larger public workshop.



## 3. Art Walk Pop-up

- Thursday, Mar. 2, 2023, 5 to 8pm
- One interactive station at the San Pedro Art Walk
- Estimated attendance: 100

As a pop-up event, this engagement activity at the Art Walk allowed the team to reach people who might not ordinarily be able to attend a workshop.



## 2. Community Workshop

- Thursday, Feb. 23, 2023, 6 to 8pm
- Presentation/five interactive stations
- Estimated attendance: 80

A public meeting to increase awareness in the community about the Plan process and other Port developments, this workshop allowed the Connectivity Plan team to hear ideas and perspectives from the community, which reinforced the connectivity recommendations.



## 4. Rancho San Pedro Resident Workshop

- Friday, April 28, 2023, 6 to 8pm
- Presentation/five interactive stations, translated
- Estimated attendance: 35

This workshop provided an opportunity to engage with residents of Rancho San Pedro with Spanish language facilitation.

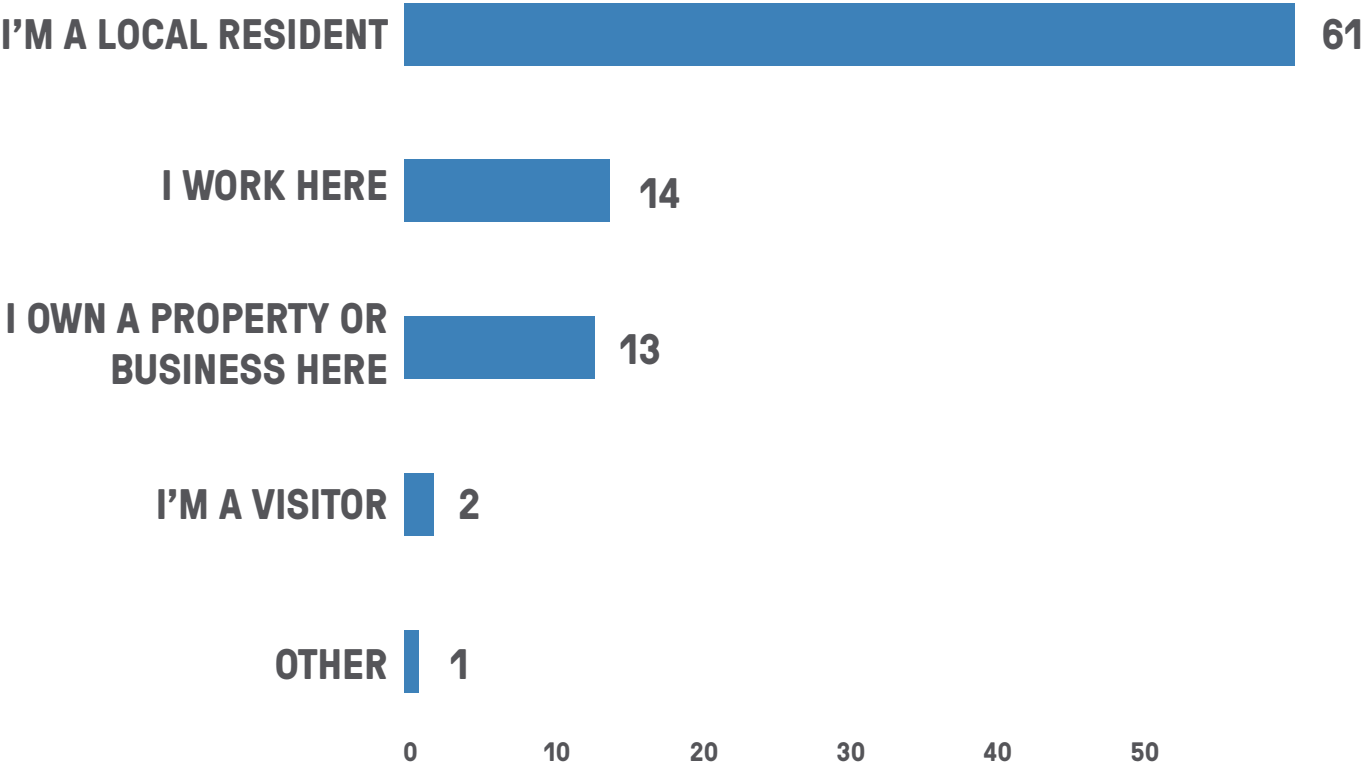


# Phase 1 Activity Results: Where Respondents Live

The focus group charrette and community workshops each included a survey and series of activities, divided into “Stations.” The results of the survey and station activities from the

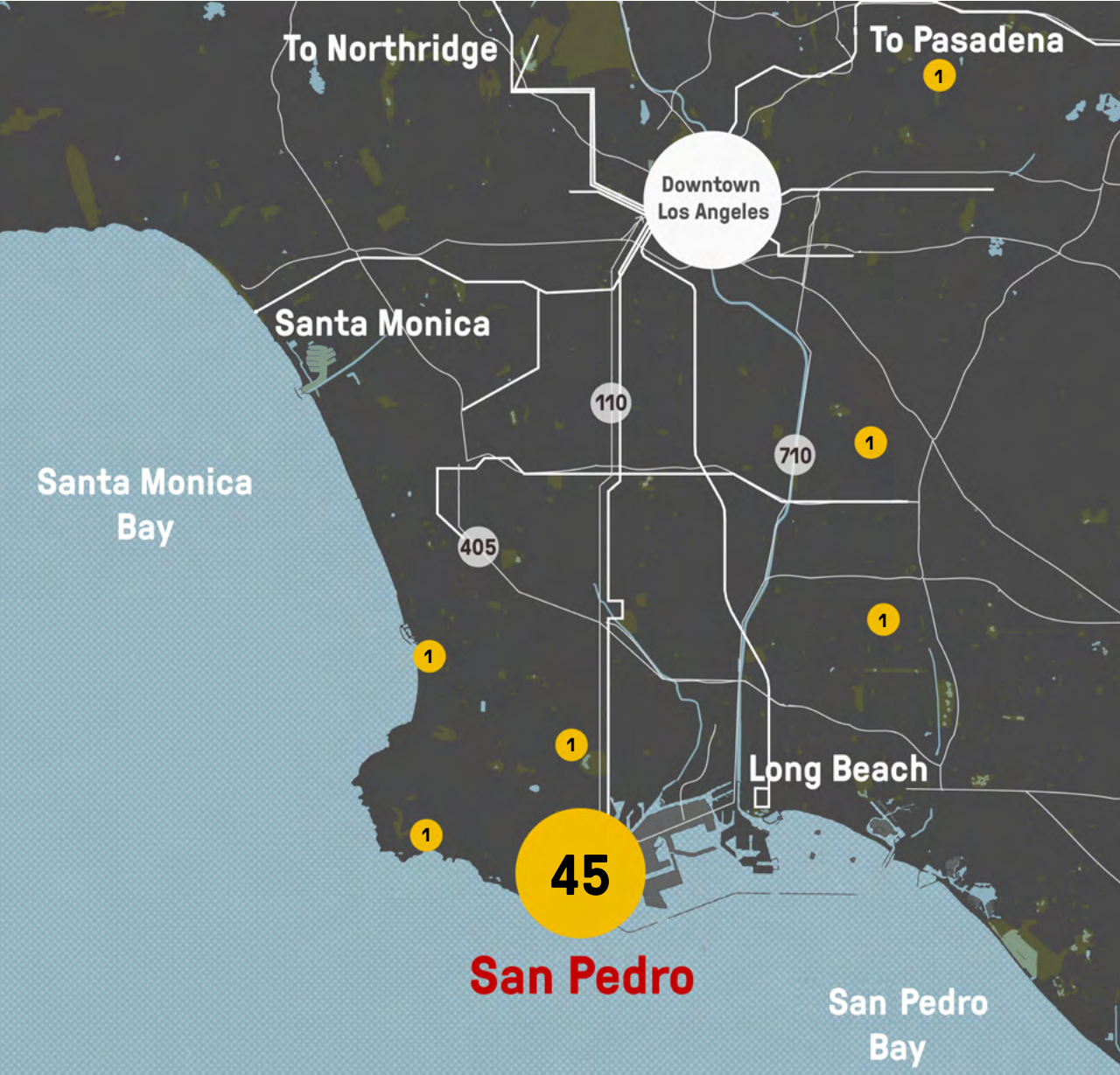
events have been combined for inclusion in this chapter. Most of the survey respondents described themselves as residents, with 15% working at the waterfront; 87% live in San Pedro.

Q: Which best describes your relationship to the LA Waterfront?  
Select all that apply:



45 RESPONDENTS LIVE IN SAN PEDRO

7 RESPONDENTS LIVE OUTSIDE OF SAN PEDRO



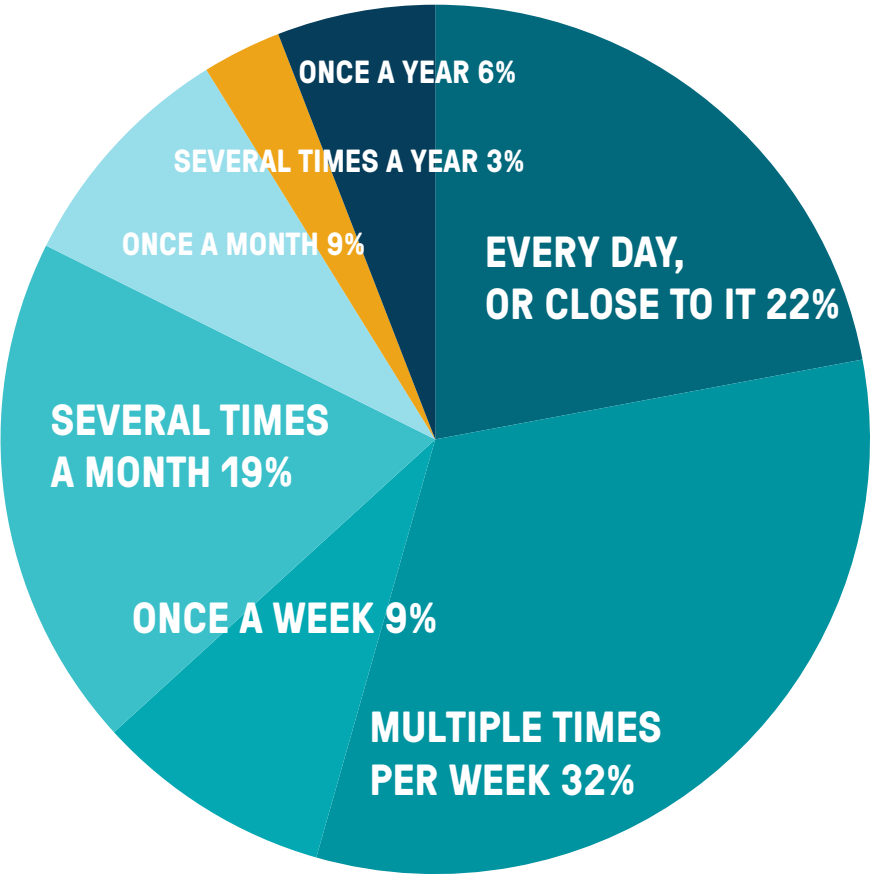
Map of respondents' home locations. The number within the gold circle indicates the number of people who provided responses.



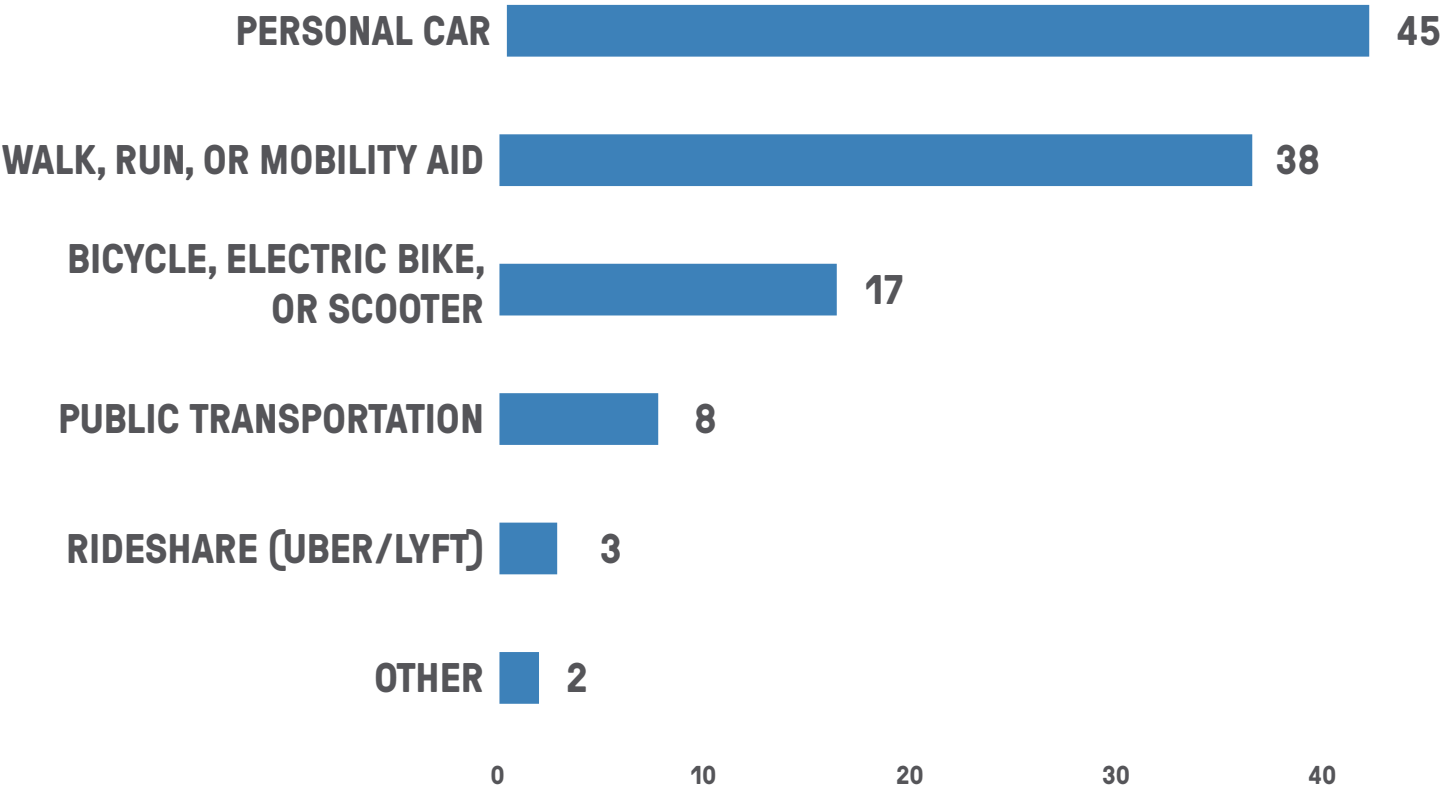
# Phase 1 Activity Results: Travel to the Waterfront

Most survey respondents are daily or frequent visitors to the waterfront. Forty-nine percent of respondents use non-motorized methods to get to the waterfront, compared to 40% who use a personal car.

Q: How often do you visit San Pedro’s waterfront?



Q: What modes of transportation do you use to get to San Pedro’s waterfront? Select all that apply:

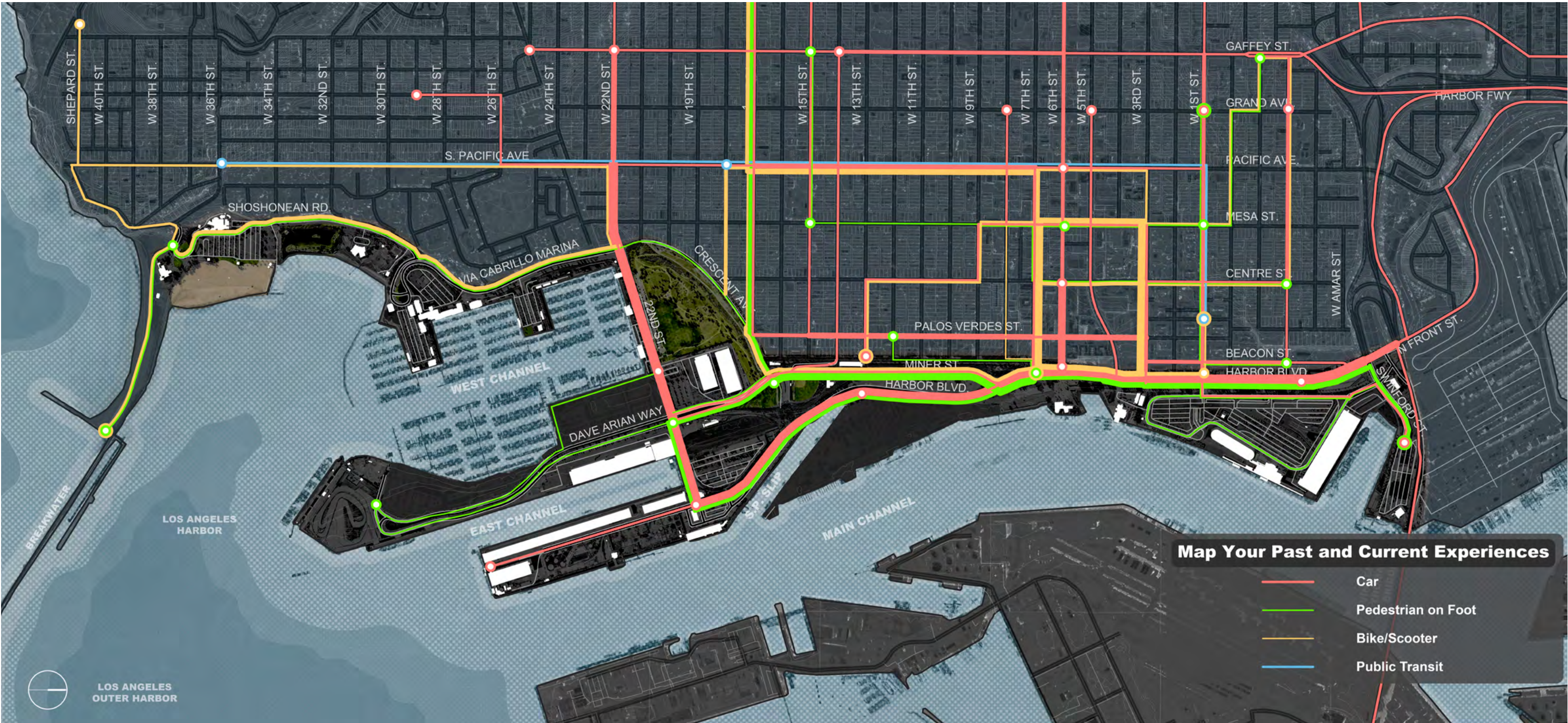




# Phase 1 Activity Results: Transportation Modes & Routes

One of the station activities asked attendees to consider their routes to the waterfront in daily life, to describe changes they might like to see along those routes, and/or to identify existing elements that they like. This activity helped to determine how people move to and around the waterfront, and what challenges they currently encounter. The line width on the

map corresponds to the frequency of use according to the participants' input. Based on the results, Harbor Boulevard and 22nd Street experience the most vehicular traffic; Miner Street and Harbor Boulevard experience the most traffic; 7th and 3rd Streets are primary bike/scooter connections; and Via Cabrillo-Marina is highly multi-modal.





# Phase 1 Activity Results: Preferred Waterfront Activities

Participants provided input about what kinds of activities they would like to see or do in the future at the waterfront. By identifying preferred types of activities and places, the Connectivity Plan can assess which areas may be more crowded, and the types of transportation connections that may be most appropriate. In addition, the activity helped

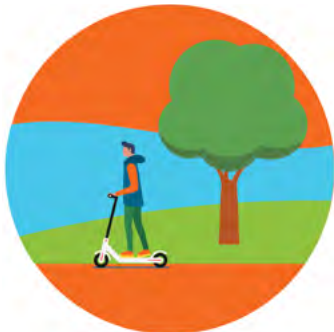
spread awareness about all there is to do at the waterfront. The most popular category was "Shopping and Dining," followed by (in descending order) "Parks, Recreation, and Exercise," "Promenade Amenities," and "Science, Nature, and History."



Shopping and Dining  
34



Parks, Recreation, and Exercise  
29



Promenade Amenities  
24



Science, Nature, and History  
24



Arts, Culture, and Events  
23



Other Ideas  
20



Marinas and Public Docks  
18



Trolley and Water Taxi  
18



Cruises and Boat Tours  
15



Participants were asked to select “tokens” for their top three categories of activities, then drop them in net bags beneath image displays of current and upcoming waterfront activities.

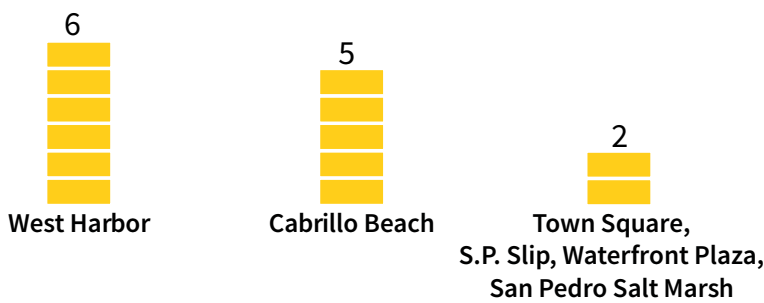


# Phase 1 Activity Results: Art Walk—A Day in the Life

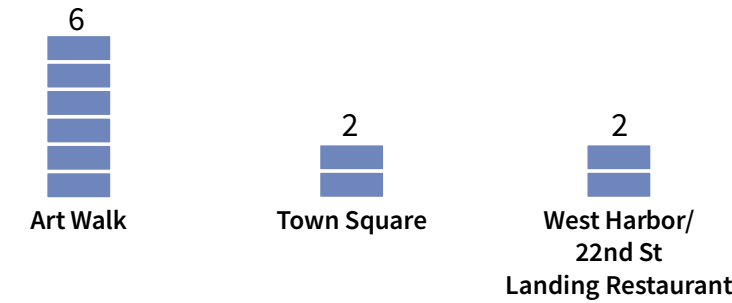
The Art Walk Pop-Up was an interactive event held at the San Pedro Art Walk. The pop-up asked people to put themselves in someone else’s shoes and imagine coming to the waterfront as one of four characters: one who either lives nearby, one works at the waterfront, one who “plays” there, or one who visits for “other” reasons.

The activity collected input on community interest in particular San Pedro destinations based on the type of waterfront visitor. It was also intended to spread awareness in the community about San Pedro’s waterfront attractions and the Connectivity Plan process.

## Top “Live” Destinations



## Top “Work” Destinations



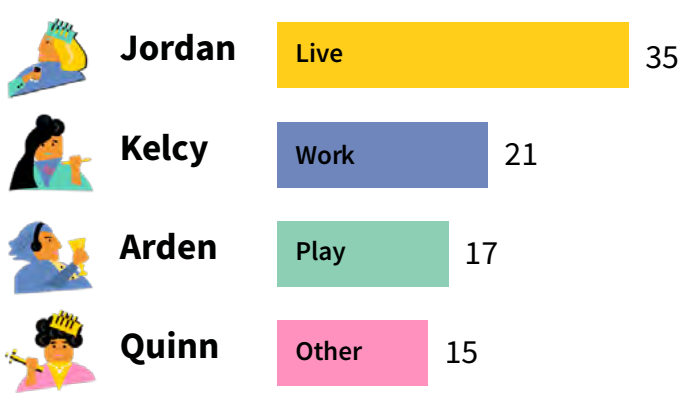
## Top “Play” Destinations



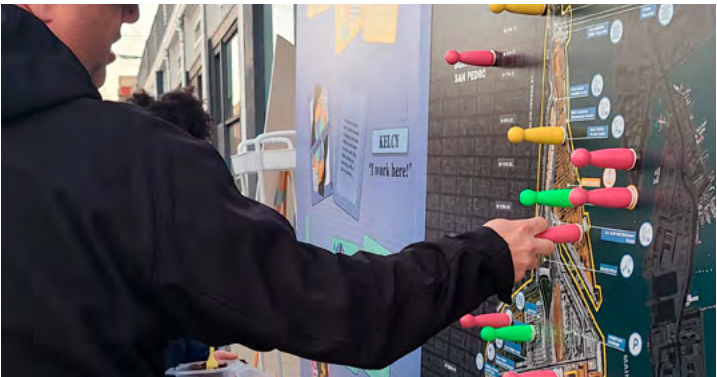
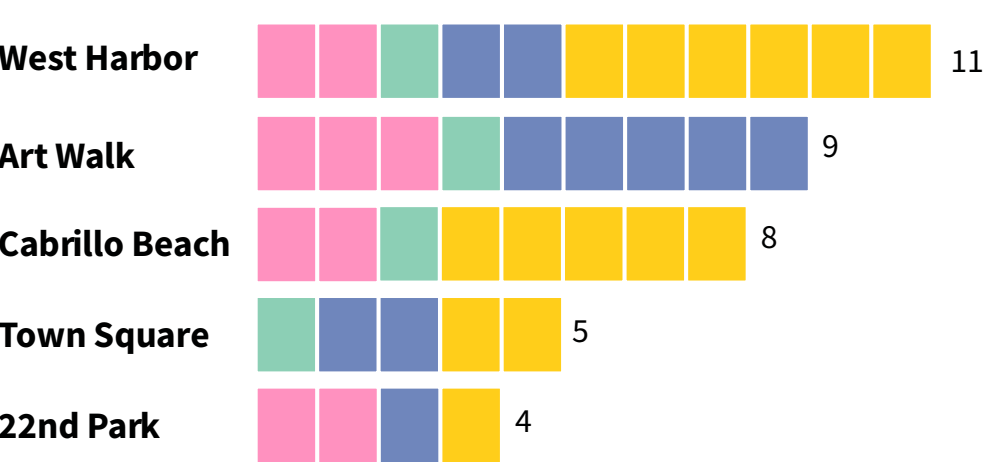
## Top “Love/Other” Destinations



## Most Played Character



## Top Destinations



The pop-up was designed to engage the community in a playful way, asking them to imagine themselves as a character in a board game. Participants indicated where they love to go at the waterfront by placing characters’ playing pieces on a large map.



# Key Takeaways

The Phase 1 engagement events provided multiple opportunities for the Connectivity Plan team and the community to exchange ideas. Among all the comments provided by

participants in these events, a number of issues and ideas were widely shared. This page summarizes key takeaways that the Connectivity Plan can address.

**COMMENT:**

**Walking and biking are important**

**COMMENT:**

**Support for public transit improvements (more stops)**

**COMMENT:**

**Trolley and water taxis help attract visitors**

**COMMENT:**

**People like the views and historic landmarks**

**COMMENT:**

**Improved signage to identify parking & destinations**

**COMMENT:**

**More amenities, and better connections between them**

**COMMENT:**

**More lighting, open space, seating, and art along the Promenades**

**COMMENT:**

**Interest in sustainability and climate resiliency**

**COMMENT:**

**Current ways of going to the waterfront are personal car or walking**



## Phase 2: Share & Evaluate

After receiving initial input from the community in Phase 1, the planning team developed preliminary plan recommendations to share with the community in the second phase of engagement. The “share and evaluate” phase served as an opportunity for members of the community to learn about the draft plan proposals, ask questions, and share comments in a less formal setting, prior to the Board of Harbor Commissioner meetings. Phase 2 was an opportunity for the planning team and Harbor Department staff to hear and address any potential community concerns early, and to build support for the plan document prior to the board presentations of the draft and final plans.

Phase 2 included two separate community engagement events, as summarized in this section. Please see the appendix for additional descriptions of the individual events and the feedback received during each.





Phase 2:  
Engagement Events



1. Focus Group Meeting

- Thursday, June 8, 2023, 5:30 to 7 pm
- Presentation/four interactive stations
- Estimated attendance: 10-15

As with the first focus group, this invitation-only event provided an opportunity to engage with local community leaders. It included a presentation and four interactive stations.



2. Community Open House

- Thursday, June 29, 2023, 6 to 8 pm
- Presentation/four 4 interactive stations
- Estimated attendance: 40-50

Presented to a broader audience, this open house presented material that had been refined from the second focus group – allowing the team to make adjustments to the draft plan recommendations based on feedback.



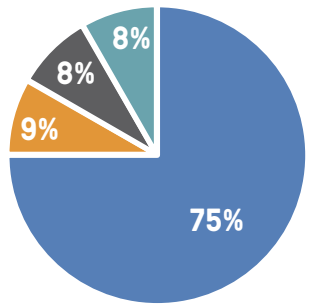
# Phase 2 Activity Results: Connectivity Pillars

This activity shared information and was an opportunity to discuss the four major connectivity concepts, or pillars, within the plan. Each pillar contained “best practices,” a visitor journey scenario, and a sample of the draft



## STATION 1: Park Once, Stay All Day

*Q: Do you support the plan’s ideas for "Park Once, Stay All Day?" (12 responses received)*

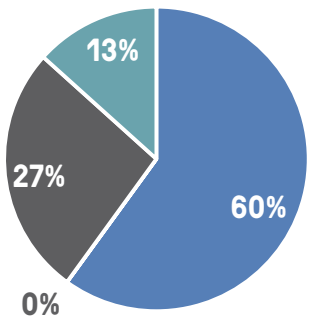


- Yes, I like all or some components (9)
- No, I do not like most of the components (1)
- No Answer (1)
- Undecided (1)



## STATION 2: Take Public Transit

*Q: Do you support the plan’s ideas for "Take Public Transit?" (15 responses received)*

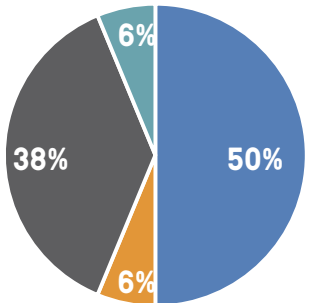


- Yes, I like all or some components (9)
- No, I do not like most of the components (0)
- No Answer (4)
- Undecided (2)



## STATION 3: Make Transportation Fun

*Q: Do you support the plan’s ideas for "Make Transportation Fun?" (16 responses received)*

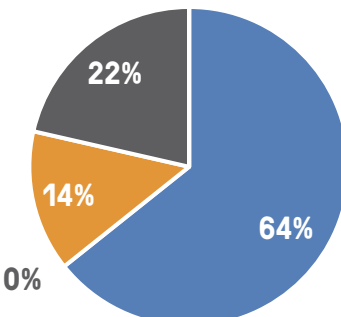


- Yes, I like all or some components (8)
- No, I do not like most of the components (1)
- No Answer (6)
- Undecided (1)



## STATION 4: Create Points of Interest

*Q: Do you support the plan’s ideas for "Create Points of Interest?" (14 responses received)*



- Yes, I like all or some components (9)
- No, I do not like most of the components (2)
- No Answer (3)
- Undecided (0)



# Top Recommended Projects

Phase 2 events provided an opportunity to share the recommended projects from the draft plan and learn which ones community members identify as being most important to them. This feedback helped the Port of LA and Connectivity

Plan team in the prioritization of projects. The two or three projects per connectivity category that were selected the most by participants are listed here, together with the number of participants who selected each project.

## ROADWAY Top Recommended Projects



- Event Traffic Management Plan (10)
- 22nd Street Complete Street Improvements (10)

## PUBLIC TRANSIT Top Recommended Projects



- 7th & Pacific Transit Hub (with LADOT, Metro, San Pedro BID) (8)
- Upgraded Transit Stops (wayfinding, shade, etc.) (6)
- Regional Mobility Hub (6)

## BICYCLE Top Recommended Projects



- 22nd Street Park to Crafted/Brouwerij West Connections (14)
- LA Harbor Bike Path (Harbor Blvd Path & 22nd Street Class IV Bikeway) (11)

## WATER TAXI Top Recommended Projects



- Water Taxi Connection to Long Beach (11)
- Water Taxi Operations Plan (10)

## OPEN SPACE Top Recommended Projects



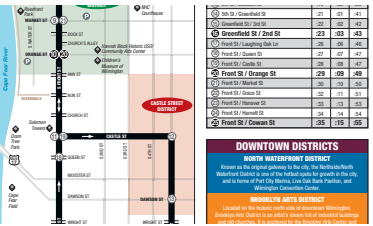
- Interstate 110 Harbor Approach Beautification (12)
- S.P. Slip Enhancements (6)

## PARKING Top Recommended Projects



- Cruise Ship Terminal & Event Parking Tram (13)
- Parking Management Strategies (10)
- 22nd Street Surface Lot Expansion (10)

## RUBBER TIRE TROLLEY Top Recommended Projects



- Trolley Stop & Service Updates (9)
- Trolley Special Operations Plan for Event Management (8)

## PEDESTRIAN Top Recommended Projects



- 1st & Harbor Pedestrian Crossing Pilot Project (8)
- Bluff Linkages for 10th, 11th, 12th, and 13th Streets (8)

## PUBLIC ART Top Recommended Projects



- LA Waterfront Public Art Master Plan (10)
- Implementation of Public Art Master Plan (7)
- 22nd Street Park Sculpture Park (Phase 1) (7)

## WAYFINDING Top Recommended Projects



- LA Waterfront Gateway Signage (9)
- Digital Tools (Website and App) (9)

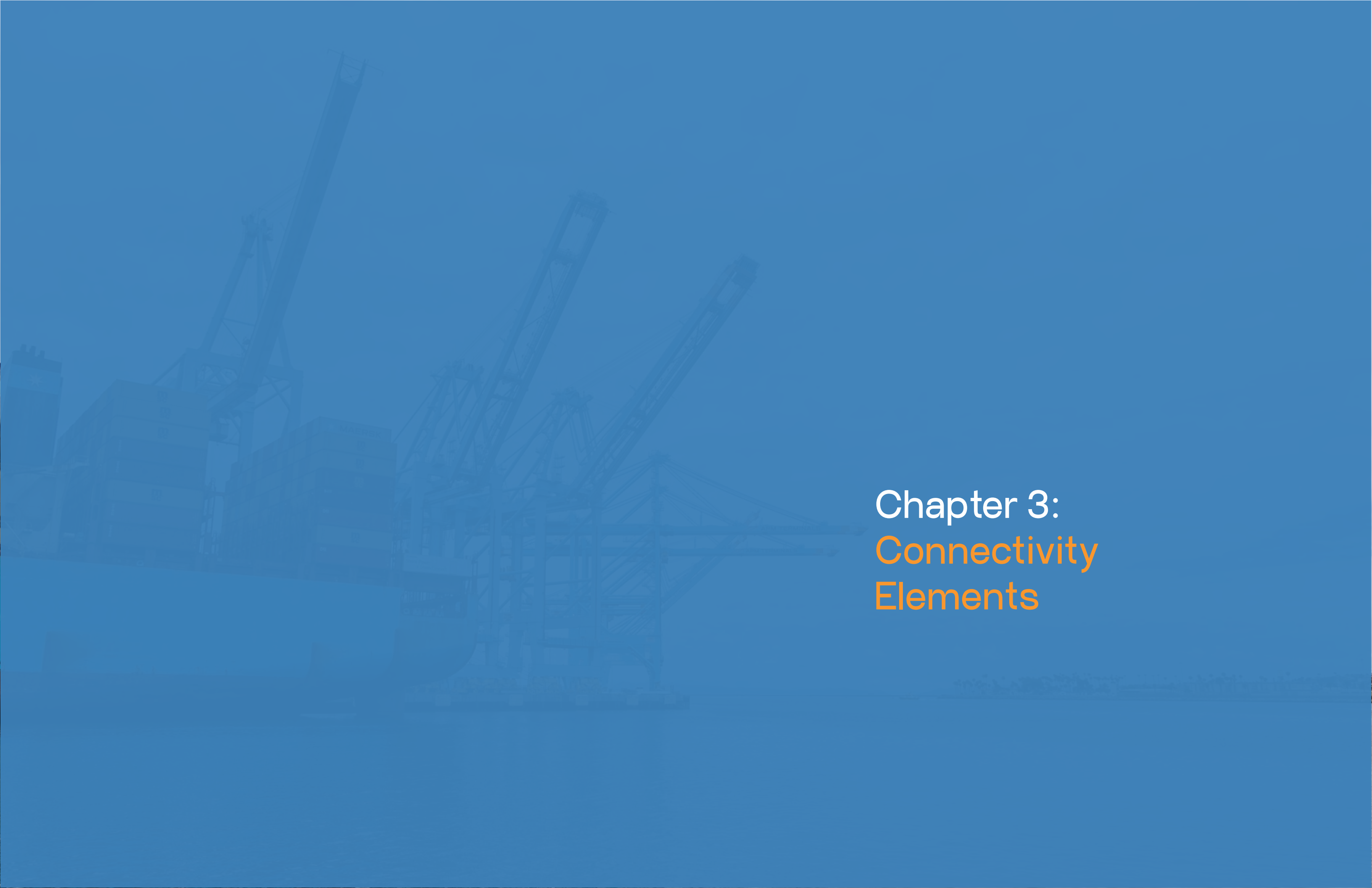


# Plan Finalization

Once the final draft document was prepared, it was posted to the LA Waterfront website for public review and the planning team gave a public presentation to the Los Angeles Board of Harbor Commissioners on September 7, 2023. Commissioners and members of the public provided questions and comments following the presentation. Due to the time constraints of commission meetings, a separate public meeting was held three weeks later for a longer presentation of the draft plan. Attendees had the opportunity to ask questions or share comments in a group setting following the presentation. For those who wanted to discuss the plan in smaller groups, the draft plan document and summary posters were displayed in a separate room for open house style conversation after the presentation. Members of the public were provided 60 days from the date of the Harbor Commission meeting to submit additional comments on the draft document.







## Chapter 3: Connectivity Elements



# Connectivity Elements

San Pedro's waterfront has a tremendous opportunity to grow and evolve in the near future. This document is meant to ensure that the waterfront develops cohesively. By looking back at previous planning documents to see what has worked, what hasn't, and what might still be worth incorporating, this plan hopes to learn from past efforts to set a framework for the future.

This framework presents connectivity comprehensively, including vehicular, pedestrian, bike and micromobility, public transit, and water access elements. It also incorporates wayfinding, public art and open space planning. And finally, all connectivity elements are presented in a clear, legible, and engaging manner, easily digestible for those building an exciting future for the waterfront.

## Connecting to Local Climate Action Policy

### Connectivity Framework

- 1. Park Once, Stay All Day**
  - Roadways & Traffic Flows
  - Roadway Recommended Projects
  - Parking Management
  - Parking Recommended Projects
- 2. Improve Public Transit**
  - Public Transit
  - Trolley
  - Public Transit Recommended Projects
  - Trolley Recommended Projects
  - Water Taxi
  - Water Taxi Recommended Projects
- 3. Provide Multi-Benefit Public Access**
  - Pedestrian Connectivity
  - Pedestrian Recommended Projects
  - Bicycle & Micromobility Connectivity
  - Bicycle Recommended Projects
- 4. Create Points of Interest**
  - Open Space Opportunities & Activation
  - Recreational Boating Opportunities
  - Open Space Recommended Projects
  - Recreational Boating Recommended Projects
  - Public Art Opportunities
  - Public Art Recommended Projects
  - Wayfinding
  - Wayfinding Recommended Projects

## Visitor Journey Scenarios

### Streetscape Design Toolkit

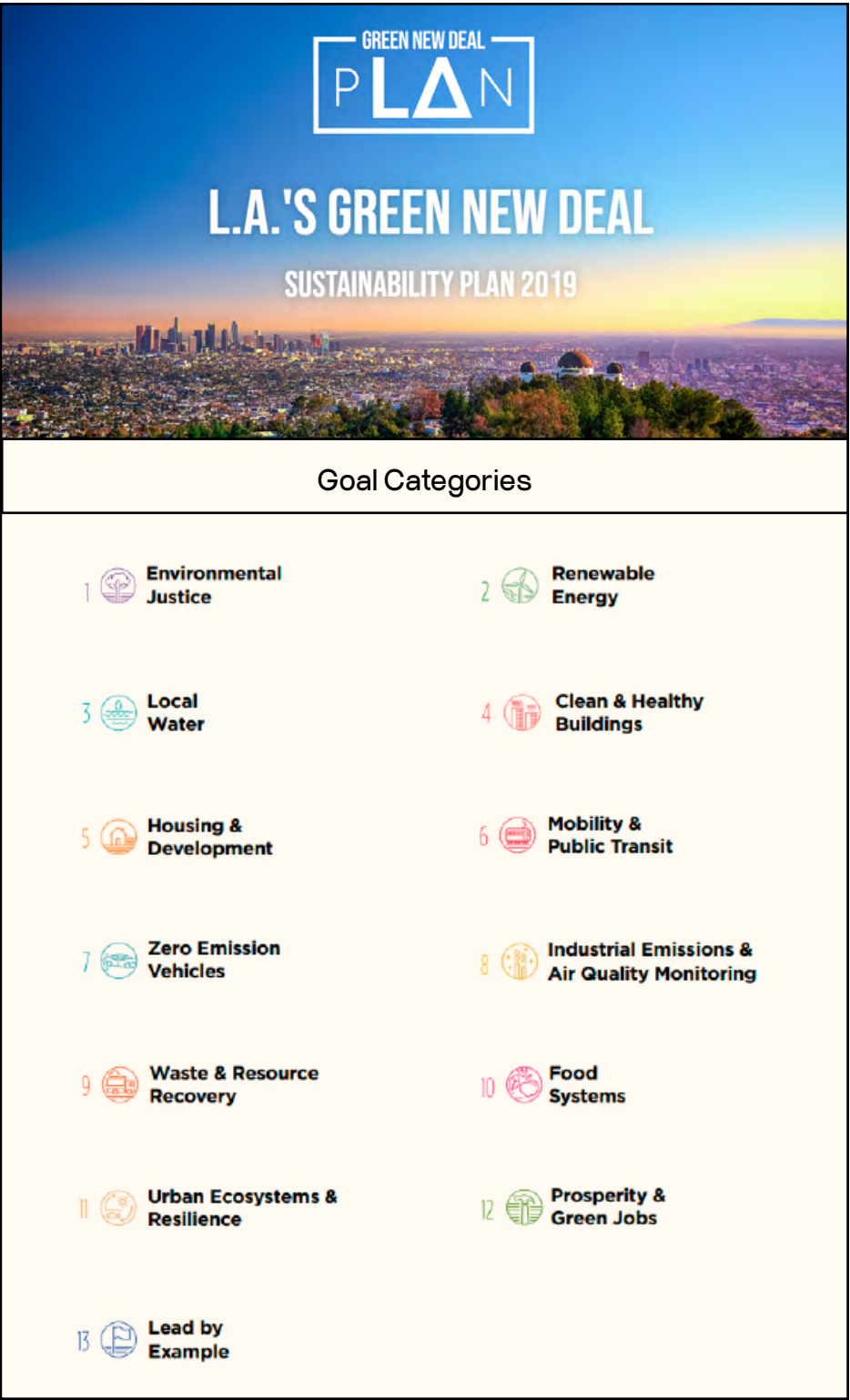


# Connecting to Local Climate Action Policy

LA’s Sustainable City pLAn, Green New Deal, was passed in 2019. As quoted by the pLAn website, “Our battle against climate change is a moral imperative, an environmental emergency, and an economic opportunity. Los Angeles is rising to the occasion with a plan that will lead the world toward a low-carbon, green-energy future. This is LA’s Green New Deal.”

*The Port of Los Angeles is committed to responsible growth through the implementation of the three tenets of sustainability: environment, economy, and equity. These principles are linked to the Port’s Five-Year Strategic Plan and practiced through the planning, design and construction phases, and in our operations and maintenance processes. The Port of Los Angeles is proud to adopt the Sustainable City pLAn for the City of Los Angeles. The pLAn advances our environment, economy and social equity in 14 various categories with short-term, near-term (2025) and long-term (2035) targets. The Port is an integral part of reaching the pLAn goals for the whole City of Los Angeles, specifically in areas of local solar, energy efficient buildings, carbon and climate leadership, green jobs, preparedness and resiliency, air quality, and environmental justice. (Sustainability Reports, [www.portoflosangeles.org](http://www.portoflosangeles.org), 2023)*

Recommendations in San Pedro’s Waterfront Connectivity Plan are developed with the goals of LA’s Green New Deal in mind. Look for feature boxes throughout this chapter that detail opportunities to support the Green New Deal’s sustainability goals through connectivity recommendations.



## Highlighted pLAn Goals:

Connectivity projects have the opportunity to support the following Green New Deal goals.

### Local Water

- Source 70% of LA’s water locally and capture 150,000 acre-feet of stormwater per year by 2035
- Recycle 100% of all wastewater for beneficial reuse by 2035
- Build at least 200 new multi-benefit stormwater capture projects by 2050 to improve local water quality and increase local water supply
- Reduce potable water use per capita by 25% by 2035; and maintain or reduce 2035 per capita water use through 2050
- Install or refurbish hydration stations, prioritizing municipally-owned buildings and public properties such as parks, by 2035

### Mobility & Public Transit, Zero Emissions Vehicles

- Increase the percentage of all trips made by walking, biking, micro-mobility / matched rides or transit by at least 50% by 2035
- Reduce Vehicle Miles Traveled (VMT) per capita by at least 39% by 2035
- Electrify 100% of Metro and LADOT buses by 2030
- Reduce port-related GHG emissions by 80% by 2050

### Urban Ecosystems & Resilience

- By 2050, ensure that 100% of Angelenos live within a half-mile of a park or open space
- Achieve and maintain zero net loss of native biodiversity by 2035
- Reduce urban/rural temperature differential by at least 3 degrees by 2035
- Increase tree canopy in areas of greatest need by at least 50% by 2028

### Housing & Development

- All new buildings will be net zero carbon by 2030; 100% of buildings will be net zero carbon by 2050
- By 2050, reduce building energy use per square foot for all building types by 44%

### Lead by Example

- Reduce municipal greenhouse gas emissions 55% by 2025; 65% by 2035; reach carbon neutrality by 2045
- Reduce municipal energy uses 18% by 2025; 35% by 2035; and 44% by 2050
- Reduce municipal water use by at least 25% by 2025; and 30% by 2035
- Ensure that all construction of new municipally owned buildings and major renovations are all-electric, effective immediately

### Waste & Resource Recovery

- Increase landfill diversion rate to 90% by 2025
- Eliminate organic waste going to landfill by 2028



# Connectivity Framework

Recommendations for connecting San Pedro's waterfront are divided into four pillar concepts:

1. Park Once, Stay All Day
2. Improve Public Transit
3. Provide Multi-Benefit Public Access
4. Create Points of Interest

The “Park Once” section examines vehicular traffic and parking. “Improve Public Transit” includes recommendations for public transit, trolley, and water taxi connection. In the “Provide Multi-Benefit Public Access” section, guidelines for pedestrian, bicycle, and micromobility improvements are outlined. Lastly, the “Create Points of Interest” section addresses open space, recreational boating, and public art opportunities, as well as ideas for wayfinding improvements.

Each category includes a list of recommended projects as well as illustrated examples of some of these ideas.





# 1. Park Once, Stay All Day

The key to connecting San Pedro's waterfront lies in the concept of "Park Once, Stay All Day." This placemaking strategy establishes a series of destinations that encourage people to park in one place and then make stops on foot, bike, or trolley, rather than driving from one destination to another. The Plan's integrated approach considers transportation, land use, and design, relying on all of the above elements to achieve a well-connected, efficiently managed, and seamlessly integrated waterfront, ensuring that people can enjoy all of its amenities.

From a vehicular perspective, wayfinding should be clear and well-situated; parking should be easy to locate; and policies should encourage visitors to park their cars upon arrival before leaving their vehicles to explore the LA Waterfront via another means of transit.

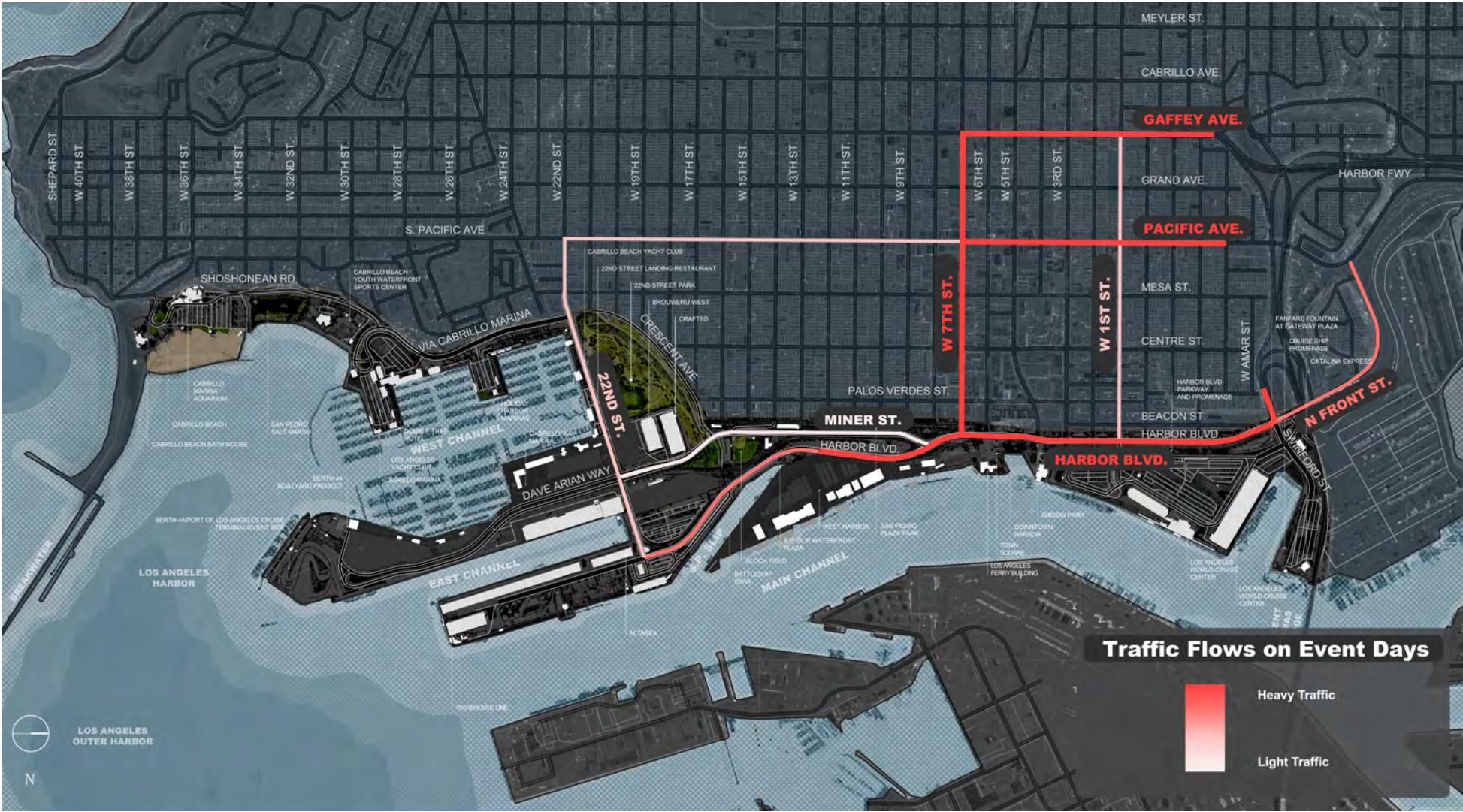
## Components:

- Roadways & Traffic Flows
- Roadway Recommended Projects
- Parking Management
- Parking Recommended Projects





# Roadways & Traffic Flows



Traffic management will be an important part of creating a positive visitor experience at the waterfront. While normal days may have minimal or normal traffic, the LA Waterfront can experience high traffic conditions due to cruise terminal activity and special events with high attendance (e.g. Fleet Week, concerts at West Harbor, etc.).

On most days, the area should have good traffic flow with minimal delays. As the diagram above shows, however, major event days will likely involve heavy traffic, especially on roads directly adjacent to the

waterfront such as Harbor Boulevard. Other streets, such as Pacific Avenue and 6th Street, will see increases in typical traffic as well.

For major event days, in-person traffic management will be necessary to help manage the flows at intersections and parking lots along Harbor Boulevard. Additionally, care should be taken to create a positive pedestrian experience along San Pedro's main downtown thoroughfare, 6th Street, by diverting traffic away from that road. Seventh Street could serve as the preferred traffic route instead.

# Event Day Traffic Management Strategies

To help manage the traffic flows on major event days, there are some strategies to employ:

- Develop an event-specific plan which considers street closures and reduction of cross traffic at parking entrances
- Incorporate in-person traffic management support into the plan referenced above
- Encourage event goers to come early and stay late with information about LA Waterfront destinations
- Establish a modified trolley route to help move people while avoiding the most congested roadways
- Provide a special event tram service that can carry large numbers of riders in a dedicated lane, separate from the vehicular traffic
- Encourage parking once and subsequently walking, biking, or taking the tram to the venue
- Utilize transportation demand strategies with ticket sales to encourage regional transit, such as the J line or other regional service

**pLAn Goal 3:**  
Local Water

- Green Street projects include multi-benefit stormwater designs to improve water quality

**pLAn Goal 6:**  
Mobility & Public Transit

- Minimizing the time spent idling in traffic and providing alternatives to driving help support the Sustainable City pLAn

**pLAn Goal 11:**  
Urban Ecosystems & Resilience

- Street trees and parkway vegetation can help create resilient urban ecosystems







# Roadway Recommended Projects

Connectivity improvement projects are shown on the previous map, and are described here (the map’s numbering corresponds to the descriptions). Many of these projects were previously identified during waterfront planning efforts carried out by the Port of Los Angeles prior to this writing, and some are already in various stages of design. New opportunities that have arisen from San Pedro’s Waterfront Connectivity Plan are also included. Roadway projects at the waterfront should be coordinated with roadway projects that are proceeding as part of the One San Pedro development.

Chapter 4 of this document, “Implementation,” provides more information regarding phasing (when projects will begin). Improvements that are not on Port property are subject to implementation by their respective owners, or by the City if on City property.



## 1. Harbor Boulevard Improvements: SP Slip to 22nd Street

This project continues the completed Harbor Boulevard and 7th Street Intersection Improvement Project by extending improvements to the Southern Pacific Slip and farther south to 22nd Street. This four-lane road will help connect waterfront attractions like CRAFTED, AltaSea, and West Harbor.



## 2. Signal Street Improvements

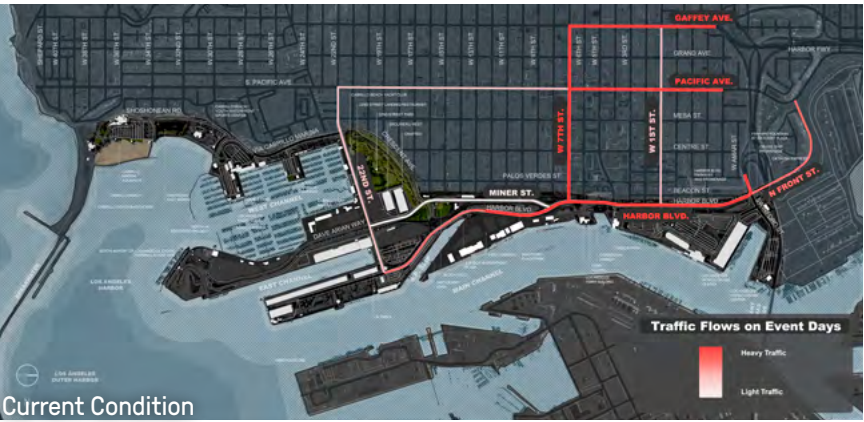
Alongside AltaSea, Signal Street’s curbs, gutters, and lighting could potentially be improved. Other improvements could include the relocation of overhead power lines and a new fiber network. Street and pedestrian improvements could further connect AltaSea and future development at both Warehouse 1 and West Harbor.



Proposed Condition

## 3. 22nd Street Complete Street Improvements

The “complete street” concept includes improvements for pedestrian comfort and safety: wider sidewalks, bicycle lanes, safe and accessible transit stops, shade, artwork, and wayfinding. Two vehicular travel lanes will remain in each direction, with turn lanes at intersections. These improvements will affect 22nd Street from Signal to Mesa Streets.



Current Condition

## 4. Event Traffic Management Plan

The management plan establishes major event day/temporary traffic management best practices. These practices will help manage the traffic flows at parking lots and intersections along Harbor Boulevard.



# Roadway Recommended Projects Continued



## 5. Harbor Boulevard Additional Travel Lanes

This effort will involve reconstruction of the existing right-of-way along Harbor Boulevard from Swinford to 7th Streets to provide an additional travel lane for vehicles, resulting in three lanes in each direction rather than two. Please see “Public Transit Recommended Projects” and “Bicycle Recommended Projects” for additional improvements associated with this section of Harbor Boulevard.



## 7. Via Cabrillo-Marina & Shoshonean Road Intersection Traffic Circle

Drivers traveling south on Via Cabrillo-Marina towards the south end of the waterfront often miss the right turn onto Shoshonean Road; introducing a traffic circle at the intersection will provide easier access. A portion of the adjacent parking lot will be reapportioned as part of the traffic circle’s construction; the circle’s design will also consider pedestrian and bicycle safety and comfort.



## 6. Access to the Beach District

This effort will improve access to the south end of the waterfront, and includes plans to accommodate boat trailer traffic with intersection improvements and potential curb and gutter work. If necessary, an additional traffic signal can be included in the future.



# Parking Management



Most visitors to San Pedro’s waterfront will be arriving by car and seeking to park. As a result, good parking management is critical in creating a positive waterfront experience. Many elements must work together to ensure that it is easy for people to find where they are

going, park, and then connect to their waterfront destination. Parking lots should be appropriately located, designed, and integrated with the overall waterfront’s circulation.

## General Parking Guidelines

A well-managed parking system reduces traffic and improves the overall experience of visiting, shopping, or attending an event.

- Density and centralize parking where possible to minimize impact to waterfront walkability and bikeability
- Create a plan that identifies parking locations, means of access, and tools that provide information to drivers
- Encourage visitors to park in one place, and subsequently use non-vehicular means to visit multiple destinations throughout the waterfront, rather than driving

### Supporting Green New Deal Goals



**pLAn Goal 2:**  
Renewable  
Energy

- Parking lots can incorporate solar panels



**pLAn Goal 3:**  
Local Water

- Parking lots can incorporate stormwater capture and filtration



**pLAn Goal 6:**  
Mobility &  
Public Transit

- Tram services minimize the time spent idling in traffic and provide alternatives to driving
- Parking structures can be better integrated to public transit



**pLAn Goal 5:**  
Housing &  
Development

- Mixed use parking structures can be support development goals for reduced energy use



**pLAn Goal 11:**  
Urban Ecosystems  
& Resilience

- Parking lots with vegetation can help create resilient urban ecosystems





Photo: Morley Builders

## Parking Structures & Lots

### Logistics

Ensure entrances are clearly marked. Smart parking signage should help people find parking quickly (see “Dynamic Parking & Wayfinding” on page 90 for more information). For large events, specific parking management tools such as in-person support and a tram (see “Event & Cruise Day Tram & Trolley Routes” on page 106) can support the existing system. Paid parking can help maximize parking resources. Refer to page 46 of the 2014 Design Guidelines for details on parking structure requirements.

(Left) The UC Irvine Plaza Verde parking structure includes both bike and auto parking.

## Connected Parking

Active transportation and trolley services need to be directly connected to parking lots and serve as a connection to destinations. Plan for mixed use parking structures to ensure that a variety of stores, attractions, and open spaces are present within the waterfront. Investment into place, safety, and well-maintained amenities to support walking, biking, and transit use is essential. This includes signage, lighting, benches, emergency call boxes, and trash receptacles.

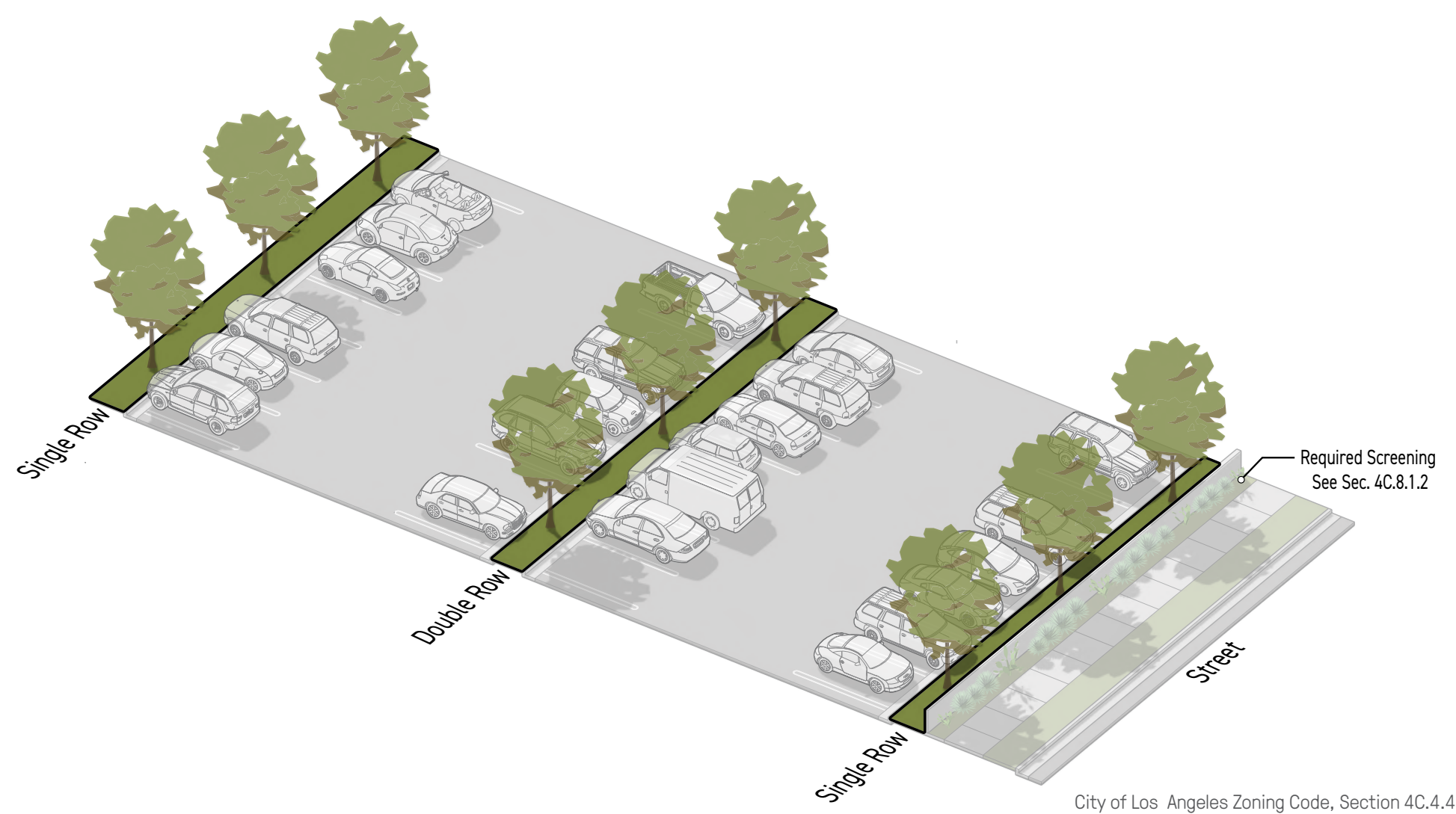
(Right) This mixed-use parking structure in Santa Monica features stores and kiosks on the ground level.



Photo: Brooks + Scarpa



# Parking Design Guidance



City of Los Angeles Zoning Code, Section 4C.4.4

The 2014 Waterfront Design Guidelines recommend that off-street parking standards should follow the design standards of the City of Los Angeles Zoning Ordinance. Additionally, the Design Guidelines recommend that surface lots be screened from view and located away from the water’s edge.

Surface parking lot design is an opportunity to support sustainability goals by, for example, integrating stormwater management BMPs;

introducing canopy trees or shade structures; installing solar panels; and using pavement with a high solar reflectance index.

The Design Guidelines recommend that parking structures be designed to fit into building facades, conceal views of parked cars, and be lined with green walls. Green roofs, water collection systems, and solar panels are also suggested for parking structures. Situation of parking areas should not obstruct pedestrian or vehicular circulation.

# Recommended Parking Design Standards

The City of Los Angeles Zoning Code, Section 4C.4.4 (Parking Lot Design) specifies vegetation, stormwater collection, and shade requirements for parking lots in Los Angeles. While parking lots within the LA Waterfront are not required to adhere to this code, the document provides best management practices that could be beneficial, especially with regard to sustainability goals. Key guidelines include:

1. Implement low-impact development practices to grade and drain parking lots to collect, retain, and infiltrate surface water on-site.
2. Provide trees or solar panels to increase shade. Space trees or panels throughout the lot.
3. Select tree species that ensure 50% of all parking lot stalls will be shaded by tree canopy after 10 years of planting.

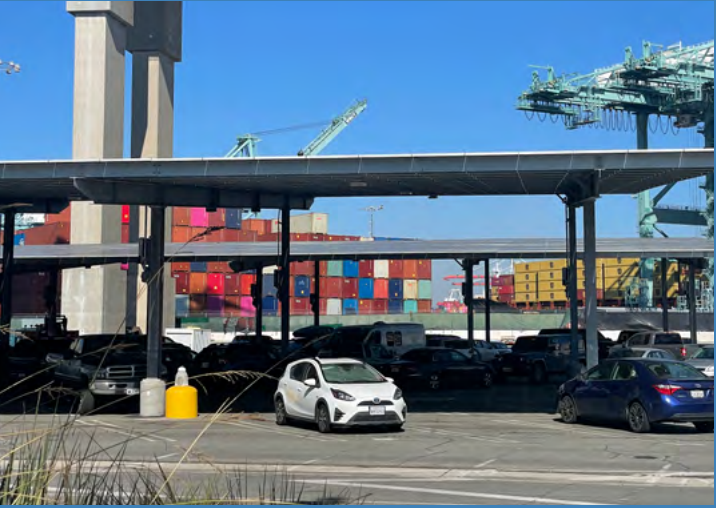






Photo: A.D. Engineering International

Photo: Swarco

## Technology & Parking

### Dynamic Parking & Wayfinding

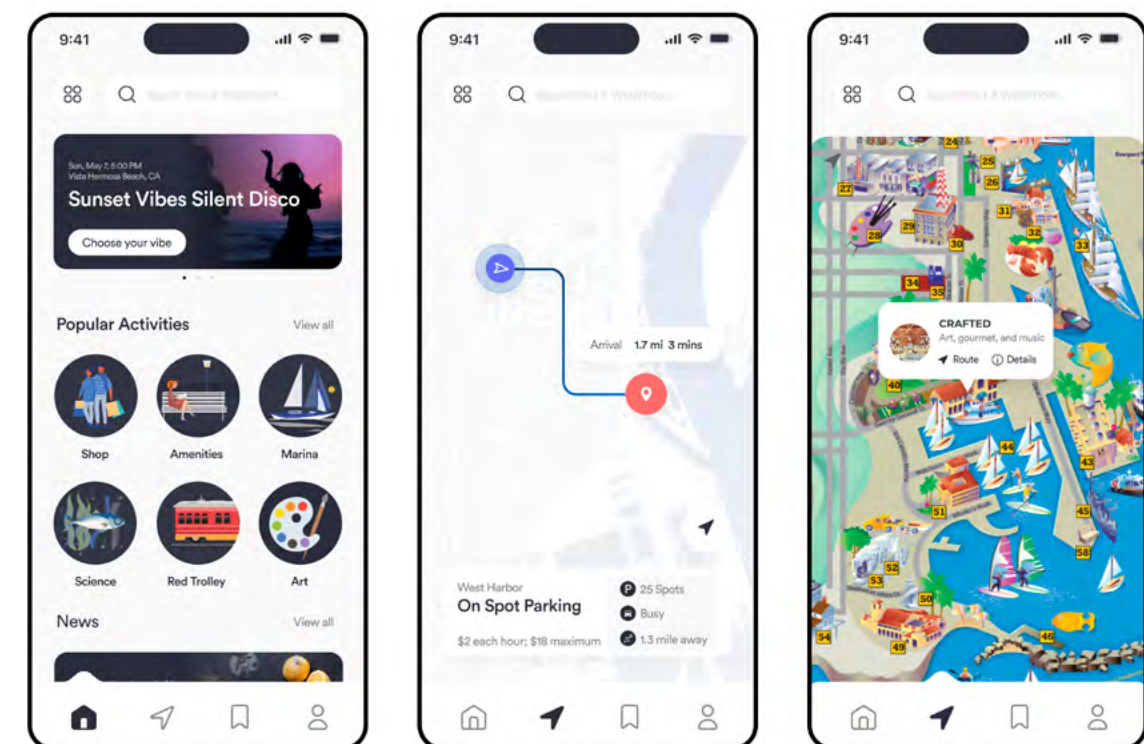
Digital wayfinding can include additional and dynamic information on parking locations and availability. Digital systems can make payment easy, and help collect funds to sustain the parking management system. Wayfinding should foster connections to active and public transport; directions to destinations via active transport or public transit/trolley from parking areas should be clear. Additional recommendations are provided later in this chapter’s “Wayfinding” section.

(Left) Dynamic parking signs can show visitors where available parking spaces can be found

## Digital Tools

Smart phone apps can guide visitors to parking locations and suggest alternatives to driving to additional destinations after they’ve parked. In addition, the LA Waterfront website can offer easily accessible information on parking, traffic, and accessibility to destinations via active transport.

(Right) Parking apps can also assist with finding and paying for parking as well as wayfinding to local attractions









# Parking Recommended Projects

Connectivity improvement projects are shown on the previous map, and are described here (the map’s numbering corresponds to the descriptions). Many of these projects were previously identified during waterfront planning efforts carried out by the Port of Los Angeles prior to this writing, and some are already in various stages of design. New opportunities that have arisen from San Pedro’s Waterfront Connectivity Plan are also included.

Chapter 4 of this document, “Implementation,” provides more information regarding phasing (when projects will begin). Improvements that are not on Port property are subject to implementation by their respective owners, or by the City if on City property.



## 1. 22nd Street Surface Lot Expansion

The 22nd Street surface lot expansion will expand the current lot west to provide approximately 500-600 new stalls. This surface lot will continue to be a primary and central parking hub, connecting to multiple modes of transportation. Please see “Pedestrian and Open Space Recommended Projects” for additional improvements related to this surface lot.



## 2. Smart Parking Signage & Parking Demand Infrastructure

Smart parking signage maximizes technology by investing in a parking system which includes dynamic parking tools and apps. These signs can range in size, but are generally vertical, with a portion of the sign incorporating technology.



## 3. Parking Management Strategies

Parking management strategy is a planning effort that identifies where parking is, how it will be accessed, and tools that will be used to provide that information to the drivers. The strategies are then implemented in the future as needed.



## 4. Inner Harbor Cruise Ship Terminal Surface Parking (USS Iowa Relocation)

With the proposed USS Iowa relocation, the Inner Harbor Cruise Ship Terminal will reconfigure surface parking for interim improvements prior to densification (parking structure additions). These interim improvements include resurfacing, striping, and potential demolition.



# Parking Recommended Projects Continued



## 5. Revenue Control Equipment

Revenue control equipment includes devices and software used to manage and collect revenue from parking facilities. Types of equipment include meters, pay stations, and ticket dispensers. Size and amount will vary per lot and will be phased over time.



## 7. Implement Smart Demand Parking System

After the parking management strategies planning effort has been completed and initial smart parking infrastructure has been deployed, implementation will continue into the future. A larger, more complex system will be installed as demand increases.



## 6. Inner Harbor Cruise Ship Terminal Parking Structure(s)

After the USS Iowa relocates and interim parking improvements occur, the Inner Harbor Cruise Ship Terminal will densify from a surface lot into a parking structure or structures that will vary in square footage and number of levels based on future parking demand.



## 8. Bluff Parking Structure

The bluff parking structure is new multi-level parking in multiple structures below the bluff between Miner Street and Harbor Boulevard from 9th Street to 13th Street. The structures will replace surface parking once parking demand increases in the area.



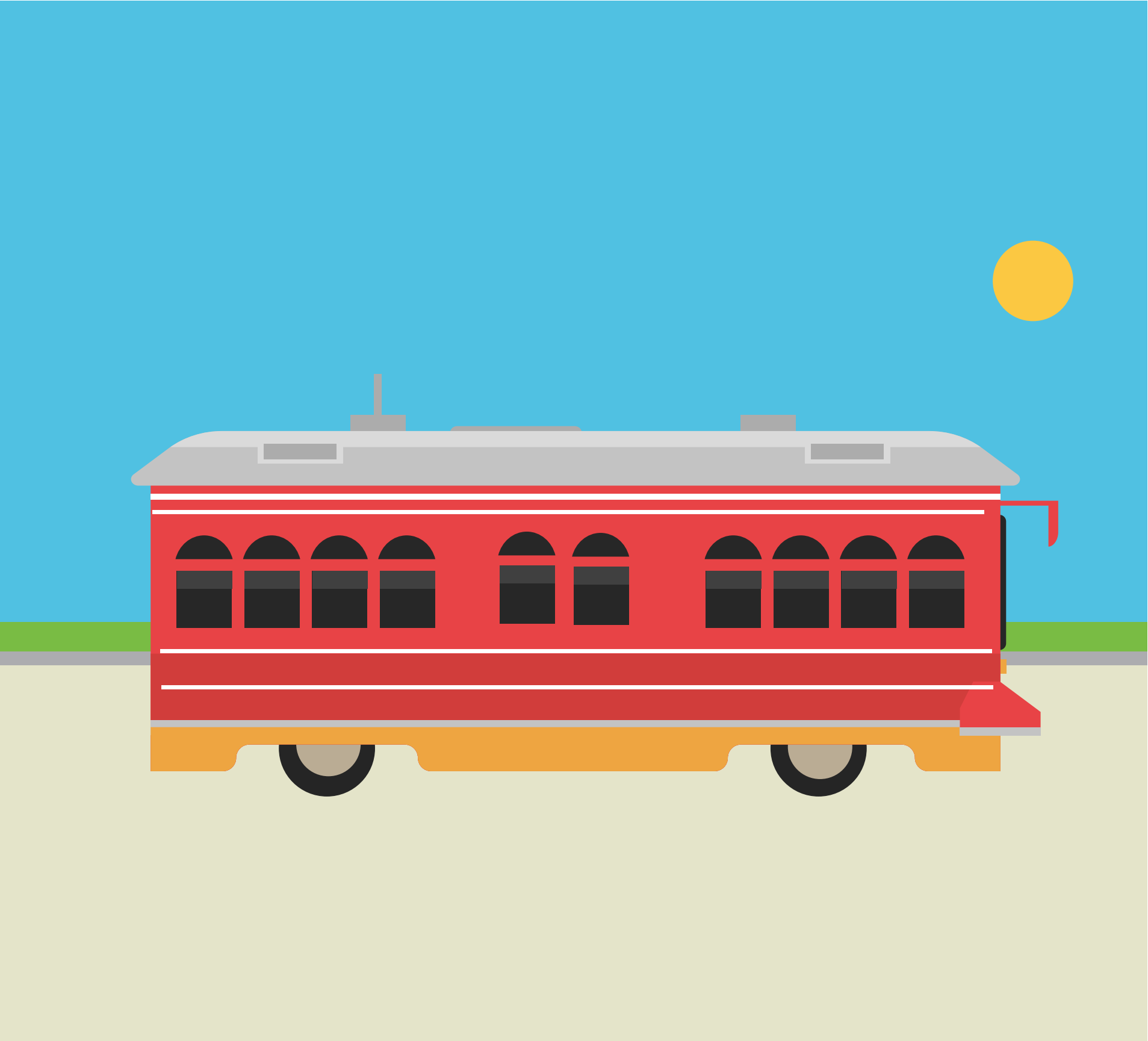
# 2. Improve Public Transit

Public transit plays an important role in connecting the LA Waterfront, both within San Pedro and to the greater Los Angeles region. Investment in regional and local bus lines, the rubber tire trolley service, and a new water taxi service will draw more visitors to the area without straining parking and roadways.

Enhancing transit stops with amenities will increase visibility and awareness of the services offered, and create more incentive for ridership. Many of the public transit recommendations in this Plan will rely on the support of partner agencies and organizations, with collaboration from the Port of Los Angeles.

### Components:

- Public Transit
- Trolley
- Public Transit & Trolley Recommended Projects
- Water Taxi
- Water Taxi Recommended Projects





# Public Transit



Photo: LA Metro

Public transit use supports both connectivity and environmental goals, and should be encouraged at the LA Waterfront. Public transit riders produce a significantly lower carbon footprint than individual automobile drivers. A robust public transit system that offers alternatives to driving will also reduce traffic at the waterfront.

There are several ways to boost public transit use, including the establishment of safe and welcoming bus stops, easily accessible and legible routes and wayfinding, and convenient schedules. The Port of LA can work together with regional transit organizations to achieve these goals.

## Area Transit Agencies

Several transit agencies currently service the San Pedro area. The largest is Metro, which not only provides bus and train lines, but also plans, coordinates, and builds transit-oriented projects in the greater Los Angeles area. Additionally, the Los Angeles Department of Transportation (LADOT) provides bus routes and conducts road and traffic project operations in the city of Los Angeles. The Palos Verdes Transit Authority (PVRTA) also offers bus service in San Pedro. Finally, the Port and San Pedro PBID operate a free trolley around the waterfront. For more information on these existing transit lines, please see Chapter 1, Overview, “Public Transit” on page 24. As public transit continues to evolve along San Pedro’s waterfront, collaboration with these various agencies will be integral to providing the area with convenient, expanded service.

### Supporting Green New Deal Goals



**pLAN Goal 6:**  
Mobility &  
Public Transit

- Enhanced transit stops, schedules, routes, and wayfinding will encourage public transit use
- Regional transit hubs will make transit use easier and reach more users



**pLAN Goal 5:**  
Housing &  
Development

- Transit hubs that include buildings should support development goals for reduced energy use





Photo: Spectrum News 1, S. Carpenter

## San Pedro Area Transit

### Expanded Schedule & Lines

Working with Metro to extend the J line schedule would allow visitors to more easily take public transit to the Port. The service's current hours, route, and frequency make it convenient for commuters, but not necessarily for tourists or for those from the greater LA area seeking to explore San Pedro. Expanding the hours would be a good first step toward increasing transit use; pushing the hours of operation past 9pm, for example, would enable concertgoers to take the J line to hear a concert at West Harbor. Increasing service during peak hours or for special events would also help to increase ridership. Extending Metro's light rail service to connect LAX with the LA Waterfront would improve access for tourists as well as locals who live along the line.

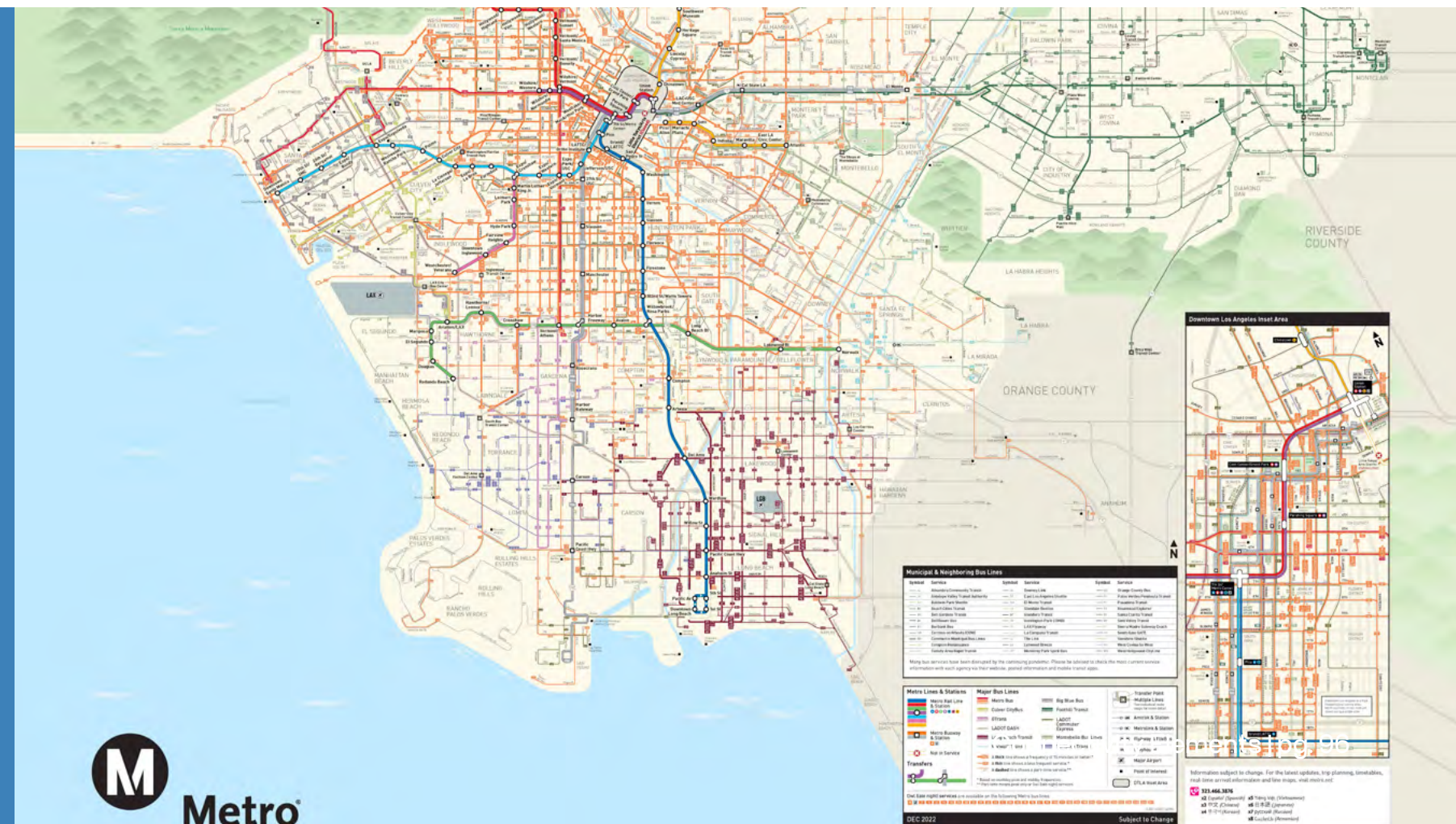
(Left) This Metro transit stop in North Hollywood demonstrates several amenities.

## Wayfinding & Stops

To improve user experience, routes should be published and public transit information should be included in wayfinding signage at stops, transit centers, and other key locations. Maps should be easily legible and included at transit hubs and major stops. These maps can also include nearby destinations and information on other nearby transit forms, including active transport routes and micromobility modes.

Currently, some bus stops feature amenities like shade shelters and benches, but others merely post signs. Ensuring that all stops have such amenities, and especially that they are safe and accessible for all riders, would encourage public transit use.

(Right) Metro transit map.



## San Pedro's Waterfront Connectivity Plan





Photo: QPK Design

## Future Transit Development

### Regional Hub

This center for regional connections usually has a mix of uses, including bus and rail transit as well as park-and-ride space. Regional hubs have amenities like fare vending machines, regional wayfinding signage, and secure bike storage. As regional public transit lines expand into San Pedro in the future, a hub within or adjacent to San Pedro's Waterfront would enhance the Port's connectivity goals.

(Left) The Centro Transit Hub in Syracuse, NY (QPK Designs)

### Harbor Beacon

The Harbor Beacon Park & Ride lot has potential to become a combined parking structure and future regional transit hub. Located near the freeway and cruise terminal, this spot could provide connections to the current Metro J line, as well as possible future transit lines, such as a Metro line from LAX to the Cruise Terminal, in addition to local bus lines. The hub could provide luggage storage for cruise passengers or other travelers needing a place to temporarily stash baggage while exploring the area. It could also include mobility hub elements such as micromobility charging and rental stations in order to provide convenient micromobility access to San Pedro and its waterfront. Wayfinding signage and pedestrian and bike infrastructure improvements that connect to the waterfront should be addressed as part of the regional hub project.

(Right) Bus stop at the current Harbor & Beacon Park & Ride lot.





# Regional Hub Features

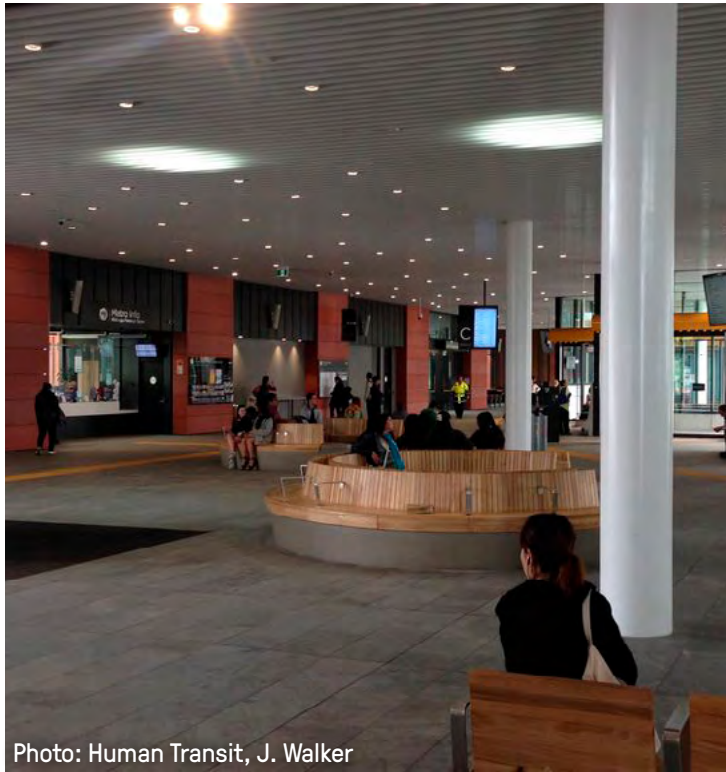


Photo: Human Transit, J. Walker



Photo: iGotcha Media



Photo: RTA Chicago



Photo: LA Metro, The Source

## Comfort & Safety

- Shelters should, at a minimum, include benches; ideally, they should consist of a mixed-use parking structure with amenities inside
- Ensure proper street lighting
- Provide on-site staff and emergency call boxes
- Crosswalks should be conveniently located
- USB chargers/power outlets should be provided
- Art can be implemented

## Information

- Include highly visible, Internet-connected countdown clocks for transit arrivals
- Include kiosk showing:
  - Schedules and routes for transit lines
  - Number of bikes available at bikeshare stations
  - Public service announcements
  - Weather conditions
  - Community events
- Audible updates for visually impaired users
- Wayfinding signage should be intuitive, consistent, and legible; highlight local destinations around the hub; and show local transit route info

## Accessibility

- Bus boarding areas should be made level using platforms with smooth bridges
- Include wheelchair-accessible fare vending machines that are sheltered from the elements
- Clear instructions should be provided in multiple languages with raised lettering and audible instructions
- Spoken schedule announcements should be included for the visually impaired
- Bus lanes should be implemented
- Pickup/dropoff zone should be included
- Nearby sidewalks should be smooth and even, without obstructions

## Micromobility

- Include micromobility docking and charging stations, located in sunny spots if solar-powered, with a minimum of six feet of sidewalk space clearance
- Include NEV charging stations
- Provide sheltered bike racks and lockers





Photo: Move Culver City

## Local Transit Opportunities

### Transit Hub

A transit hub is a set of stops near neighborhood cores like main streets or shopping centers. They typically serve multiple bus lines and are transfer locations. They should include additional amenities like neighborhood wayfinding/maps, bus-level boarding areas, bike repair stations, and micromobility stations.

(Left) Local transit hub in Culver City, CA

### 7th & Pacific

7th & Pacific, pictured, would benefit from a transit hub, as it is already at the confluence of multiple bus lines: the J Line 950, the Metro 205 and 246, the DASH bus, and the Commuter Express 142. Provision of amenities, especially wayfinding, would encourage people to use public transit to explore San Pedro and its waterfront. Area transit agencies would lead the implementation of improvements, with the Port of LA providing wayfinding connectivity to the waterfront. Adding a trolley stop here could further connect public transit users to San Pedro's waterfront.

(Right) Bus stops at the intersection of 7th and Pacific in downtown San Pedro





# Transit Hub Features



Photo: I. Mansfield



Photo: Connectpoint



Photo: Streetsblog LA, J. Linton



Photo: City of Corvallis, OR

## Comfort & Safety

- Shelters should be easily visible, well-lit, with benches and transparent walls
- USB chargers/power outlets should be provided
- Ensure proper street lighting
- Crosswalks should be conveniently located
- Food/drink/amenities should be located nearby
- Art can be incorporated

## Information

- Include kiosk showing:
  - Countdown clock for relevant transport
  - Number of bikes available at bikeshare stations
  - Public service announcements
  - Weather conditions
  - Community events
- Wayfinding signage should be intuitive, consistent, and legible; highlight local destinations around the hub; and show local transit route info

## Accessibility

- Sidewalks should be smooth and even, without obstructions
- Bus boarding should be made level using platforms with smooth bridges
- Include wheelchair-accessible fare vending machines, sheltered from the elements
- Clear instructions should be provided in multiple languages with raised lettering and audible instructions
- Spoken schedule announcements should be included for the visually impaired

## Micromobility

- Where space allows, include micromobility docking and charging stations, located in sunny spots if solar-powered, with a minimum of six feet of sidewalk space clearance
- Provide sheltered bike racks where space allows



Transit Hub, 7th & Pacific: Current





Transit Hub, 7th & Pacific: Recommended





# Trolley



Trolleys, or rubber-tire street cars, have the potential to create an immersive travel experience that associates a trip with a place. The trolley is not just a connector between origin and destination – it offers riders a unique opportunity to feel that their journey is an experience. The San Pedro Waterfront Trolley can serve to connect waterfront

destinations as well as to link public transit to the waterfront. A more robust version of the current trolley system could go a long way toward enhancing the visitor experience and fostering the “Park Once, Stay All Day” concept. The trolley is an important placemaking tool, as well as a means of mobility.

## Recommended Trolley Service Improvements

- Use the trolley to connect public transit and parking areas to the waterfront
- Create a strong trolley identity using branded stops, engaging graphics, and clear stop locations and schedules
- Create a scalable trolley system that can allow for flexibility to help boost the system’s popularity while maintaining stop and schedule consistency
- Provide trolley cars and stops that are accessible (ADA-compliant)
- Run trolley cars in both directions of the loop to provide riders with more options and decrease travel times
- Electric trolleys could be employed to reduce emissions
- Use technology, such as a tracker app, to help people locate the shuttle in real time

### Supporting Green New Deal Goals



**pLAn Goal 6:**  
Mobility &  
Public Transit

- An improved trolley system will encourage visitors to the waterfront to leave their cars parked upon arrival



**pLAn Goal 7:**  
Zero Emission  
Vehicles

- Electrify the trolley and tram fleets to support zero emission goals





Source: Wave Transit

**Get the apps**

- Track your bus
- Book a microtransit trip
- Find your nearest stop

Download on the App Store

GET IT ON Google Play

**wave**

Transportation passes may be purchased at a Wave Transit office, Monday – Friday, between the hours of 8:30am and 4:30pm:

**Forden Station** OR **Padgett Station**  
 505 Cando Street 520 N. 3rd Street  
 Wilmington, NC 28405 Wilmington, NC 28401

Our mailing address is:  
 P.O. Box 12630  
 Wilmington, NC 28405

**www.wavetransit.com**  
**(910) 343-0106**

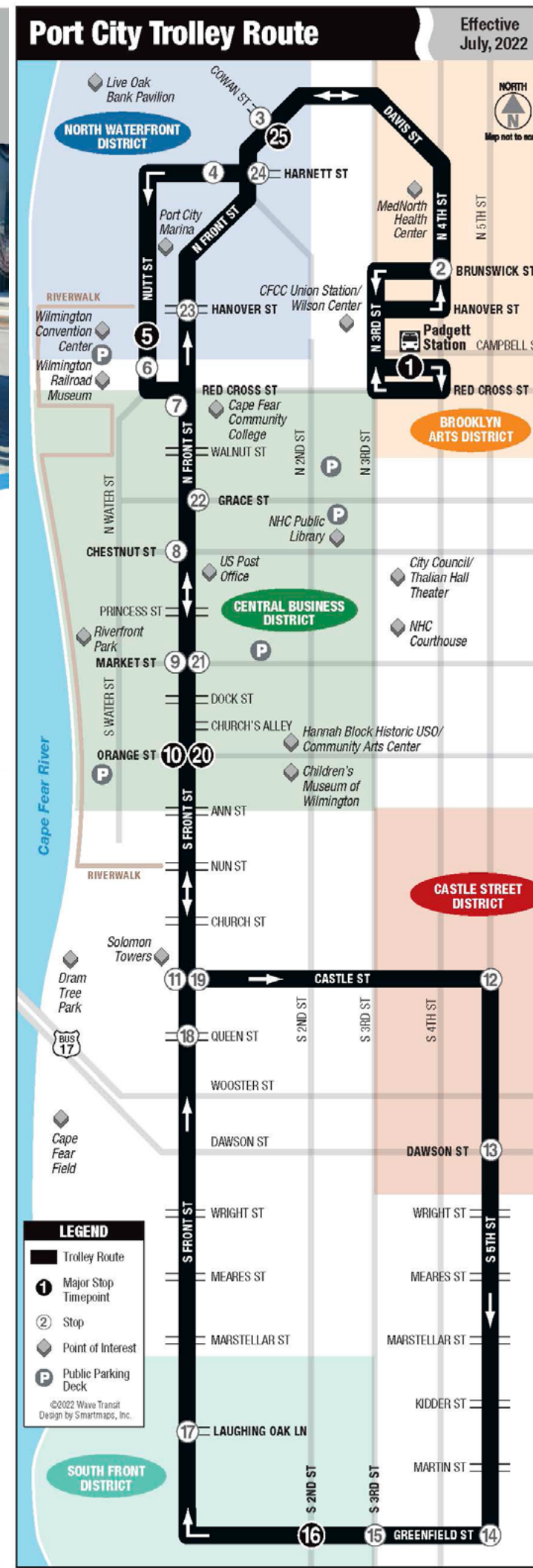
**ROUTE 203 Port City Trolley**

**FREE Downtown Service!**

**wave**

**www.wavetransit.com**  
**(910) 343-0106**

Route effective July 2022



**Port City Trolley Route Schedule**

Servicing Downtown Wilmington and surrounding districts

**Peak Season (March–November)**  
**MONDAY – THURSDAY:** 7:00am – 7:00pm  
**FRIDAY & SATURDAY:** 7:00am – 8:00pm  
**Off Peak Season (December–February)**  
**MONDAY – SATURDAY:** 8:00am – 5:00pm

Service operates on a 40-minute frequency (see schedule below). Major scheduled stop departure times are listed in bold in the schedule below. Other times listed are estimated departure times. Please arrive at your stop 5 minutes before the scheduled time. The trolley returns to its starting point (trolley stop #1) after leaving trolley stop #25.

TROLLEY STOPS	40-Minute Schedule		
<b>1 Padgett Station</b>	:00	:40	:20
2 4th St / Brunswick St	:03	:43	:23
3 Front St / Cowan St	:06	:46	:26
4 Harnett St / Pavilion	:07	:47	:27
<b>5 Nutt St / Convention Center</b>	<b>:08</b>	<b>:48</b>	<b>:28</b>
6 Nutt St / Railroad Museum	:08	:48	:28
7 Red Cross / Front St (CFCC)	:09	:49	:29
8 Front St / Chestnut St	:10	:50	:30
9 Front St / Market St	:11	:51	:31
<b>10 Front St / Orange St</b>	<b>:12</b>	<b>:52</b>	<b>:32</b>
11 Front St / Castle St	:13	:53	:33
12 Castle St / 5th St	:16	:56	:36
13 5th St / Dawson St	:19	:59	:39
14 5th St / Greenfield St	:21	:01	:41
15 Greenfield St / 3rd St	:22	:02	:42
<b>16 Greenfield St / 2nd St</b>	<b>:23</b>	<b>:03</b>	<b>:43</b>
17 Front St / Laughing Oak Ln	:26	:06	:46
18 Front St / Queen St	:27	:07	:47
19 Front St / Castle St	:28	:08	:47
<b>20 Front St / Orange St</b>	<b>:29</b>	<b>:09</b>	<b>:49</b>
21 Front St / Market St	:30	:10	:50
22 Front St / Grace St	:32	:11	:51
23 Front St / Hanover St	:33	:13	:53
24 Front St / Harnett St	:34	:14	:54
<b>25 Front St / Cowan St</b>	<b>:35</b>	<b>:15</b>	<b>:55</b>

## Trolley Branding Example: Wilmington, NC

Wave Transit Downtown Trolley in Wilmington, North Carolina, has expanded routes to serve growing downtown districts (events and arts spaces, waterfront district, hotels, riverwalk and convention centers), serving as an economic driver for this area. Key replicable traits include:

- Creating a strong trolley identity using branded stops, engaging graphics, and clear stop locations and schedules
- Bringing “leisurely” transit to areas that never had transit connectivity before
- Using pilot programs and community input to expand trolley use
- Installing 25 designated stops downtown
- Working with the local Transportation Demand Management program (Go Coast)
- Implementing a fare-free, no tipping payment system
- Building a modern website with a video explaining the destinations the trolley visits
- Encouraging local identity by working with UNCW graphic design students on branding and logo

## San Pedro’s Waterfront Connectivity Plan

**DOWNTOWN DISTRICTS**

**NORTH WATERFRONT DISTRICT**  
 Known as the original gateway to the city, the Northside/North Waterfront District is one of the hottest spots for growth in the city, and is home of Port City Marina, Live Oak Bank Pavilion, and Wilmington Convention Center.

**BROOKLYN ARTS DISTRICT**  
 Located on the historic north side of downtown Wilmington, Brooklyn Arts District is an artist’s dream full of industrial buildings and old churches. It is anchored by the Brooklyn Arts Center and includes breweries and gourmet restaurants.

**CENTRAL BUSINESS DISTRICT**  
 Wilmington’s Central Business District (CBD) encompasses the most historic aspects of the Port City, including architectural structures and porticoes that have existed since the city’s inception in 1739. Besides shopping and dining, it is also a destination for music venues, theaters, and museums.

**CASTLE STREET DISTRICT**  
 This eccentric district welcomes you with its rich art and antiques culture, along with eclectic shopping, cafes, and so much more.

**SOUTH FRONT DISTRICT**  
 See natural design meet industrial charm when you stop by the South Front District, a contemporary mixed-use community featuring innovation-stirring space, including award winning restaurants, offices, and shopping.





## Historic Trolley Attraction

### An Opportunity for San Pedro's Waterfront

Restored historic rail cars have proven to be popular visitor attractions in Los Angeles, as was the Waterfront Red Car in San Pedro when it ran from 2003 to 2015 (see Chapter 1, ““Waterfront Red Car” on page 23). While this trolley system did not prove to be viable in the long term (per the 2009 Waterfront Red Car Line Expansion Feasibility Report), a modified version could be adapted at the waterfront today. The trolley at The Grove shopping center and the Angel's Flight funicular in downtown Los Angeles offer two examples where people of all ages enjoy the short ride for the unique experience it offers. Similar to the Grove, a retrofitted, zero-emission trolley car could run alongside a new pedestrian and bike trail within the existing Pacific Electric right-of-way between the West Harbor bluff parking and 22nd and Miner. While it would not replace the rubber-tire trolley or event day parking tram, it could provide a fun attraction for visitors and help connect them to other destinations, such as West Harbor and Crafted/Brouwerij West. The suggested route from the existing red car station at 22nd and Miner to the West Harbor area adjacent to the current Los Angeles Maritime Institute is mapped on the following page.

### Precedents in Los Angeles: The Grove & Angel's Flight

The Grove (bottom left): Built on a historic undercarriage from a 1950s Boston street car, The Grove trolley travels along First Street between The Grove and The Original Farmers Market. The route is shared with pedestrians and does not require barriers or crossing equipment. Powered electrically, The Grove trolley is the first use of inductive power technology for a transit system in the US. Hours: Daily, 1pm – 8:45pm. The Trolley recharges daily in its depot 3:45PM – 5PM. Fare: Free. Another similar example is the trolley the Americana mall in Glendale (pictured above).

Angel's Flight (bottom right): This 118-year-old funicular takes passengers on a short ride between Hill Street and Grand Avenue on Bunker Hill. Originally opened in 1901, the trolley has given more than 100 million rides on its hillside track. The Railway's Top Station is located at California Plaza, 350 South Grand Avenue, Los Angeles 90071. The Lower Entrance is located at 351 South Hill Street, Los Angeles 90013, across from Grand Central Market. Hours: Daily, 6:45am-10pm. Fare: \$1.00 each way.

### San Pedro's Waterfront Connectivity Plan



Photo: The Grove



Photo: Tripadvisor



# Event & Cruise Day Tram & Trolley Routes



To support traffic management on event and cruise days, a special tram can be employed to help visitors get from their arrival point to the event or other destination without traveling through the waterfront in their personal car. Harbor Boulevard would have a lane reserved for the tram, which would carry people from the cruise terminal to Outer Harbor and back. Dave Arian Way could be closed to traffic at 22nd Street and reserved for the tram, along with bike and pedestrian traffic. The schedule would be dependent on the event. The trolley route could be adapted for event days according to anticipated traffic impacts.

The proposed modified trolley schedule is intended to minimize disruption for waterfront visitors who may not be attending the event, and would supplement (rather than duplicate) the route of the event day tram. In the scheme shown, the trolley travels between downtown San Pedro and the waterfront on Beacon instead of Harbor, and may or may not go to the end of 22nd Street at Harbor Boulevard, depending on expected areas of event congestion. Any signage for event days should include clear information and maps at all trolley stops, existing and temporary, to ensure that riders know when and where the trolley will go.

# Tram Options

There are many options for trams. In consideration of sustainability goals, the tram system should be electric. Single, trolley-like vehicles carrying 20-40 passengers could be utilized. Another, more flexible alternative is a system with multiple smaller segments that attach to form a train.



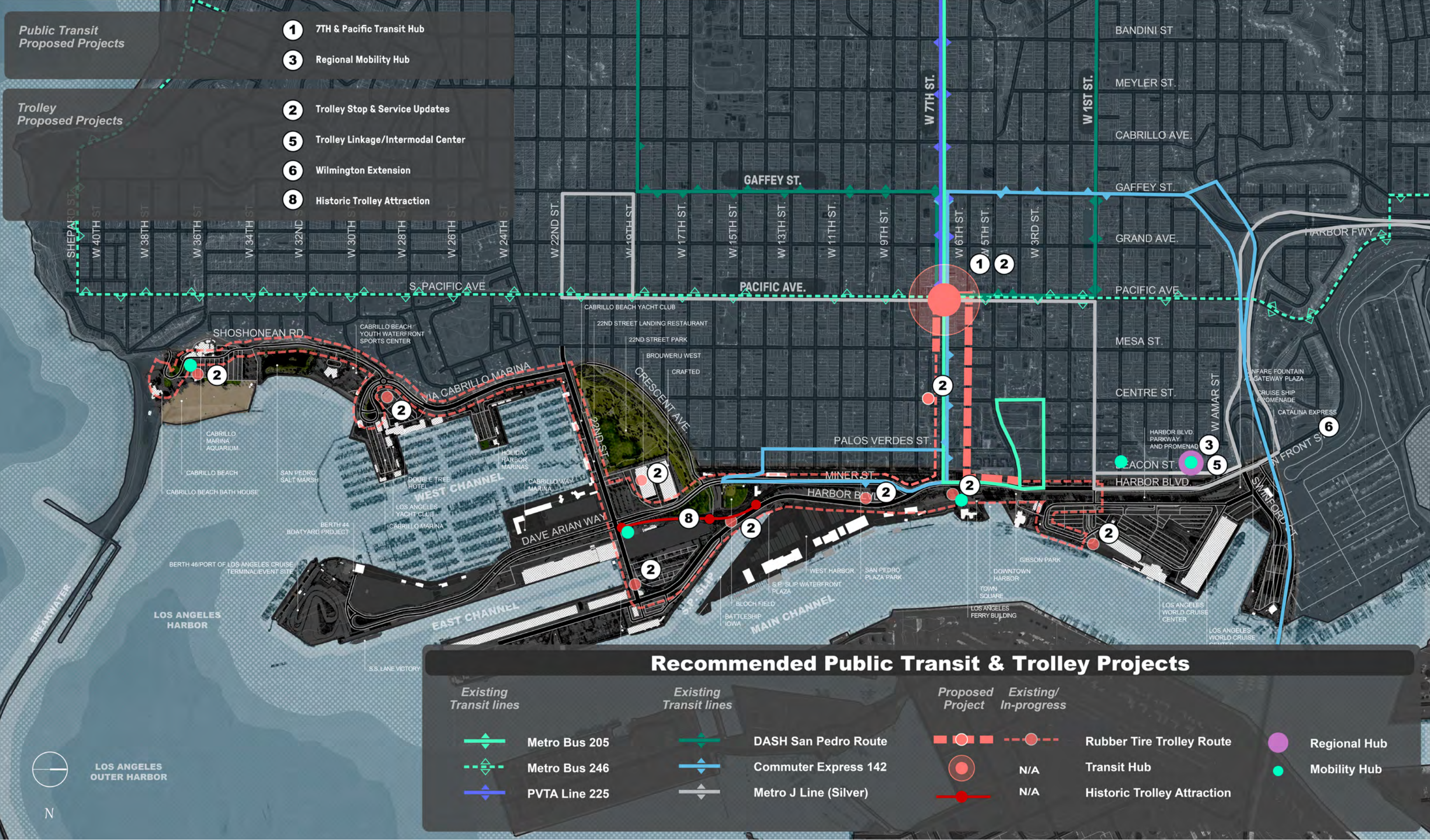
Photo: Specialty Vehicles



Photo: Walt Disney World News



- Public Transit  
Proposed Projects**
  - 1 7TH & Pacific Transit Hub
  - 3 Regional Mobility Hub
- Trolley  
Proposed Projects**
  - 2 Trolley Stop & Service Updates
  - 5 Trolley Linkage/Intermodal Center
  - 6 Wilmington Extension
  - 8 Historic Trolley Attraction





# Public Transit Recommended Projects

Connectivity improvement projects are shown on the previous map, and are described here (the map’s numbering corresponds to the descriptions). Many of these projects were previously identified during waterfront planning efforts carried out by the Port of Los Angeles prior to this writing, and some are already in various stages of design. New opportunities that have arisen from San Pedro’s Waterfront Connectivity Plan are also included.

Chapter 4 of this document, “Implementation,” provides more information regarding phasing (when projects will begin). Improvements that are not on Port property are subject to implementation by their respective owners, or by the City if on City property.



## 1. 7th Street & Pacific Avenue Transit Hub (with LADOT, Metro, San Pedro BID)

As the confluence of multiple bus lines, 7th Street and Pacific Avenue is a local transit hub. Additional amenities would support bus and trolley stop user experience, and provide improved wayfinding between downtown San Pedro and the LA Waterfront.



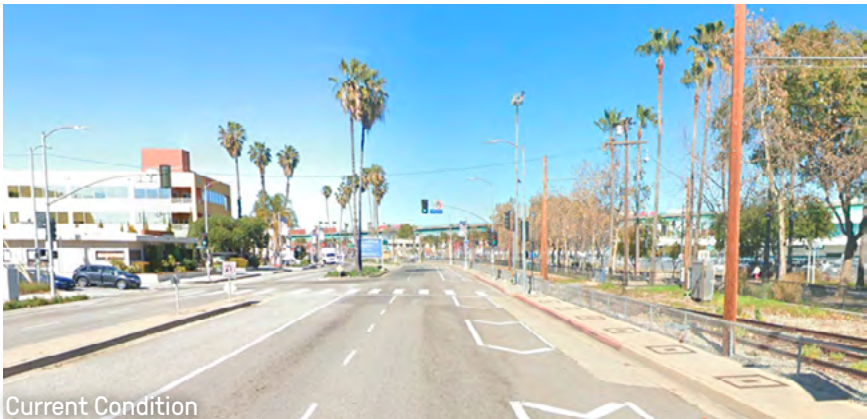
## 3. Regional Transit Hub

A regional transit hub is classified as a large center for regional connections usually with a mix of uses, serving both bus and transit stations. These centers operate in partnership with transit agencies.



## 2. Upgraded Transit Stops

Upgrades to individual transit stops include wayfinding, shade, and benches, and operate in partnership with transit agencies like Metro and DASH. Transit stops can implement further improvements but all locations should feature the basic amenities listed above.



## 4. Harbor Boulevard Additional Travel Lanes

As described in the Roadways Recommended Projects, improvements include an additional travel lane for vehicles along Harbor Boulevard from Swinford to 7th Streets, resulting in three lanes in each direction rather than two. As traffic patterns evolve, there may be an opportunity to dedicate lanes for transit-only use, as recommended in the One San Pedro Draft Specific Plan.



# Trolley/Tram Recommended Projects

Connectivity improvement projects are shown on the previous map, and are described here (the map’s numbering corresponds to the descriptions). Many of these projects were previously identified during waterfront planning efforts carried out by the Port of Los Angeles prior to this writing, and some are already in various stages of design. New opportunities that have arisen from San Pedro’s Waterfront Connectivity Plan are also included.

Chapter 4 of this document, “Implementation,” provides more information regarding phasing (when projects will begin). Improvements that are not on Port property are subject to implementation by their respective owners, or by the City if on City property.



Current Condition

## 1. Trolley Branding

Trolley branding establishes a stronger identity and branding so that it is easily recognizable. Branding includes recognizable trolley stops, engaging graphics, and clear stop locations and schedules. The trolley’s identity should be distinct throughout the waterfront.



Current Condition

## 2. Trolley Service Updates

Route and schedule optimization are important in encouraging ridership and ensuring efficient operations. Schedules should be examined in light of providing frequent and consistent service. Frequency should be reviewed as demand increases.



Current Condition

## 3. Trolley Special Operations Plan for Event Management

The special operations plan will develop guidelines for maintaining reliable trolley service in the context of increased vehicular traffic and passenger demand. Separate routes will be followed for event days.



Current Condition

## 4. Trolley Stop Amenities

Amenities at trolley stops include benches, shelters, trash cans, lighting, and fleet management apps. This software can be customized to help visitors locate trolley locations in real time.



# Trolley/Tram Recommended Projects Continued



## 5. Trolley Linkage/Intermodal Center

The intermodal center links the rubber-tire trolley line with regional transportation systems, such as Metro rail lines, local and regional bus lines, shuttles, and the I-110 transit corridor. The transit center includes a parking deck and off-street bus bays.



## 7. Cruise Ship Terminal & Event Parking Tram

During cruise ship days and large events, an electric tram will run to carry high volumes of passengers between parking and waterfront destinations. The style of the tram is more compact and scalable when compared to the rubber-tire trolley.



## 6. Wilmington Extension

A trolley extension would enhance linkages between the San Pedro and Wilmington developments along the waterfront area. The extension would include a trolley stop and two vehicles, and be incorporated into the route's branding.



## 8. Historic Trolley Attraction

To provide a nostalgic attraction, a restored, modernized trolley car would run in the rail right-of-way on the west side of Harbor Boulevard, from West Harbor to 22nd Street and Miner Street. It would have three stops for hop-on/hop-off riding.



## Water Taxi



Water taxis provide a fun alternative mode of transportation unique to coastal locations such as San Pedro's waterfront. This system would not only be an enjoyable way for visitors to view the port and learn of its history, but would also serve as an excellent means of reducing vehicular traffic and increasing connectivity at the LA Waterfront.

A water taxi service was popular at outreach events: people were excited about the concept, and expressed a desire for an even broader service than was presented to them.



# Setting up a Functional Water Taxi System



Photo: Curbed LA, C. Fowler

## Operations

Fares can be stop-, time-, and/or event- dependent. For example, during special events, fares could be \$10. Off-season, fares could be lower for commuters or even be discounted for San Pedro/Wilmington residents. Travel time between core stops should be in the five-to-ten minute range based on distances. Total time from downtown to 22nd Street Landing should total approximately 30 minutes unless the wait is long at interim stops. In order to keep wait time under 20 minutes, multiple boats will be needed.

## Primary Stops

Core stops are high-traffic areas (such as restaurants, shops, and attractions). Summer stops are locations that become high-traffic in summer (such as the beach). Event stops are locations that only see traffic from an event (such as a wedding or conference at hotel, a concert, or a cruise ship's arrival or departure). Future stops are locations of proposed development (such as AltaSea and the Outer Harbor cruise terminal). See page 115 for a map of proposed locations.

## Recommended Dock Elements

- Concrete or heavy timber construction is recommended given proposed locations and impacts from large vessel wakes
- Use existing facilities when possible to reduce capital costs
- In recreational harbors where water depths are 12 feet or shallower, use guide piles for docks
- In deeper commercial harbors, options include support against the existing wharf, installation of dolphins (multiple pile clusters), or Seaflex moorings (when no impact to deep-draft vessels)





Photo: Long Beach Transit

## Water Taxi Precedents

### AquaBus, Long Beach

**Vessels:** Two 40-foot-long V-hull vessels

**Route:** Aquarium of the Pacific Dock 4 in Rainbow Harbor, Shoreline Village, Pine Avenue Circle, and the Queen Mary/ Hotel Maya

**Cost:** \$1/leg

**Duration:** 20 minutes

**Schedule:** 11am–6pm daily, hourly

**Capacity:** 40 passengers

**Concessions:** No

**Note:** Receives federal, state, and local funding

### AquaLink, Long Beach

**Vessels:** Two 64-foot-long catamarans

**Route:** Rainbow Harbor to Alamitos Bay

**Cost:** \$5 each way

**Duration:** 35 minutes

**Schedule:** Friday–Sunday, 11:30am–7pm, every 90 minutes

**Capacity:** 70 passengers

**Concessions:** Available onboard

**Note:** Receives federal, state, and local funding



Photo: Vigor Industries





Photo: D. Merr

## Lil' Toot, Santa Barbara

**Vessel:** Modeled after the 1939 children's book "Little Toot," including a smile and a bubble-blowing smokestack, with details reminiscent of a yellow checkered taxi  
**Route:** Stearns Wharf to Harbor Wharf  
**Duration:** 25 minutes  
**Schedule:** Operates daily from Memorial Day through Labor Day; operates Saturday/Sunday and holidays in off-season; departs every hour from each location, runs 12pm to 6pm  
**Cost:** \$10 for 13+ and \$5 for 2-12, one way  
**Capacity:** 19 passengers  
**Concessions:** Drinks and snacks available for purchase, including beer and wine.  
**Note:** Available for private charters and childrens' parties. Narrated tour and charter option.

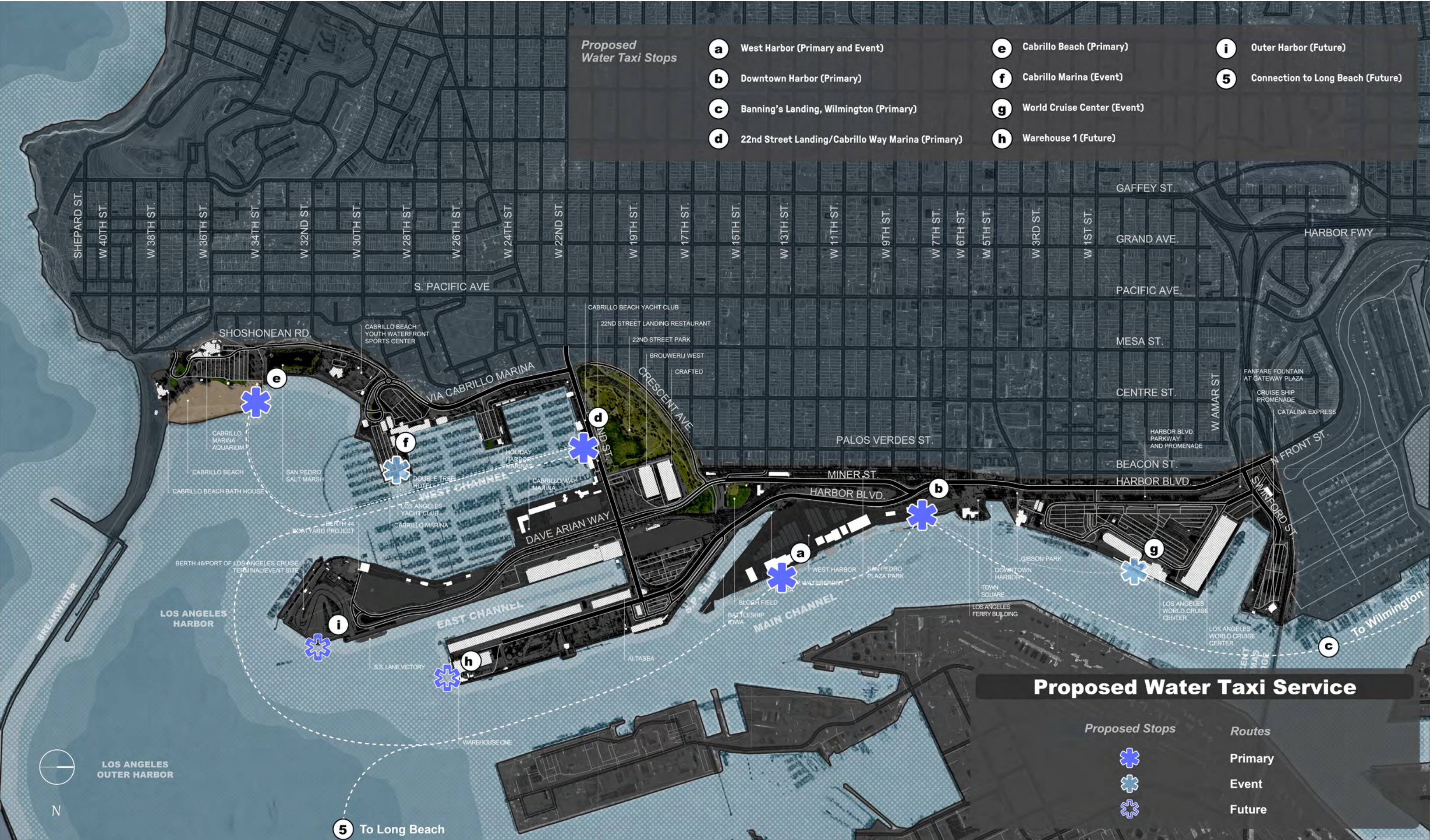
## WaterBus, Marina Del Rey

**Vessel:** Varies  
**Route:** 8 stops throughout the marina; dependent on passengers  
**Duration:** Dependent on passengers  
**Schedule:** Operates a summertime service running Friday-Sunday, 11am-11pm/9pm Sunday; no set times, departs based on number of passengers on board and arrival of the next WaterBus; added services for holidays and Thursday concert series events  
**Cost:** 8 stops within the harbor, \$1/leg; complete circuit around the harbor costs \$9  
**Capacity:** Varies  
**Concessions:** No  
**Note:** Operated by Hornblower for the County of Los Angeles



Photo: Marina Del Rey WaterBus







# Water Taxi Recommended Projects

Connectivity improvement projects are shown on the previous map, and are described here (the map’s numbering corresponds to the descriptions). Many of these projects were previously identified during waterfront planning efforts carried out by the Port of Los Angeles prior to this writing, and some are already in various stages of design. New opportunities that have arisen from San Pedro’s Waterfront Connectivity Plan are also included.

Chapter 4 of this document, “Implementation,” provides more information regarding phasing (when projects will begin). Improvements that are not on Port property are subject to implementation by their respective owners, or by the City if on City property.



Example Image

## 1. Water Taxi Operations Plan

The operations plan establishes locations and operations to create a functioning water taxi system. Frequency and schedule will be evaluated.



Example Image

## 2. Water Taxi Stops Phase 1 (utilize existing infrastructure)

Establishing water taxi stops in high-density areas with primarily existing infrastructure will be prioritized above creating new infrastructure. Stops will require the acquisition of two vessels to initiate the route.



Proposed Condition

## 2a. West Harbor (Primary and Event)

A primary water taxi stop will be located at West Harbor near the transient slip. Negotiating with tenants may be necessary.



Current Condition

## 2b. Downtown Harbor (Primary)

A primary water taxi stop will be located at the Downtown Harbor. The stop can be located at existing public and courtesy docks with no additional infrastructure. If needed, a supply ticket booth can be incorporated with signage.



# Water Taxi Recommended Projects Continued



## 2c. Banning's Landing, Wilmington (Primary)

A primary water taxi stop added to Wilmington will connect with San Pedro. Timing of the new stop should be concordant with Wilmington development and updates. It is recommended that the existing public dock, currently under construction, be used or expanded.



## 2d. 22nd Street Landing/ Cabrillo Way Marina (Primary)

A temporary water taxi stop for use during events will be located at 22nd Street Landing. The taxi stop could use the existing berth and may require negotiating with the marina operator.



## 2e. Cabrillo Beach (Primary)

A primary water taxi stop will be located at Cabrillo Beach. The taxi stop would require replacement of the boarding float at the launch ramp. If a new dock is required, consider applying for a Boating Infrastructure Grant for the launch ramp replacement.



## 2f. Cabrillo Marina (Event)

A temporary water taxi stop for use during events will be located at Cabrillo Marina, but could require negotiation with the lease holder at the location for available berths.



## 2g. World Cruise Center (Event)

A temporary water taxi stop for use during events would be located at the World Cruise Center at the Inner Cruise Terminal. The taxi stop requirements would need to be confirmed with the cruise line operators.



# Water Taxi Recommended Projects Continued



## 3. Water Taxi Stops Phase 2 (Infrastructural Upgrades)

After water taxi stops have been developed at existing infrastructural locations, additional stops will be developed with new infrastructure.



## 4. Water Taxi Stops Phase 3 (Additional Locations)

In the long-term, additional taxi stop locations should be reviewed depending on usage and demand.



## 4h. Warehouse 1

A future water taxi stop will be located at Warehouse 1. A new facility will be required, either in combination with the existing dock or with new piles and dock.



## 4i. Outer Harbor Cruise Terminal

A future water taxi stop will be located at the Outer Harbor Cruise Terminal. The stop can be included in the redevelopment of the Outer Harbor Cruise Terminal development, or through a location at Berth 49 along the revetment.



## 5. Water Taxi Connection to Long Beach

A future water taxi stop at Long Beach would serve as a connection to San Pedro. Coordination with Long Beach's travel network would be required.

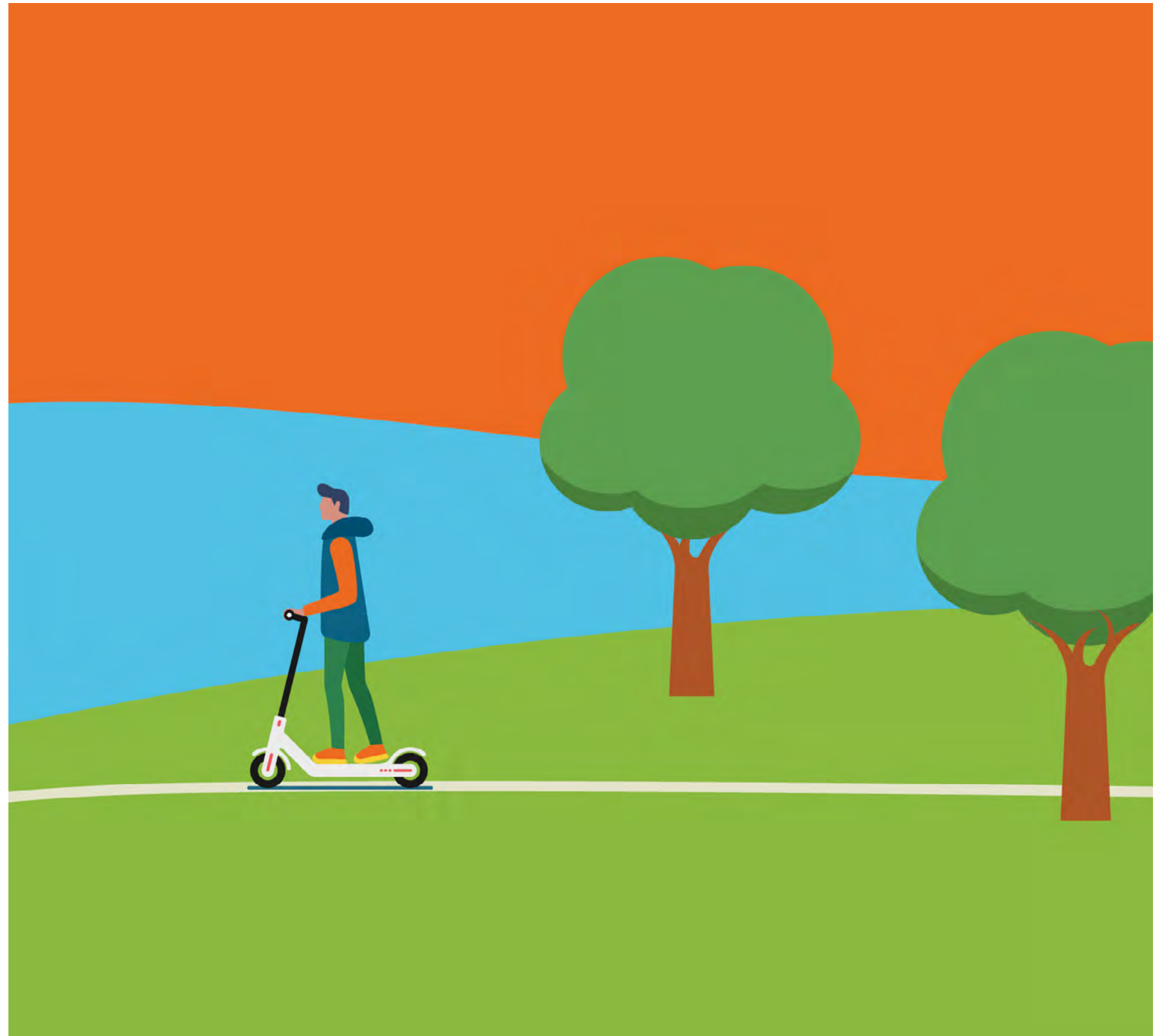


### 3. Provide Multi-Benefit Public Access

Support for bike and pedestrian connectivity is crucial for the “Park Once, Stay All Day” concept’s success. It is equally important in reinforcing local connections to the waterfront, as well as connections within it. As the waterfront is developed, great care should be taken to ensure a positive experience for those touring the port on foot, bike, or scooter, and to provide local residents with easy access to attractions. The following section provides examples of how non-vehicular connectivity can be implemented and supported in several key areas.

#### Components:

- Pedestrian Connectivity
- Pedestrian Recommended Projects
- Bicycle & Micromobility Connectivity
- Bicycle Recommended Projects





# Pedestrian Connectivity



A safe, comfortable, and inviting environment for pedestrians will encourage LA Waterfront visitors to walk between destinations and support the “Park Once, Stay All Day” concept. Further, pedestrian connections that tie the waterfront to adjacent neighborhoods and the commercial center of downtown San Pedro should be supported and coordinated. This plan includes recommendations for promenade extensions, complete street improvements, enhancing existing connections, and rails-to-trails paths.

Previous plan documents that contain relevant pedestrian projects should continue to be referenced. These include *Los Angeles Harbor Area California Coastal Access Analysis* (2005), *San Pedro Urban Greening Implementation Plan* (2017), and *One San Pedro Draft Specific Plan* (2021). Refer to Chapter 1 and the Appendix for additional information on these and other planning documents.

### Supporting Green New Deal Goals



**pLAn Goal 6:**  
Mobility &  
Public Transit

- Improved promenades, interior connectors, and intersections will increase active transportation trips and reduce vehicle miles traveled



**pLAn Goal 11:**  
Urban Ecosystems  
& Resilience

- Designing promenades, interior connectors, and pilot intersections with plantings and shade will help develop resilient urban ecosystems





## Pedestrian Improvements

### San Pedro's Promenade

San Pedro's Promenade will connect eight miles of coastline, creating a comfortable space for pedestrian and bicycle traffic to view waterfront activity and travel between destinations. These typically 20-foot-wide pathways vary in style and materials, as documented in the "Existing Conditions" chapter. However, all segments provide certain amenities, including shade, lighting, and seating. The most crucial element of the promenade will be the creation of a continuous shared-use path that connects the entire waterfront area, with no gaps. The south end of the SP Slip, the AltaSea area, Outer Harbor, the Cabrillo Way Marina, and the Cabrillo Beach area will need additional connective promenade. Some areas — near the salt marsh, or between the SP Slip and AltaSea —will need to veer inland to maintain a continuous route. In areas near cruise terminals, there could be potential for a supplemental coastline route that is accessible only when cruises are operational.

(Left) The promenade at West Harbor will connect to the new promenade beyond.

## Interior Connectors

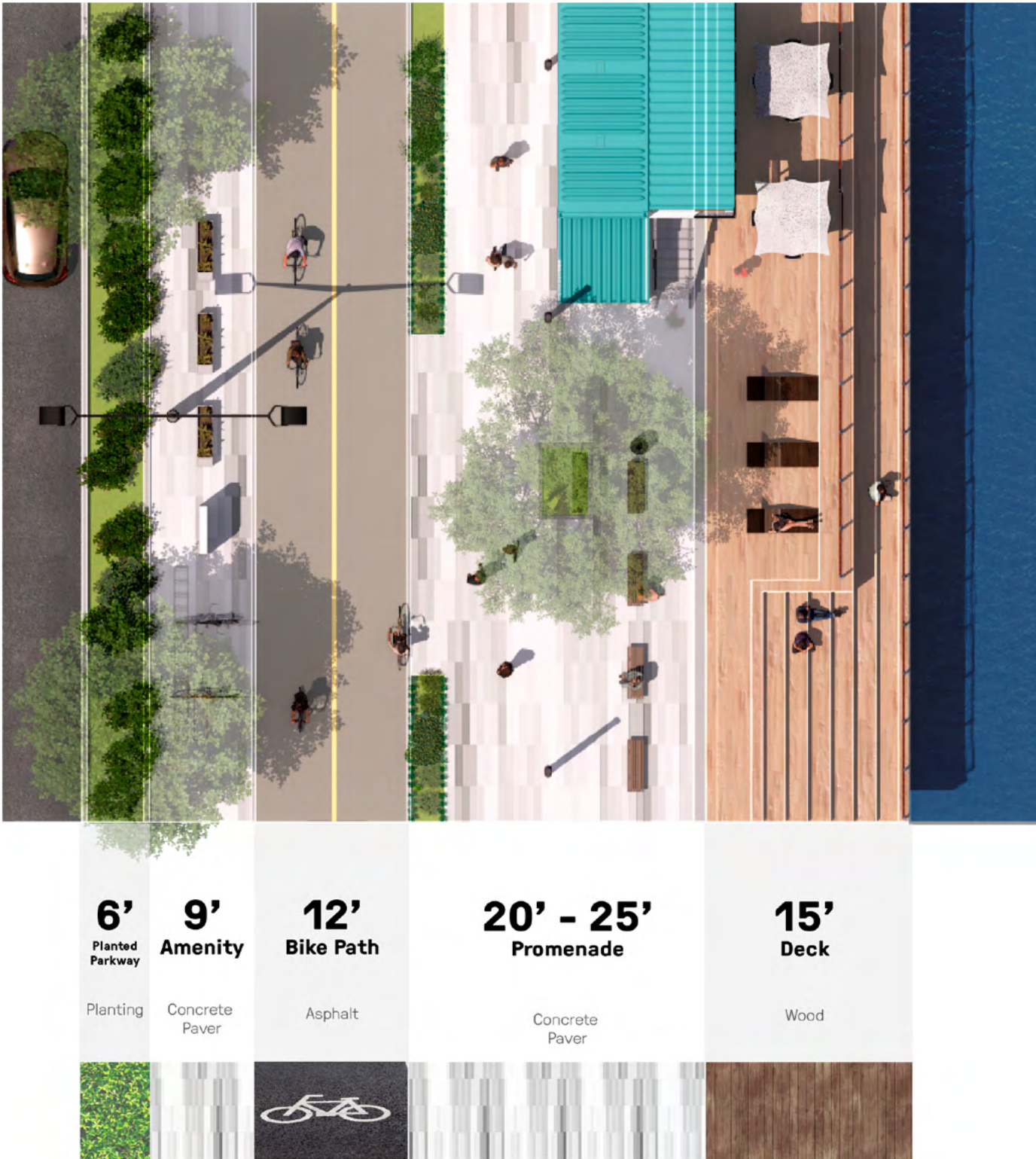
Certain parts of the waterfront area would benefit from additional connecting paths for pedestrians and micromobility. Linking popular inland destinations such as Crafted/Brouwerij West with the main waterfront promenade would enable people to walk or bike instead of driving around the waterfront, reinforcing the "Park Once, Stay All Day" concept. "Rails to Trails" pathways that leverage disused railroad rights-of-way provide convenient connectors. In many locations, enhancing connectivity between the waterfront and downtown San Pedro or other neighborhoods requires upgrades to street crossings. Improvements to crosswalk striping, curb ramps, countdown signals, and audible indicators will improve safety and accessibility. Future projects may include pedestrian bridges for full separation from vehicular traffic on Harbor Boulevard.

(Right) The Katy Trail in Dallas converts former rail lines into a multimodal path.





# Promenade Improvements



The promenade should be at least 20 to 25 feet wide, providing ample space for shared circulation among pedestrians and cyclists as well as open space amenities.

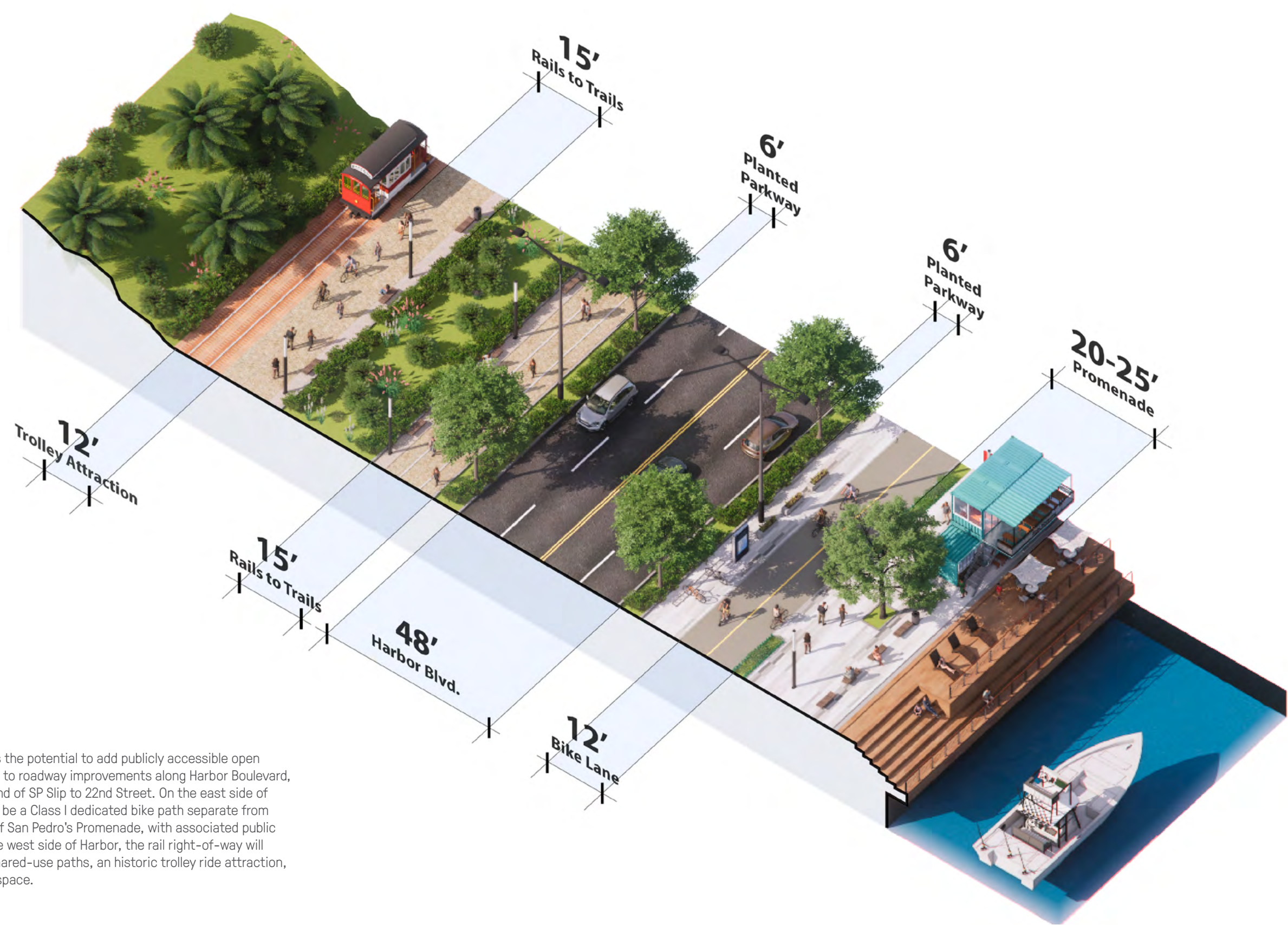
Material selection and design, detailed in the sidebar, should be individualized for the character of each development site, while still reflecting the overall identity of San Pedro’s waterfront.

# Material & Design Guidelines

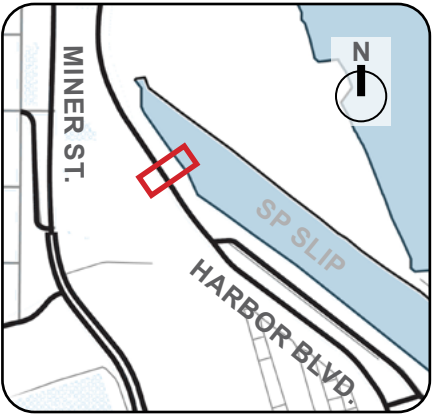
- Promenade paving typically consists of concrete unit pavers, or cast-in-place concrete with distinctive finishes. Hardwood decking is appropriate for accent areas, particularly at the water’s edge. Wood-capped metal railings are durable and provide a comfortable finish to lean upon.
- Site lighting fixtures should follow waterfront design guidelines for consistency along the promenade. Seating, waste receptacles, raised planters, and shade canopies can be unique to each site, but draw upon similar durable material palettes, such as hardwood and metal with marine-grade finishes. Shade trees, bike racks, drinking fountains (with pet fountains), and signage (both wayfinding and educational) are additional amenities that would enhance the promenade experience.
- Where the promenade adjoins a dedicated bike (and micromobility) path, it is a best practice to have a physical barrier between them to prevent accidental mixing. Planting beds are shown in this example.
- Consider including public art and/or commercial kiosks to create points of interest along the promenade.



# Promenade & Rails to Trails Recommended Concept



This image shows the potential to add publicly accessible open space in addition to roadway improvements along Harbor Boulevard, from the north end of SP Slip to 22nd Street. On the east side of Harbor, there will be a Class I dedicated bike path separate from a new segment of San Pedro's Promenade, with associated public amenities. On the west side of Harbor, the rail right-of-way will accommodate shared-use paths, an historic trolley ride attraction, and ample open space.





# Rails to Trails, East of Miner: Current





Rails to Trails, East of Miner: Recommended





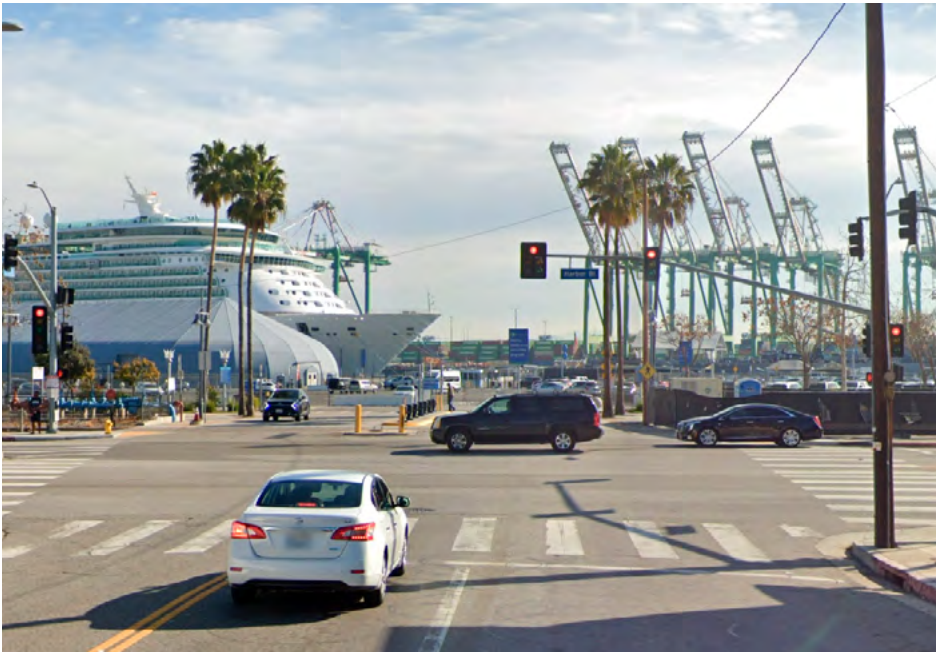
# Pilot Project: Improving Access to the Waterfront for the Local Community

Improving access to the waterfront for the local community is a key goal of this Plan. To address this goal and showcase some of the connectivity strategies discussed in the Plan, 1st Street and Harbor Boulevard has been identified as a pilot project improvement location.

Neighborhood access to the waterfront is currently limited due to topographical changes between the two areas, as well as to Harbor Boulevard’s width and crossing challenges. At 1st and Harbor, there is an opportunity to improve the connection between the neighborhood directly to the west and the waterfront, including by leveraging the existing mixed-use path that runs north/south along the Port property.

Improvements in the intersection can first be manifested temporarily with a “pilot project” approach. During the pilot project, the intersection can be enhanced with temporary materials, such as bollards, paint on asphalt (art), and planters (see box, right).

In addition to pilot project improvements, there are enhancements that could be added in the long run, which would be constructed in a permanent fashion (see #10 through #12, following page). In the permanent build, elements have been added to encourage more people to use the existing waterfront bike/pedestrian path. The proposal includes a new bike obstacle course area and linear skate park to invite community members into the space and build upon the new park area to the west. Through previous and current community engagement with residents in the area, a key piece of feedback was a desire for a place to skateboard and hang out with children. See the illustration on the following page for a depiction of both the temporary and permanent proposal.



This proposed pilot project would be a collaboration between LADOT (for improvements within the street right-of-way) and the Port (for improvements outside the city street).

# Pilot Project: 1st Street & Harbor Boulevard

A pilot project to improve access and placemaking at 1st Street and Harbor Boulevard can implement many of the components depicted on the following pages. Materials that would be used for the pilot project include bollards, colorful paint, and landscaping in freestanding planters.

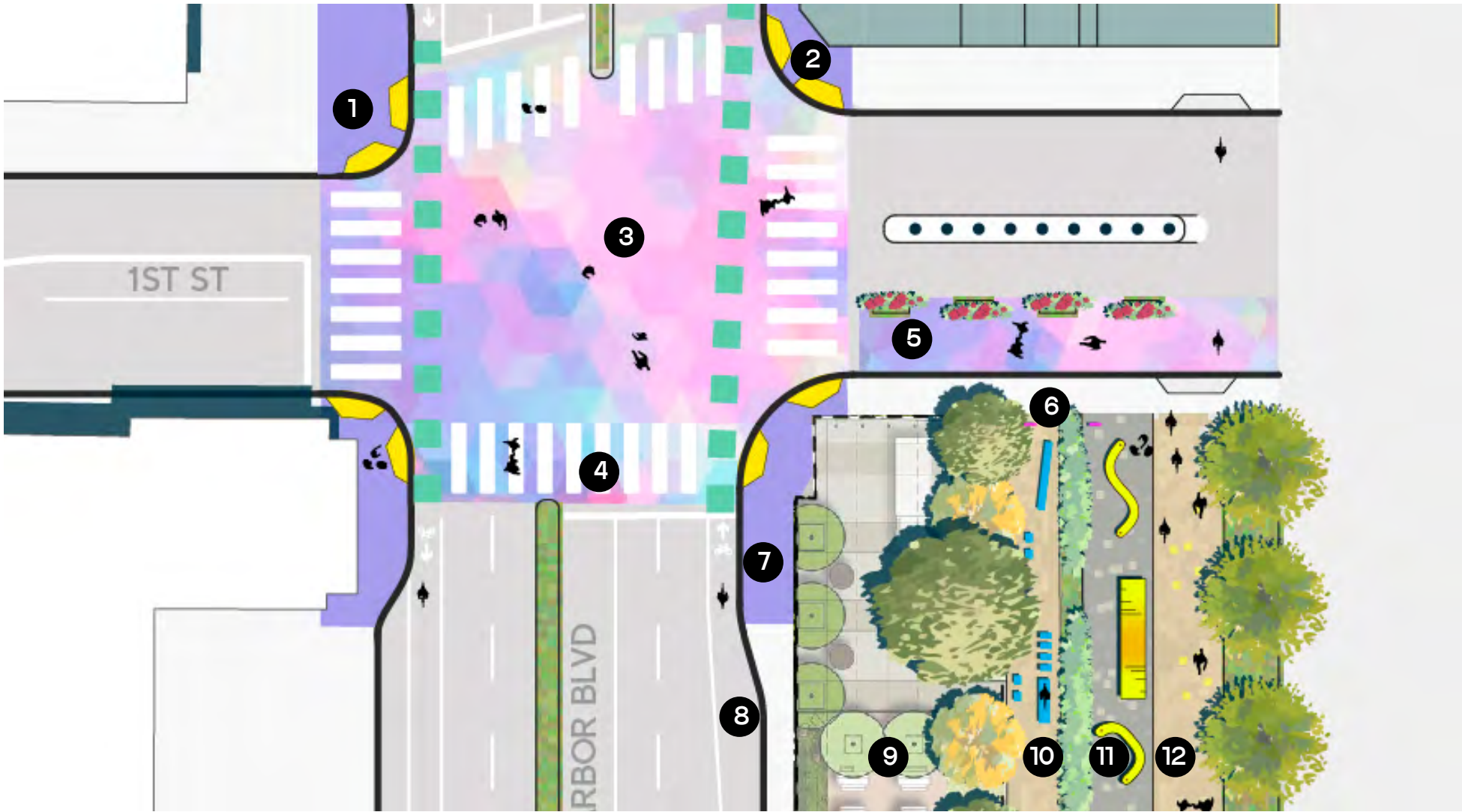


Photo: R. Li





# Pilot Project Plan



- |   |  |  |
|---|--|--|
| 1 Corner curb extensions                            | 5 Mixed-use path (outside of travel lanes) | 9 Construction underway: park            |
| 2 Dual curb ramps                                   | 6 Pedestrian-oriented wayfinding signage   | 10 Linear bike obstacle course area      |
| 3 Artful scramble crosswalks (full field treatment) | 7 Crosswalk art extends to sidewalk        | 11 Linear skate park                     |
| 4 Continental crosswalk striping (refresh)          | 8 Conflict striping in bike lane           | 12 Mixed-use walk & bike path (enhanced) |

# Pilot Project Elements

- Intersection improvements
- Corner bulb-outs
- Street art
- Crosswalk refresh
- Conflict striping in bike lane
- Protection for bike lanes (trees/plants in planters)
- New mixed-use path in roadway (outside of travel lanes)
- Wayfinding signage
- Linear bike and skate park recreation amenities

# Permanent Project Elements

- Pedestrian and bike path improvements in coordination with Harbor Boulevard and One San Pedro improvement projects
- Permanent signage
- Pedestrian countdown signals, with audible signals
- Curb ramps with detectable warning pavers
- New tree and landscape planting in-ground
- Median extension with area of refuge





## Intersection Treatments

- Raised and painted east/west (or full field) crosswalks to slow traffic and improve visibility
- Curb extensions (temporary or permanent) to reduce crossing distance and separate bike lane striping

## Shared Use In-Street Path Components

- Re-purpose excess vehicular space to provide enhanced “people space”
- Maintain travel lanes
- Add planters and bollards to separate the walking zone from the driving lane
- Install vertical gateway art, pavement art, and port- or waterfront-themed designs

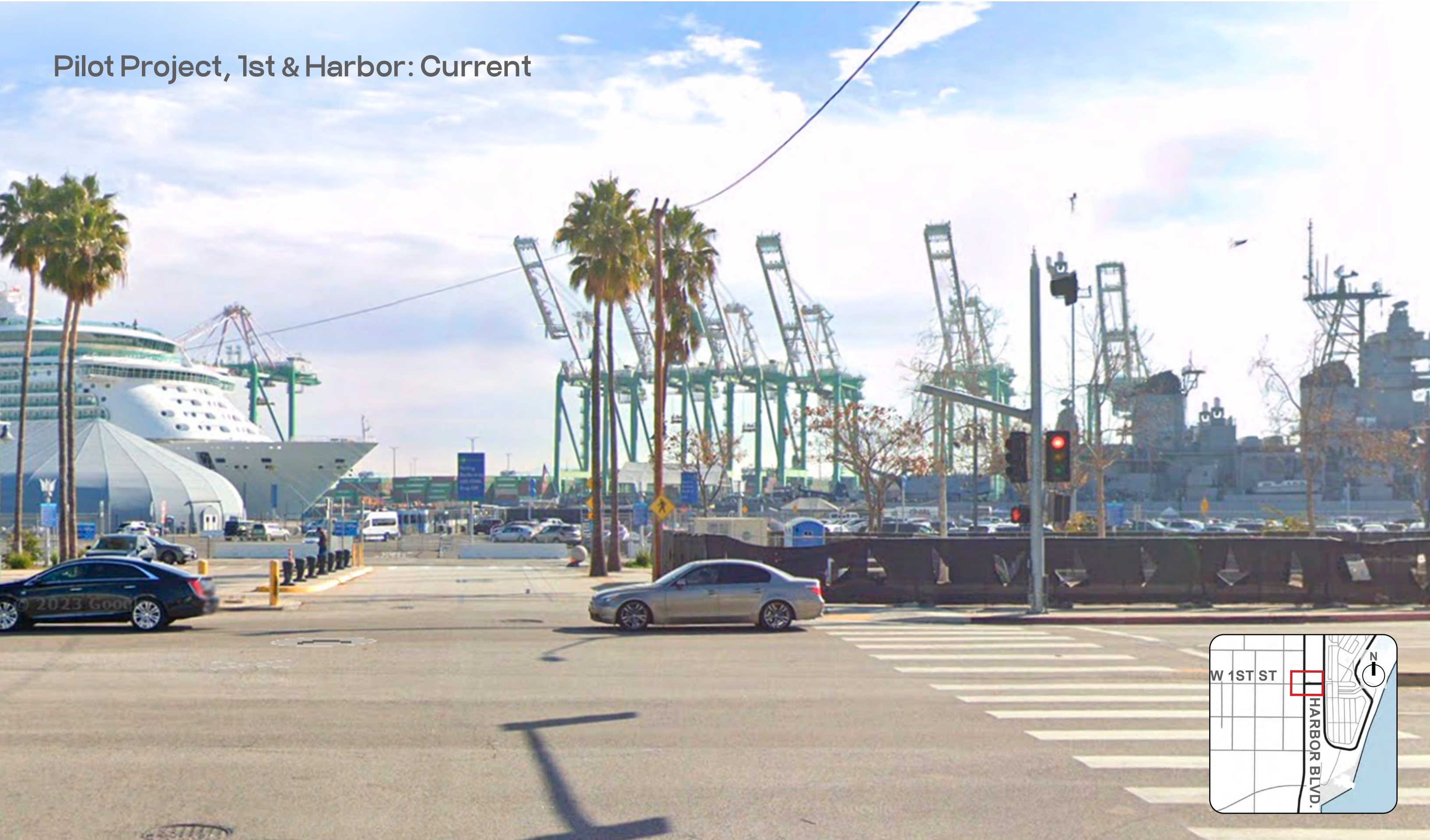
## Linear Park Components

- Linear parks provide fun outdoor space with a waterfront vibe for people of all ages
- Linear bike obstacle area
- Linear skate play zone
- Bike and pedestrian pathway
- Colorful art and port- or waterfront-themed designs





# Pilot Project, 1st & Harbor: Current



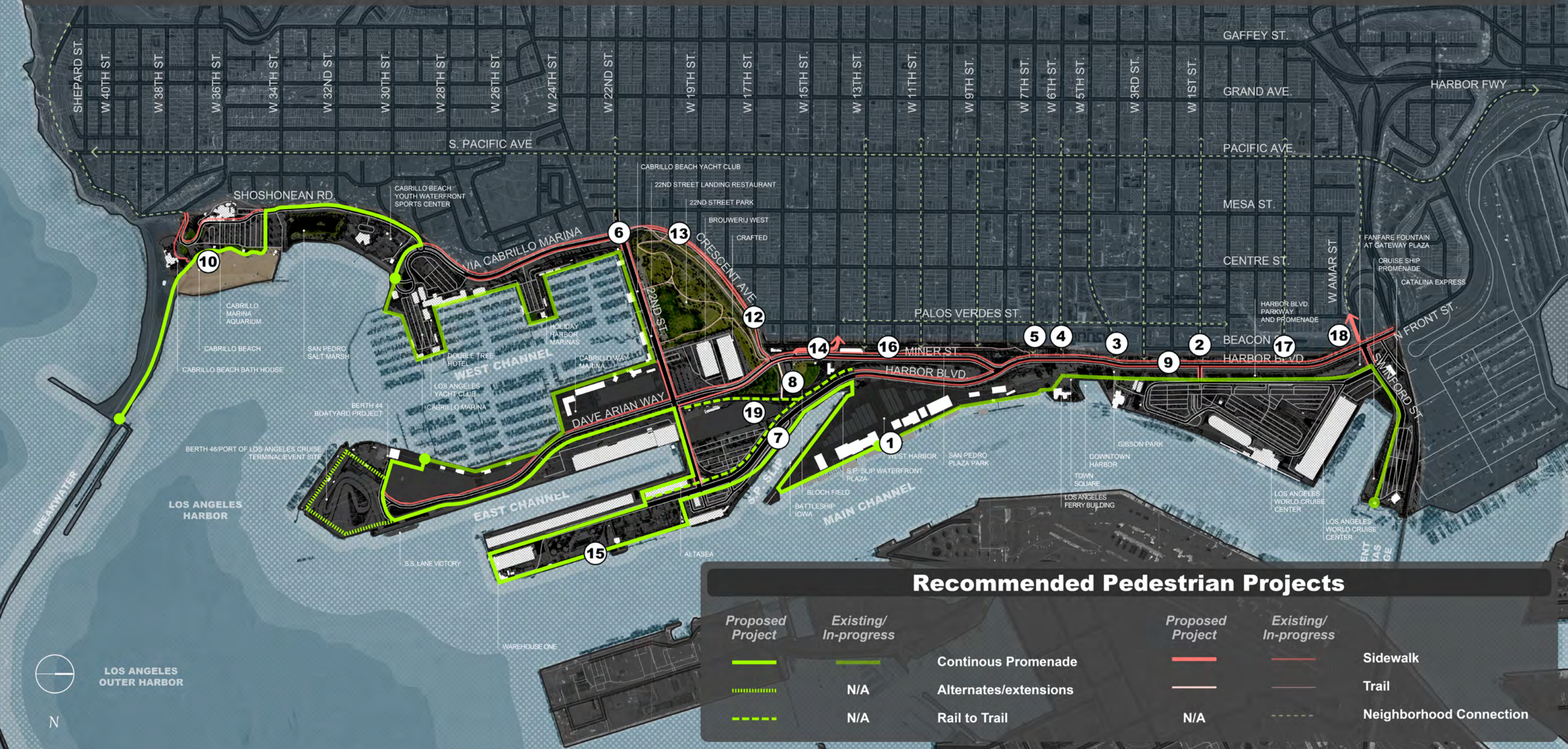


Pilot Project, 1st & Harbor: Recommended





- |   |   |   |   |  |
|---|---|---|---|--|
| <b>1</b> Promenade at West Harbor Phase 2               | <b>5</b> 7th Street Pedestrian Connections        | <b>9</b> Harbor Boulevard Streetscape: Lighting & Signal Upgrades | <b>13</b> Crescent Avenue Connection to 22nd Street Park        | <b>17</b> W. O'Farrell Street Pedestrian Crossing/Gateway        |
| <b>2</b> 1st & Harbor Pedestrian Crossing Pilot Project | <b>6</b> 22nd Street Gateway Pedestrian Amenities | <b>10</b> Cabrillo Beach Pedestrian Improvements                  | <b>14</b> Gulch Road Sidewalk and Improved Crossing             | <b>18</b> Swinford Street Pedestrian Ramp (LA Harbor View Trail) |
| <b>3</b> 5th Street On-going Pedestrian Connections     | <b>7</b> Promenade at S.P. Slip                   | <b>11</b> Proposed Coastal Trail Improvements                     | <b>15</b> Main Channel Promenade at AltaSea                     | <b>19</b> 22nd Street Parking lot connections                    |
| <b>4</b> 6th Street On-going Pedestrian Connections     | <b>8</b> Downslope Trail near Bloch Field         | <b>12</b> Crescent Avenue ADA-compliant Sidewalk                  | <b>16</b> Bluff Linkages for 10th, 11th, 12th, and 13th Streets |  |





# Pedestrian Recommended Projects

Connectivity improvement projects are shown on the previous map, and are described here (the map’s numbering corresponds to the descriptions). Many of these projects were previously identified during waterfront planning efforts carried out by the Port of Los Angeles prior to this writing, and some are already in various stages of design. New opportunities that have arisen from San Pedro’s Waterfront Connectivity Plan are also included.

Chapter 4 of this document, “Implementation,” provides more information regarding phasing (when projects will begin). Improvements that are not on Port property are subject to implementation by their respective owners, or by the City if on City property.



## 1. Promenade at West Harbor Phase 2

The second portion of the promenade at West Harbor will connect the finished portion to the north and continue south. The promenade will include seating, landscaping, hardscaping, signage, architectural finishes, handrails, and lighting. Phase 2 is currently under construction.



## 2. 1st & Harbor Pedestrian Intersection Crossing Pilot Project

First Street and Harbor Boulevard is an intersection ripe for a “pilot project” approach. The intersection can be enhanced with temporary materials, such as bollards, paint-on-asphalt art, and planters. Using quick-build materials and pop-up designs, the intersection will enhance the pedestrian experience and improve safety.



## 3. 5th Street & Harbor Boulevard Pedestrian Intersection Improvements

Utilizing methods from the 1st Street and Harbor Boulevard Pilot Program, 5th Street and Harbor Boulevard will be improved. Improvements can include curb extensions, ramps, audible signals with countdown timers, artful crosswalks, striping, wayfinding, art, and bike lane striping.



## 4. 6th Street & Harbor Boulevard Pedestrian Intersection Improvements

Utilizing methods from the 1st Street and Harbor Boulevard Pilot Program, 6th Street and Harbor Boulevard will be improved. Improvements can include curb extensions, ramps, audible signals with countdown timers, artful crosswalks, striping, wayfinding, art, and bike lane striping.



# Pedestrian Recommended Projects Continued



## 5. 7th Street & Harbor Boulevard Pedestrian Intersection Improvements

Utilizing methods from the 1st Street and Harbor Boulevard Pilot Program, 7th Street and Harbor Boulevard will be improved. Improvements can include curb extensions, ramps, audible signals with countdown timers, artful crosswalks, striping, wayfinding, art, and bike lane striping.



## 7. Promenade at SP Slip

The SP Slip Promenade would connect the West Harbor Promenade with AltaSea and 22nd Street. The 0.2 miles of promenade would co-exist with the fishing slips by creating a plaza space that is flexible and programmable, with waterfront access. Please see “Open Space Recommended Projects Continued” for additional improvements related to the SP Slip.



## 9. Harbor Boulevard Streetscape: Lighting & Signal Upgrades

Along Harbor Boulevard from Swinford Street to 22nd Street, new light poles and string lighting should be added where possible to add more character to the street. Updated or upgraded utilities and traffic signals should be addressed as needed. Upgrades should be planned in coordination with One San Pedro proposed work.



## 6. 22nd Street Gateway Pedestrian Amenities

The 22nd Street and Crescent Avenue intersection is a proposed gateway intersection for pedestrians. The gateway announces arrival at a location and welcomes the visitor; amenities at the intersection, including signage, wayfinding, benches, shade, and art, reinforce waterfront identity and improve pedestrian access.



## 8. Downslope Trail near Bloch Field

Near Bloch field, in between Miner Street and Harbor Boulevard, there is a great deal of grade change, and no accessible walking path. The downslope trail would create an accessible path that leads from these streets and connects to the proposed Rail to Trail route.



## 10. Cabrillo Beach Pedestrian Improvements

New paths at Cabrillo Beach would improve the pedestrian experience. Paths can bifurcate the parking lot adjacent to Shoshonean Road, leading pedestrians to the beach. Additional amenities can be added to the existing paths along the beach, such as benches, lighting, trash receptacles, and shade.



# Pedestrian Recommended Projects Continued



## 11. Proposed Coastal Trail Improvements

The 2005 California Coastal Trail Access Analysis identified areas in San Pedro that need improvement, are missing links, or need additional facilities. An example is sidewalk widening at Oliver Vickery Circle Way to Cabrillo Beach. The document should be reviewed for high-priority coastal areas needing improved ADA access, pavement, and new connections.



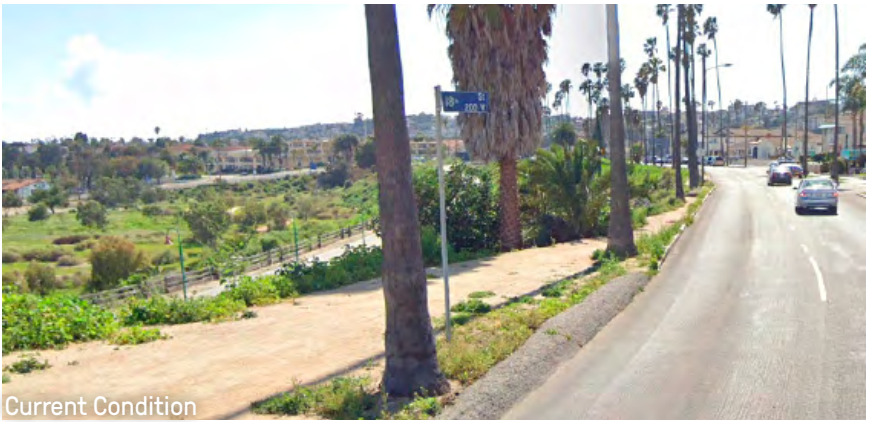
## 13. Crescent Avenue Connection to 22nd Street Park

Crescent Avenue is situated at a much higher elevation than 22nd Street Park, creating a barrier for access. Through community feedback, it was determined that more access points from Crescent Avenue into 22nd Street Park would increase connectivity. This new route would be ADA-compliant.



## 15. Main Channel Promenade at AltaSea

With the completion of AltaSea, a new promenade that includes pedestrian amenities should be introduced along the water’s edge along the Main Channel. The promenade would connect to the new SP Slip Promenade.



## 12. Crescent Avenue 22nd Street Park Path & ADA-compliant Sidewalk

Community input requests maintaining the decomposed granite path on the park-side of Crescent Avenue, as a preferred surface for walking and jogging, with an ADA-compliant concrete sidewalk on the opposite side. Conditions should be improved to provide ADA-compliant connectivity from Miner Street to the neighborhood.



## 14. Gulch Road Sidewalk & Improved Crossing

Gulch Road is currently for vehicular access only. It is recommended to add pedestrian access so that residents from Beacon Street have additional access. In addition to the ramp, an enhanced crossing would improve the pedestrian experience.



## 16. Bluff Linkages with Bridge Connector for 10th, 11th, 12th, & 13th Streets

If new multi-level structured parking was added at Harbor Boulevard between 8th and 14th Streets, pedestrian access could be created from the bluffs crossing from Miner Street and Harbor Boulevard. This would build off of existing parking infrastructure and increase connectivity from the neighborhoods.



# Pedestrian Recommended Projects Continued



## 17. W. O'Farrell Street Pedestrian Crossing/Gateway

Utilizing methods from the 1st Street and Harbor Boulevard Pilot Program, W. O'Farrell Street and Harbor Boulevard will be improved. Improvements can include curb extensions, ramps, artful crosswalks, wayfinding, art, and bike lane striping.



## 19. 22nd Street Parking Lot Connections

While the 22nd Street parking lot currently has some pedestrian access points, it could benefit from improved pedestrian connections between the parking lot and Crafted and Brouwerij West, Harbor Boulevard, and 22nd Street. Please see “Parking Recommended Projects” for additional improvements related to this site.



## 18. Swinford Street Pedestrian Ramp / LA Harbor View Trail

The existing pedestrian ramp at Swinford Avenue and Harbor Boulevard would be reconstructed to be more accessible and pedestrian-friendly, with new paving and landscaping. These improvements would provide a more welcoming connection to the waterfront for the adjacent neighborhood.



# Bicycle & Micromobility Connectivity



To increase bicycle ridership and safety, the top priority is to accommodate cyclists of all ages and abilities. Generally, people that are not confident cyclists will not ride on the street (including Class II bike lanes) due to exposure to vehicles. This document walks through key factors in deciding optimal facility types, and provides a number of case studies and suggestions for how each facility might be implemented. Given the vision for and context of the study area, recommendations focus on providing the least stressful, most inviting cycling facilities for the widest range of users.

## Supporting Green New Deal Goals



**pLAn Goal 3:**  
Local Water

- The Mobility Hub project at 22nd and Miner can include stormwater collection and filtration systems



**pLAn Goal 6:**  
Mobility & Public Transit

- Mobility hubs and bike path improvements on Harbor Boulevard, Miner Street, and 22nd Street will encourage people to bike or use micromobility instead of driving



**pLAn Goal 7:**  
Zero Emission Vehicles

- Enhanced Local Travel Network routes will encourage the use of zero emission vehicles



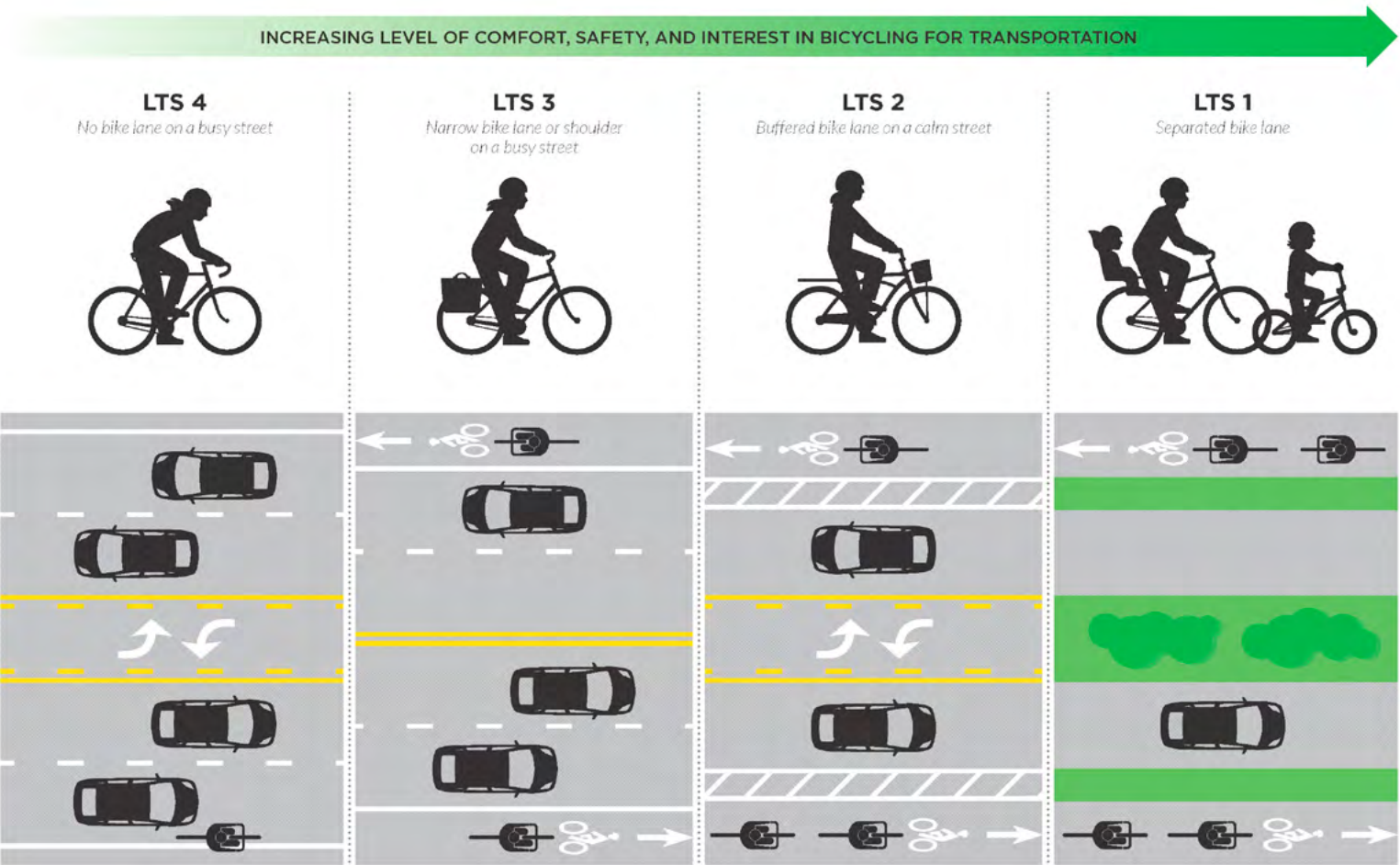
**pLAn Goal 11:**  
Urban Ecosystems & Resilience

- Plantings along bikeways can provide shade and support resilient urban ecosystems



# Providing Bicycle Facilities for the Greatest Range of Riders

## LEVEL OF TRAFFIC STRESS



Source: Alta Planning + Design

Level of Traffic Stress, or LTS, is affected by several factors including posted speed limit, number of travel lanes, and the level of separation between rider and traffic. Different classes of bike facilities, defined in the blue sidebar at right, have different levels of traffic stress for riders. A Class I bike path that is completely separated from traffic by a physical barrier, such as a landscaped median, provides the most comfort and the lowest level of stress. Ideally, new bike routes in the waterfront will be of this class. Class IV bikeways, which are located on streets but are still separated with vertical elements such as planters, delineators, or a curb, provide the next highest level of comfort for

riders, and are also recommended. Class II bike lanes are standard bike lanes with a painted stripe. These create a higher level of stress, and are comfortable only for more experienced riders. Finally, a Class III bike route that is shared with vehicles and marked with a sharrow creates the most stress and least comfort, making it suitable only for experienced bike riders.

Providing a Class I path throughout the harbor is ideal for establishing safe access to destinations.

# Bicycle Facility Classifications

## Class I Bike Path & Shared-Use Path

- Paths completely separated from motor vehicle traffic used by people walking and biking
- Comfortable for people of all ages and abilities
- Typically located immediately adjacent and parallel to a roadway or in its own independent right-of-way
- Class I bike paths within the LA Waterfront are intended for bicycle use only. A Class I path is proposed for the east side of Harbor Boulevard
- The San Pedro Promenade is shared-use for both pedestrians and bicyclists

## Class II/ IIB Bike Lanes

- Class II are standard bike lanes with painted stripe, less comfortable for people of all ages and abilities
- Class IIB are bike lanes with painted buffer, slightly more comfortable for people of all ages and abilities
- Located on streets
- Existing Class II bike lanes within the plan area are proposed to be replaced by lower stress Class I and Class IV facilities. Projects include Harbor Blvd, Pacific Ave, 22nd Street, and Dave Arian Way

## Class III Bike Route/ Class IIIB Bike Boulevard

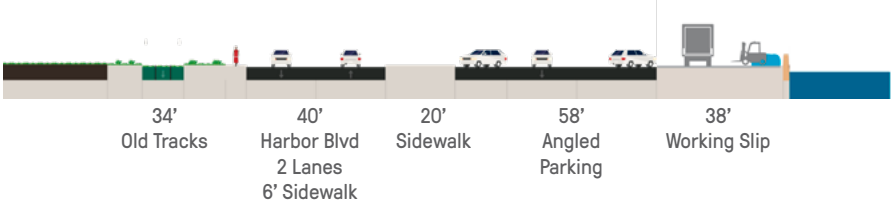
- A signed bike route that bicyclists share with motor vehicles. Include sharrows and signage
- Comfortable facility for cyclists who are adept at riding with motor vehicles
- Recommended for streets with low vehicle volumes and speeds
- Class IIIB have additional speed control elements such as speed humps, chicanes, traffic circles, etc.
- Class III are not recommended for Connectivity Plan improvements

## Class IV Bikeway

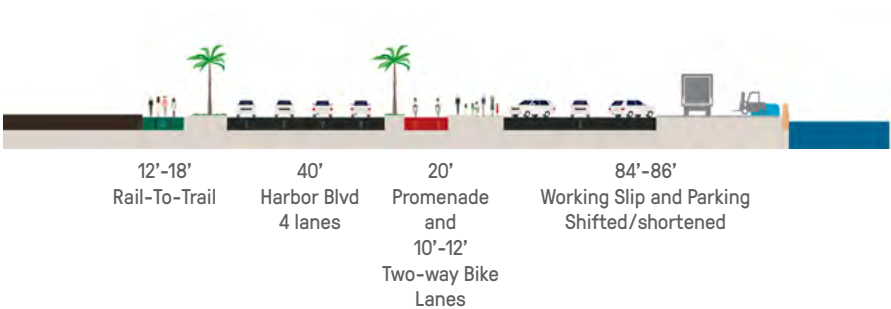
- An on-street bikeway separated from a motor vehicle travel lane by a curb, median, planters, parked motor vehicles, delineators, and/or other vertical elements
- Comfortable facility for cyclists of all ages and abilities
- Applicable to projects on Miner Street, Pacific Avenue, and 22nd Street



Existing SP Working Slip



Existing Working Slip - Promenade- Rail-To-Trail



Enhancing Connections

Harbor Boulevard Working Slip

Compressing the parking area at the working slip could make more open space available for promenade and other uses (such as separate bike lanes), while maintaining operational area for commercial fishing. These interventions are a minimal approach to provide pedestrian and bicycle connectivity. Refer to the “Open Space” section for additional recommendations for community amenities at the SP Slip.

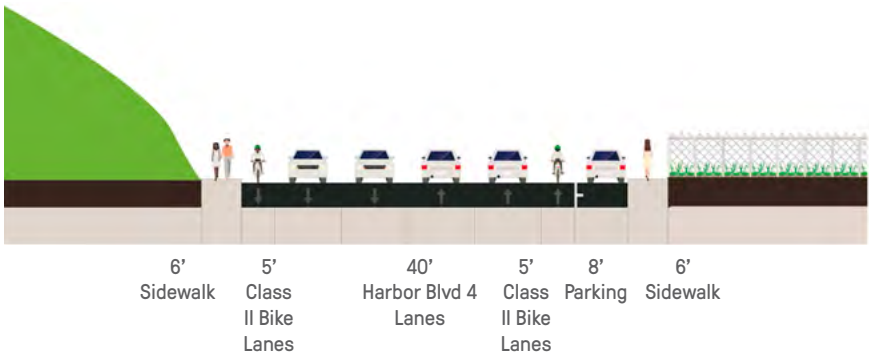
(Left) The working slip and parking lot can be shifted to make room for a new sidewalk with a separated two-way bike path. Harbor Blvd becomes four lanes, while the old tracks become a Rail-to-Trail path.

Miner Street

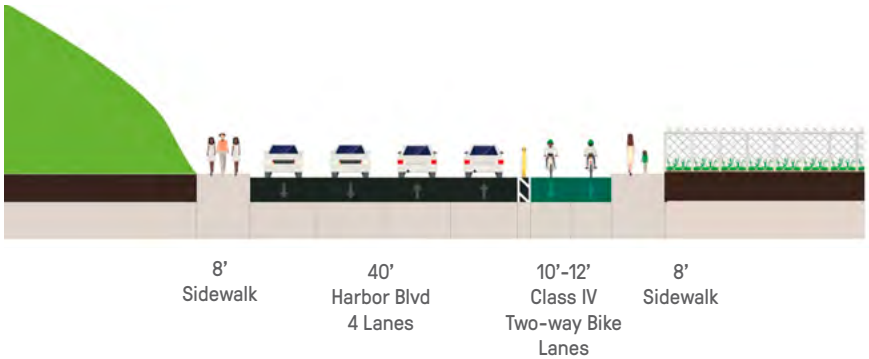
Removal of the parking lane could provide the space to add protected Class IV bike lanes or a two-way facility. As a long, straight road with few driveways, Miner Street is a good candidate for a two-way facility, allowing more space for cyclists to travel and pass. For this wider two-way facility, there is potential for misuse by vehicles parking in the former parking lane. Strict enforcement would be required. Alternatively, as a long-term solution, the two-way bike lane could be raised to sidewalk level, giving pedestrians and cyclists more space to maneuver and feel comfortable. Depending on long-term solutions for access to the waterfront, such as a bridge at 13th Street, this facility can be part of a short-term solution for safe access, but could also remain as part of the network of mobility at the Waterfront in the long-term. Means to reconfigure the roadway are listed in decreasing order of complexity on the following pages.

(Right) Parking alongside Miner St is removed and replaced with a Class IV two-way bike lane.

Miner St. Existing 70’

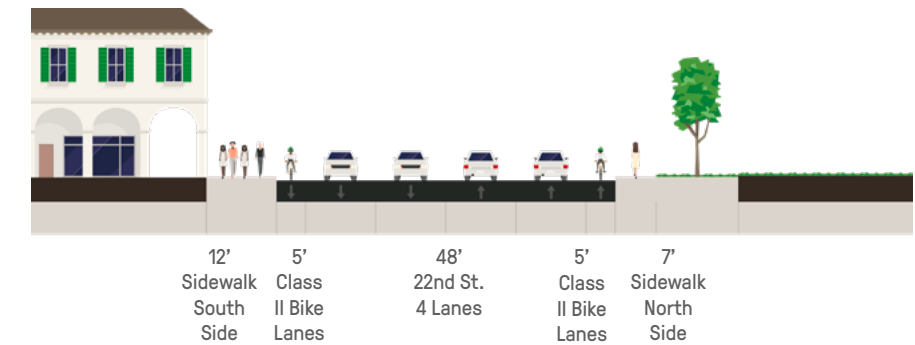


Class IV Two way - Remove Parking

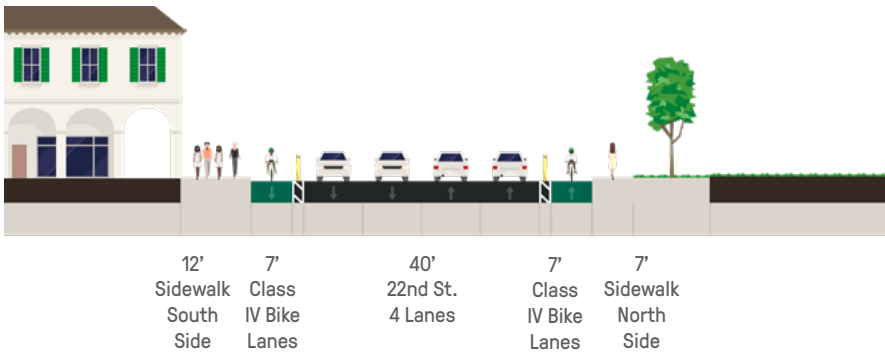




22nd Street Existing. 72' with possible use of 14' park planting strip



Class IV One-ways



22nd Street Complete Street

Twenty-second Street is among the waterfront’s only true east-west connections. It is the access point for several marinas, future development such as AltaSea, and working docks for trade and passenger ships. 22nd St Park and the Crafted/ Brouwerij West entertainment area are also located on its north side, making it an ideal candidate for Complete Street treatment. Complete Streets are designed to provide convenient and comfortable travel for all users, regardless of their mode of transport. They should include improvements for pedestrians, cyclists, and micromobility riders, such as separated bike lanes, reduced speed limits, marked or raised crosswalks, and pleasant, wide sidewalks.

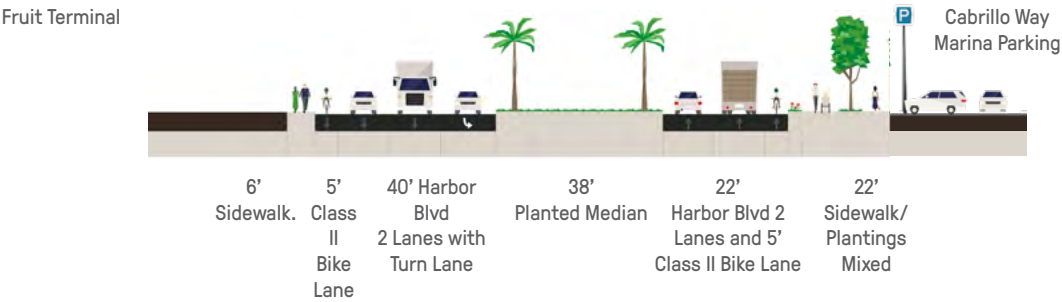
(Left) Vehicle travel lanes on 22nd St can be reduced from 12' to 10', and the current Class II bike lanes can be replaced with Class IV bike lanes.

Dave Arian Way

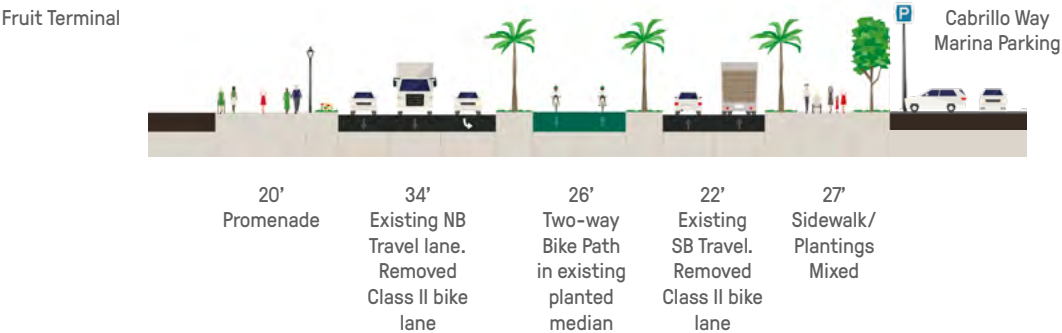
The existing Dave Arian Way is 130 feet wide, with two 11-foot-wide vehicular travel lanes on either side of a 38-foot-wide planted median. Each side also has a five-foot-wide class II bike lane. On the east side adjacent to the fruit terminal is a six-foot-wide sidewalk. On the west side is a sidewalk with adjacent path and planting strip that switches along the length from one side to another. While the walkway of the Cabrillo Marina is wide, it does not allow motorized vehicles, roller blading, or skateboarding. Active transport along this street is pleasant, but can be stressful when large semi-trucks pass on their way to the fruit terminal. The street could be reconfigured to fit a two-way bike path in the median, replacing the Class II bike lane to support a greater range of users.

(Right) Class II bike lanes can be removed in order to widen sidewalks; a two-way bike path can be installed on the median, and the fruit terminal sidewalk can be expanded to a promenade.

Existing 130' Dave Arian Way

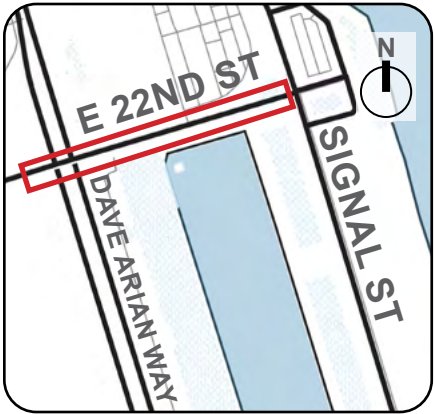
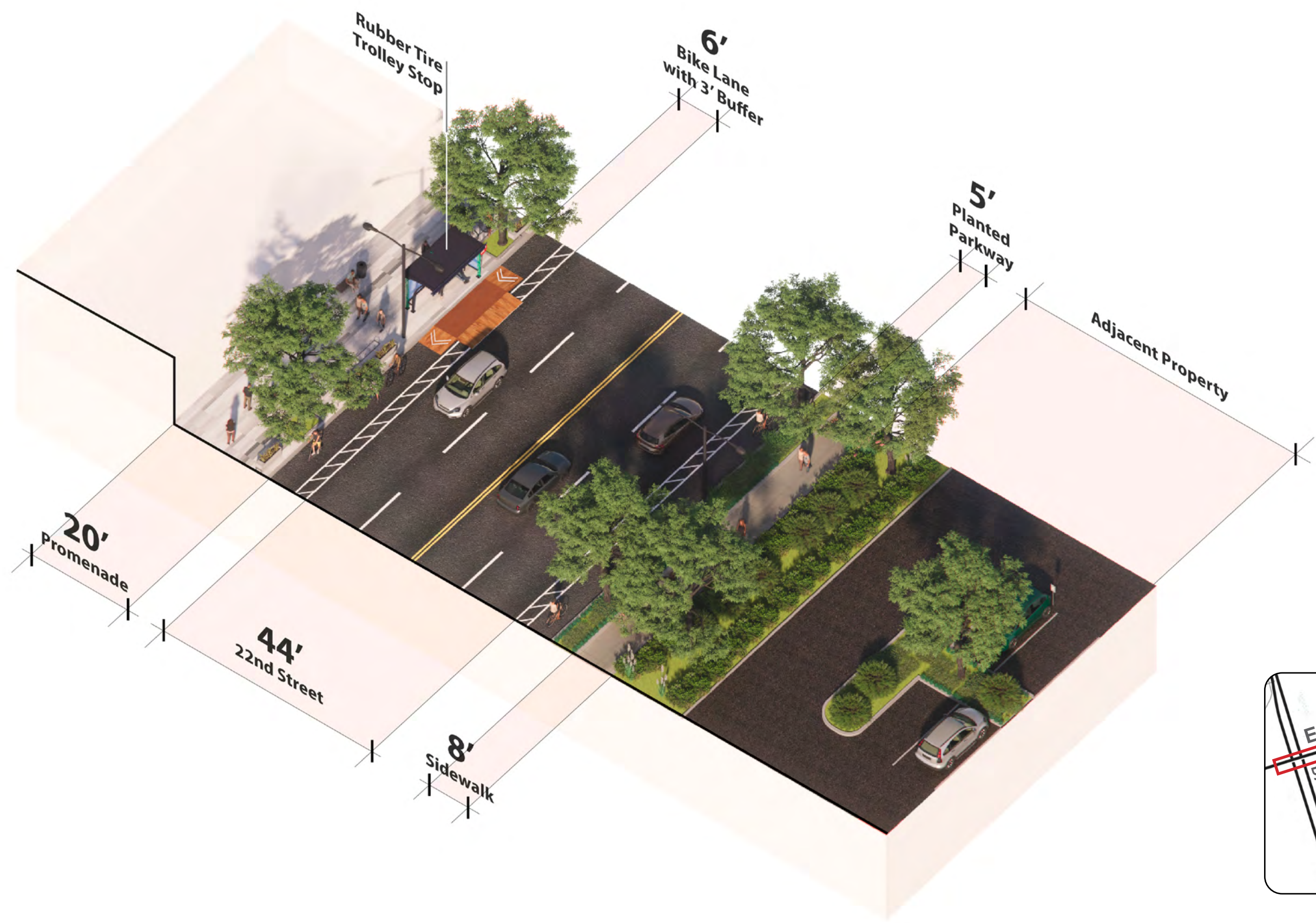


Existing 130' Dave Arian Way



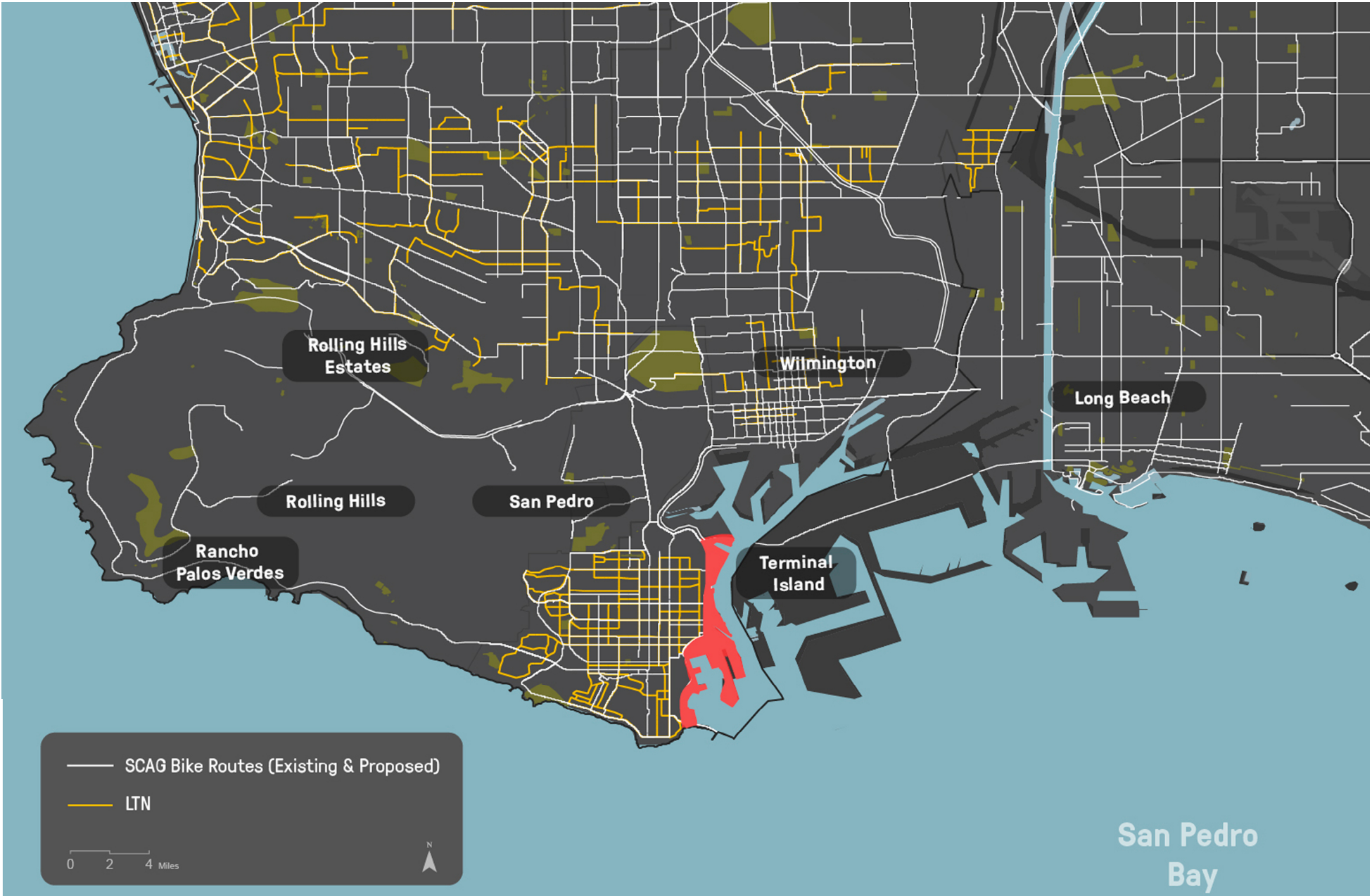


# Complete Street, 22nd Street, Recommended Concept





# Regional Bike Connectivity

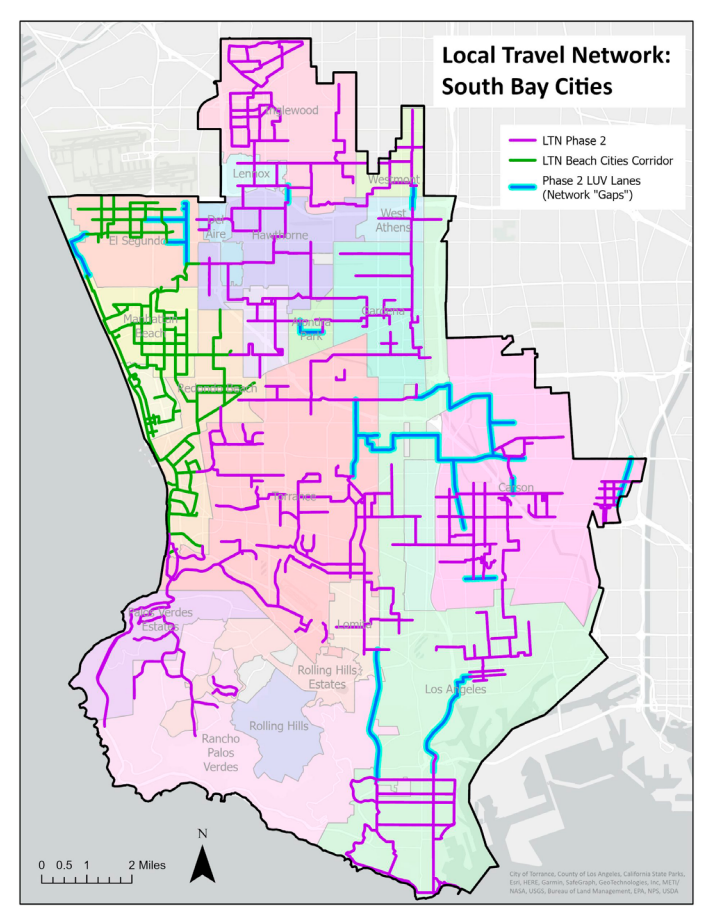


The Southern California Association of Governments (SCAG) is a planning organization comprised for the six counties and 191 cities of Southern California. It develops transportation plans, sustainability goals, and housing programs for the area, including bike routes. The

above map shows their extended network of bike routes and how they connect to the San Pedro area, as well as the South Bay Cities Council of Governments Local Travel Network (LTN).







# South Bay Local Travel Network

The South Bay Cities Council of Governments is working to create a network of paths throughout the South Bay, spreading from Inglewood to San Pedro. Ultimately, these paths should accommodate bikes, e-bikes, scooters, and NEVs (Neighborhood Electric Vehicles; for more information see “NEVs” on page 142) to allow comfortable travel throughout the South Bay without using a car.





# E-bike Use in California

	VEHICLE		BIKEWAY ACCESS				
	Pedal Operated	Maximum Motor-Assisted Speed (MPH)	Shared Use Path	Class I Bike Path	Class II Bike Lane	Class III Bike Route	Class IV Protected Lane
 Bike	YES	N/A	YES	YES	YES	YES	YES
 E-Scooter	NO	15	NO	YES	YES	YES	YES
 Type 1 E-Bike	YES	20	NO	YES	YES	YES	YES
 Type 2 E-Bike	NO	20	NO	YES	YES	YES	YES
 Type 3 E-Bike	YES	28	NO	NO	YES	YES	YES
 Moped	YES	28	NO	NO	YES	YES	NO

Source: People for Bikes

Due to the relatively recent increase in e-mobility devices, cities’ guidelines continue to evolve, and are often left to local jurisdictions to determine. The California Vehicle Code stipulates:

*It is illegal to ride a motor-driven cycle, moped, motorized bicycle, or electric bicycle on a freeway or expressway if signs are posted to prohibit operation. Additionally, it is illegal to ride a moped, motorized bicycle, or a Class 3 electric bicycle on a bicycle path or trail, equestrian (horse) trail, hiking trail, or recreational trail unless that path or trail is on or next to a road, or permission to use the trail or roadway is granted by local law.*

Promenades and Class I Bike Paths should therefore exclude Class 3 e-bikes as well as NEVs, and signage should reflect this. Speed limits could be posted where higher-speed micromobility vehicles will be in use. This plan recommends that e-bikes and e-scooters should also be prohibited from using shared-use paths due to the difference in speed between these vehicles and pedestrian traffic. While California law does not cover this type of mixed-use path yet, its stance on use of these vehicles on paths that are not connected to a roadway indicates that the state would also discourage micromobility use on multimodal paths.

# NEVs

Neighborhood Electric Vehicles, or NEVs, are growing in popularity, and enable families or small groups of people to travel shorter distances without taking a car. The South Bay Local Travel Network (see previous page) aims to accommodate the use of these vehicles throughout the area, reducing carbon emissions and traffic. They are an option for families with young children, seniors, or anyone who might not be comfortable riding a bike in traffic.



Photo: Club Car





Photo: Swiftmile

## Micromobility

### Access

Adding rental and charging stations for e-bikes and e-scooters to key locations will encourage visitors to leave their cars parked when they tour the waterfront. Routes around the waterfront must also be comfortable via micromobility; however, e-bikes and e-scooters riding alongside pedestrians and regular bikes can cause an unsafe mix of speeds. As micromobility becomes increasingly popular, laws surrounding it are evolving. More information can be found on the previous page.

(Left) A micromobility charging station in Miami.

### Mobility Hubs

Mobility hubs are locations for micromobility charging stations and bike racks, and can also function as small transit stops. They are located near residential or light commercial areas, and include amenities such as bus shelters, benches, accessible sidewalks and crosswalks. Suggested locations include Miner Street and 22nd Street, the Cabrillo Marine Aquarium, Downtown Harbor, Rancho San Pedro, and Harbor Beacon Park-and-Ride.

(Right) Mobility Hub in Millennium Park, Chicago.



Photo: Government Technology, S. Descant



# Mobility Hub Features



Photo: CoMoUK

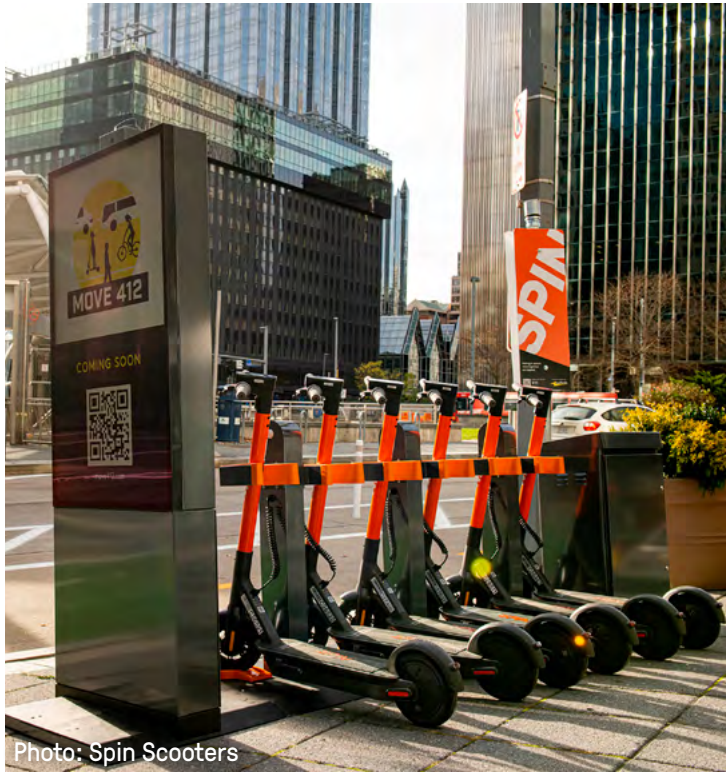


Photo: Spin Scooters



Photo: Tranzito-Vector



Photo: D. Noland

## Comfort & Safety

- Shelters should be easily visible, well-lit, and include seating
- Ensure proper street lighting
- Crosswalks should be conveniently located
- Food, beverages, and other amenities should be located nearby
- The inclusion of art should be considered

## Information

- Include kiosk showing:
  - Countdown clock for relevant transport
  - Number of bikes available at bikeshare stations
  - Public service announcements
  - Weather conditions
  - Community events
- Wayfinding signage should be intuitive, consistent, legible, highlight local destinations around the hub, and show relevant transit route info (e.g. trolley)

## Accessibility

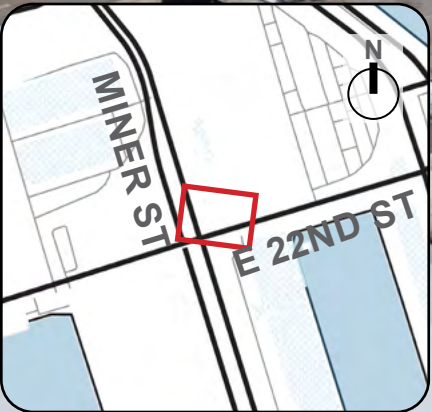
- Sidewalks should be smooth and even, without obstructions
- Audible schedule announcements should be included for the visually impaired

## Micromobility

- Include micromobility rental, docking, and charging stations, located in sunny spots if solar powered, with a minimum of six feet of sidewalk space and parking spaces
- Consider NEV charging stations
- Provide sheltered bike racks
- Include bike repair station



# 22nd & Miner: Current

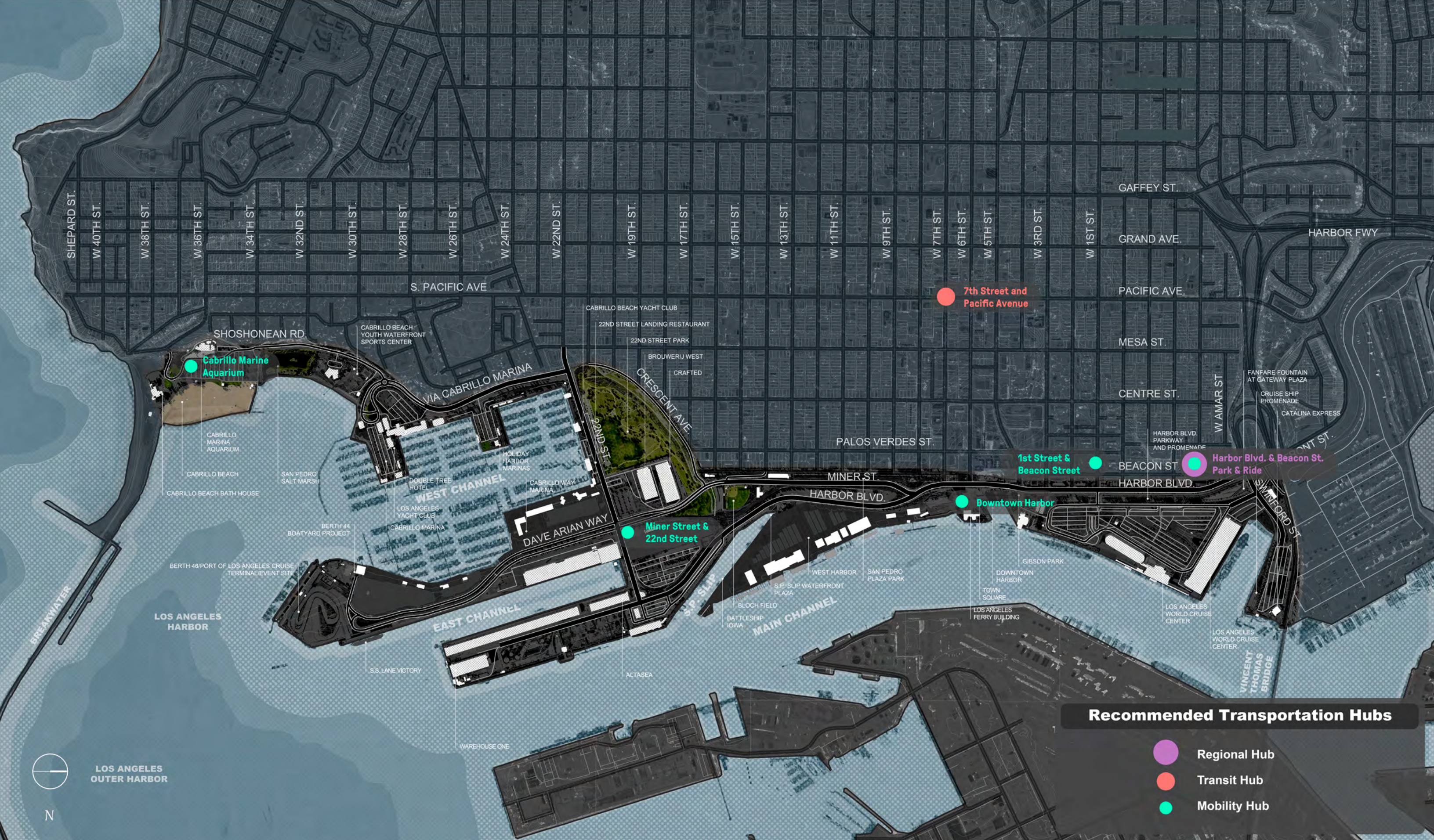




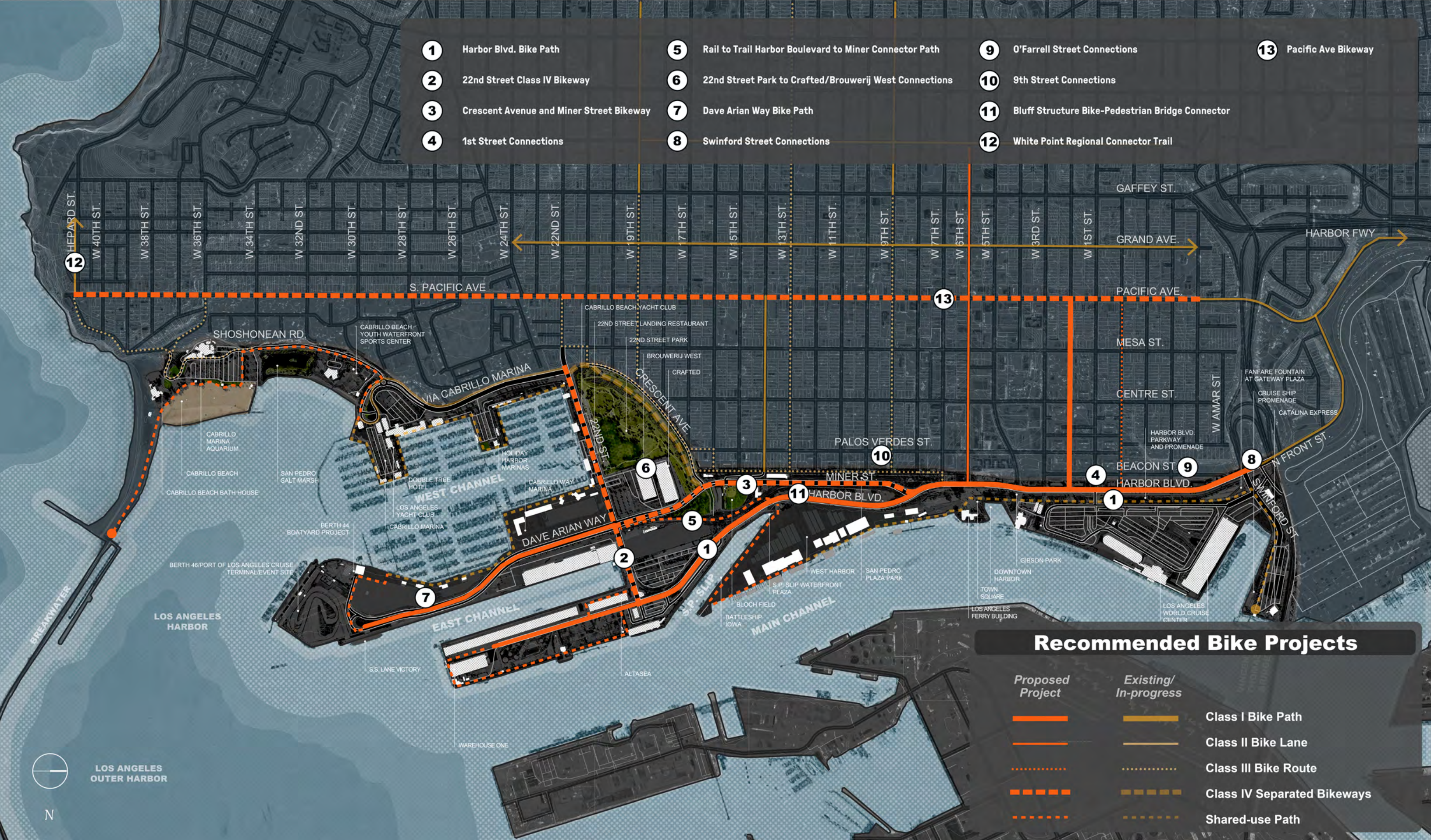
# Mobility Hub, Miner & 22nd, Recommended Concept













# Bicycle Recommended Projects

Connectivity improvement projects are shown on the previous map, and are described here (the map’s numbering corresponds to the descriptions). Many of these projects were previously identified during waterfront planning efforts carried out by the Port of Los Angeles prior to this writing, and some are already in various stages of design. New opportunities that have arisen from San Pedro’s Waterfront Connectivity Plan are also included.

Chapter 4 of this document, “Implementation,” provides more information regarding phasing (when projects will begin). Improvements that are not on Port property are subject to implementation by their respective owners, or by the City if on City property.



## 1. Harbor Boulevard Bike Path Lane Relocation to Promenade

Harbor Boulevard currently has Class II bike lanes between Swinford and 8th Street. With the retired rail right-of-way, a dedicated Class I bike path can be located in the rail right-of-way on the east side of the Boulevard. These would be separated from vehicular traffic. Please see “Roadway Recommended Projects” for related vehicular improvements.



## 2. 22nd Street Class IV Bikeway

Class IV-separated bikeways should be added on 22nd Street from Via Cabrillo Marina to Harbor Boulevard for the exclusive use of bicycles and include a separation between the bikeway and vehicular traffic. Refer to the California Coastal Trail Access Analysis for proposed improvements from Crescent to Gaffey.



## 3. Crescent Avenue & Miner Street Bikeway

Miner Street currently has Class II bike paths, with lanes located on the street. It is recommended that Miner Street become a Class IV bikeway (separated from vehicular traffic). Improvements at the Crescent Avenue and Miner Street intersection, such as markings, would improve bicyclists’ experience.



## 4. 1st Street Bicycle & Pedestrian Connections

1st Street and Harbor Boulevard is an intersection ripe for a “pilot project” approach. The intersection can be enhanced with temporary materials, such as bollards, paint-on-asphalt art, and planters. Quick-build materials and pop-up designs can enhance the pedestrian experience and improve safety. Coordinate permanent upgrades with One San Pedro proposed work.

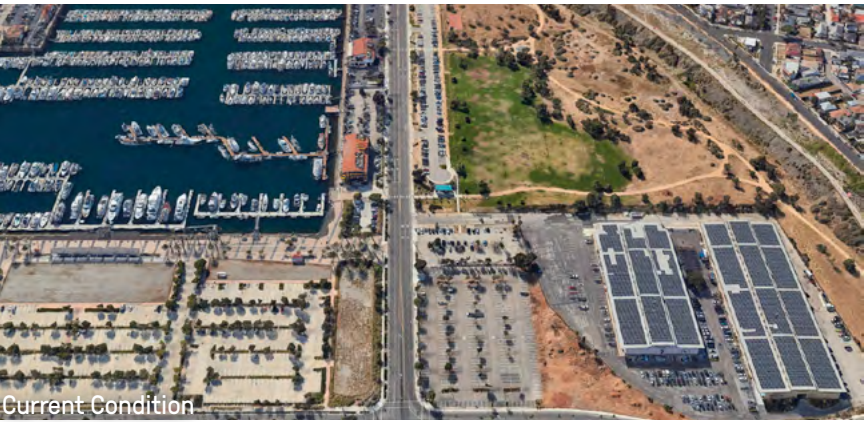


# Bicycle Recommended Projects Continued



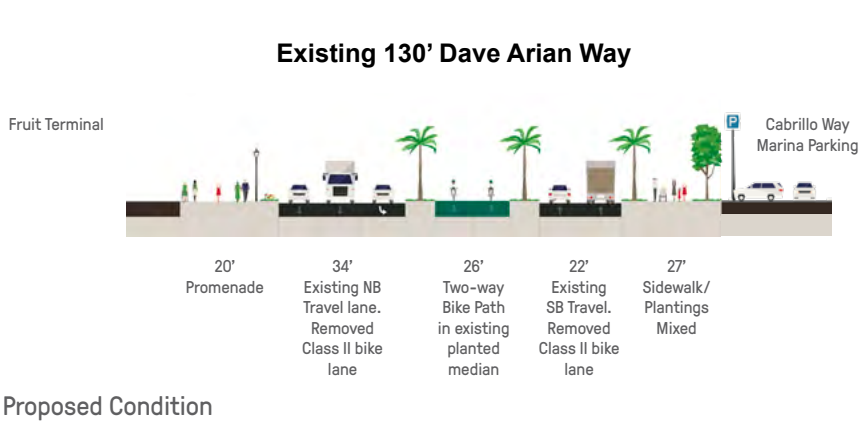
## 5. Rail to Trail Harbor Boulevard to Miner Street Connector

Re-imagining the old rail right-of-way creates an opportunity for new, safer trails. The proposed trail, for pedestrians and bicyclists, would provide more direct connections between the waterfront and locations west of Miner Street. Please see “Trolley Recommended Projects” for additional improvements related to this area.



## 6. 22nd Street Park to CRAFTED / Brouwerij West Connections

While it is possible to access Crafted/Brouwerij West by bike, there is no clear direction or signage, making it confusing to navigate. Improving bicycle and pedestrian connections between the parking lot would improve safety and experience.



## 7. Dave Arian Way Bike Path (Class I)

Active transport along Dave Arian Way is pleasant, but can be stressful when large semi-trucks pass on their way to the fruit terminal. The street could be reconfigured to fit a two-way bike path in the median, replacing the current Class II bike lane to support a greater range of users.



## 8. Swinford Street Bicycle & Pedestrian Connections

Utilizing methods from the 1st Street and Harbor Boulevard Pilot Program, Swinford Street and Harbor Boulevard will be improved for bicyclists with bike lane striping and clear signage. Improvements will enhance accessibility and safety for pedestrians and bicyclists.

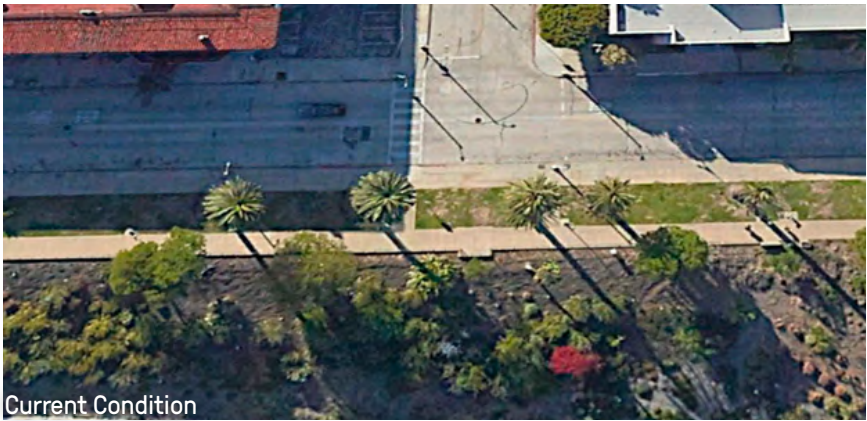


## 9. O'Farrell Street Bicycle & Pedestrian Connections

Utilizing methods from the 1st Street and Harbor Boulevard Pilot Program, O'Farrell Street and Harbor Boulevard will be improved for bicyclists with bike lane striping and clear signage. Improvements will enhance accessibility and safety for pedestrians and bicyclists.



# Bicycle Recommended Projects Continued



## 10. 9th Street and Beacon Street Bicycle & Pedestrian Connections

Ninth Street is a Class III bike route; it is therefore important to improve bicycle connection where the route meets Beacon Street. Utilizing methods from the 1st Street and Harbor Boulevard Pilot Program, 9th Street and Beacon Street will be improved for bicyclists with bike lane striping and clear signage.



## 11. Bluff Structure Bike-Pedestrian Bridge (West Harbor to Neighborhood) Connector at 13th Street

If new multi-level structured parking was added at Harbor Boulevard between 8th and 14th Streets, bicycle access could be created from the bluffs crossing from Miner Street and Harbor Boulevard. This would expand upon existing parking infrastructure and increase connectivity from the neighborhoods.



## 12. White Point Regional Connector Trail

While bicycle access within the waterfront and nearby neighborhoods are a higher priority, it is important to connect to regional routes. Bicycle connectivity improvements should continue between San Pedro’s waterfront, coastal neighborhoods, and the Palos Verdes peninsula through White Point Park.



## 13. Pacific Avenue Bikeway

Because Pacific Avenue is a high-volume bicycle route, it is important to upgrade the path to a Class IV bikeway (separated from vehicular traffic).



# 4. Create Points of Interest

Activating open space along San Pedro’s waterfront and adding distinctive focal elements like art will help define the area and connect its different parts. Open space activation includes a number of different approaches, depending on the space. The types of open spaces present in the waterfront are defined in the following pages, and activation elements and examples are suggested. Similarly, public art is defined by type, and examples are provided. Additional recreational boating elements, unique to San Pedro’s coastal location, include dock-and-dine and transient dock opportunities.

Good wayfinding is key to creating a positive visitor experience to the Port of Los Angeles. Recommendations for wayfinding sign locations, content, and style are included in this section. Finally, all of these distinct elements must come together to form San Pedro’s waterfront identity.

## Components:

- Open Space Opportunities & Activation
- Recreational Boating Opportunities
- Open Space Recommended Projects
- Recreational Boating Recommended Projects
- Public Art Opportunities
- Public Art Recommended Projects
- Wayfinding
- Wayfinding Recommended Projects





# Open Space Opportunities & Activation



San Pedro’s waterfront contains plentiful open spaces, which can be improved to increase community engagement and visitor enjoyment. Adding interactive components to activate these spaces will improve the visitor experience and encourage positive associations. Activation methods will depend on the type of open space. These methods should assist placemaking and connectivity efforts at San Pedro’s waterfront by expressing its character, and creating thematic links. In order to determine the best activation methods, open spaces have been divided into six typologies, defined at right; examples of possible activation methods are provided for each type in the following pages. Public input should be considered when refining the types and locations of open space improvements in subsequent phases.

Supporting Green New Deal Goals



**pLAn Goal 3:**  
Local Water

- Parks can implement stormwater capture systems to help retain and filter stormwater



**pLAn Goal 9:**  
Waste & Resource Recovery

- Provide waste receptacles in open spaces that support waste management goals



**pLAn Goal 11:**  
Urban Ecosystems & Resilience

- New and enhanced open spaces can improve public access, biodiversity, heat island, and tree canopy goals

## Open Space Design Guidelines

San Pedro’s waterfront contains a variety of open spaces, all of which have the potential to create points of interest and provide amenities to local San Pedrans and visitors. As the spaces are developed and redeveloped the following guidelines should be considered in site design. Suggested amenities are listed on the following page.

**Comfort and Safety:** Include features that invite the community to linger and enjoy the outdoors in a welcoming environment

**Recreation:** Encourage visitors of all ages to engage in activity and experience San Pedro’s distinct history and culture

**Accessibility:** The design of all public spaces should take care to be inclusive and accessible for people of all abilities and backgrounds

**Habitat and Urban Greening:** Emphasize native planting for the multitude of benefits it provides - supporting wildlife, enhancing human comfort, and drought-tolerance. Identify appropriate areas with less-intensive human activity to provide higher habitat value. Balance the needs of humans and wildlife, with the goal of providing 1% of the waterfront area for habitat.

Refer to the San Pedro Urban Greening Implementation Plan (2017) for specific opportunities and further recommendations to “bind the San Pedro community to its vital and distinctive San Pedro natural and historical legacy.”



# Open Space Amenities



## Comfort & Safety

- Shade
- Lighting
- Seating
- Drinking fountains
- Family-friendly restrooms (changing tables)



## Recreation

- Playgrounds
- Picnic areas
- Pet amenities
- Sports & exercise
- Games for all ages
- History, art, & culture



## Accessibility

- Level or gently sloped pathways with smooth and stable surfacing
- Seating with backs and armrests, and companion space for wheelchairs
- Restroom design
- Recreation amenities for all abilities



## Urban Greening & Habitat

- Native vegetation
- Canopy trees
- Planting to slow and clean stormwater run-off
- 1% for habitat













Photo: Landezine



## Open Space Activation Precedents

### Parks

Larger park spaces, such as 22nd Street Park, could be activated with playgrounds, play spaces, athletic fields, and art. Parks vary in size; for the Connectivity Plan, open spaces that were one acre or larger were considered an open space park.

Clockwise from top left:  
 BUGA 05 Playground, Munich, Germany (Rainer Schmidt Landschaftsarchitekten)  
 Hunter's Point South Waterfront Park, New York, NY (SWA Group)  
 Soccer field, Brooklyn Bridge Park, New York, NY  
 Fountains, Millennium Park, Chicago, IL



Photo: TripSavvy, C. Giguere



Photo: asla.org, S. Shigley

## Linear Parks

Activation opportunities for San Pedro's growing promenade spaces, as well as for other linear conditions, include adding recreational activities, seating, walking and bike paths, playgrounds, vegetation, and design interventions such as distinctive paving. Linear parks, which are long and narrow, connect major nodes to one another.

At Right: Linear park / promenade examples (clockwise):  
 Ricardo Lara Linear Park, Lynwood, CA (SWA)  
 Domino Park, New York, NY (James Corner Field Operations)  
 Katy Trail, Dallas, TX (SWA Group)  
 The Goods Line, Sydney, Australia (ASPECT Studios)



Photo: Aspect Studios



Photo: AIA New York, B. Doherty

## San Pedro's Waterfront Connectivity Plan







Photo: landezine.com



## Plazas

Plaza spaces at the waterfront are defined as open, paved spaces that are near buildings or attractions. Plaza spaces can be activated with art installations, water features, recreational activities, vegetation, shade, and seating.

Plaza examples (clockwise from top left):  
 Nathan Phillips Square, Toronto (Hoerr Schaudt + Perkins+Will + PLANT Architect)  
 The Culver Steps, Culver City, CA (SWA Group)  
 Dilworth Park, Philadelphia (Olin)  
 San Jacinto Plaza, El Paso, TX (SWA Group)



Photo: Kieran Timerlake, J. Ewing

## Water Recreation

Water recreation is a key activation element for San Pedro's waterfront. Interventions include enhancing opportunities for stand-up paddleboarding and kayaks, playgrounds, beach volleyball, boating, and fishing. Natural features, such as the salt marsh, can also serve as an inspiration.

At Right: Water recreation examples, clockwise:  
 Stand Up Paddleboarding, Naples Long Beach, CA  
 High Island Audubon Canopy Walk, Houston, TX (SWA Group)  
 Boating at the Cabrillo Way Marina, San Pedro, CA  
 Kayak launch, Brooklyn Bridge Park, New York, NY



Photo: Aragon Lending



Photo: asla.org, E. Felicella







Photo: The East Cut



Photo: Andrew Lloyd Photography



Photo: LADOT



Photo: Introspects

## Pocket Parks (Parklets)

Pocket parks can be located in small vacant parcels or alleys. During events, a portion of the street may be blocked off for pedestrian use. Possible activation methods include play areas, shade, vegetation, community gardens, and seating.

Pocket park examples, clockwise from top left:  
 Park Tower M1 POPOS (Privately Owned Public Open Space), San Francisco, CA  
 Charles & Mollison Street Pocket Park, Abbotsford, Australia (Hansen Partnership)  
 Paley Park, New York, NY (Robert Zion)  
 Motor Avenue Community Garden & Parklet, Los Angeles, CA (People St/LADOT)

## Interim

Interim activation strategies bring life to spaces through design, programming, and tenancing during pre-development, and serve as a component of the early phases of development. Examples include a bike park, a community garden, or an urban farm; a lawn for movie screenings or yoga classes; space for food and beverage providers; and public open space. More information on interim activation is included in the following pages.

Early activations are:

- Often short-term, interim uses of otherwise empty spaces
- Installations, short-term tenants, programming, events
- Part of placemaking strategies to help developments re-brand
- Experiments to test concepts

Early activations are not meant to:

- Be long-term tenancing strategies
- Attract strategic anchor tenants

## San Pedro's Waterfront Connectivity Plan



Photo: downtownseattle.org



# Interim Activation



## PRINCIPLES

- |   |   |   |  |
|---|---|---|--|
| <ul style="list-style-type: none"><li>▪ Landscape installation, art installation, etc.</li><li>▪ Always on; can activate site during non-business hours</li></ul> | <ul style="list-style-type: none"><li>▪ “Pop-Up” F&amp;B, retail installation</li><li>▪ Often public, community spaces, but can be existing tenant spaces</li><li>▪ Often high TIs; more performance-based rent</li></ul> | <ul style="list-style-type: none"><li>▪ Regularly occurring series or seasonal programs (e.g., farmer’s market, holiday market)</li><li>▪ Can be managed by owner or partner organization</li></ul> | <ul style="list-style-type: none"><li>▪ One-time or small-scale events</li><li>▪ Usually partnered with event operator</li></ul> |
|---|---|---|--|

## SAN PEDRO’S WATERFRONT

- |  |   |  |  |
|--|---|--|--|
| <ul style="list-style-type: none"><li>▪ Street furniture on Harbor Boulevard Promenade, Downtown Harbor, SP Slip Waterfront Plaza, LA Cruise Ship Promenade</li><li>▪ Ghost Fish 107 sculpture at Berth 73</li></ul> | <ul style="list-style-type: none"><li>▪ Food trucks behind Brouwerij West</li></ul> | <ul style="list-style-type: none"><li>▪ Historic Downtown San Pedro Local Harvest Farmer’s Market</li><li>▪ 1st Thursday Art Walks</li></ul> | <ul style="list-style-type: none"><li>▪ Spirit of San Pedro Holiday Parade</li><li>▪ Harbor Cup Regatta</li><li>▪ LA Fleet Week</li><li>▪ LA Maritime Institute Festival of Sail</li><li>▪ HKM Concert &amp; Car Show</li><li>▪ CMC Grimp Day: Battleship IOWA</li><li>▪ Los Angeles Walk-n-Roll</li></ul> |
|--|---|--|--|

The chart above highlights a range of activation types, from smaller-scale installations that are always active to large, one-time events. San Pedro’s waterfront already benefits from a range of activations; a cohesive approach to the timing, location, and positioning of those

activations going forward can leverage maximum value for development on Port property. The main goal of early activation is to catalyze transformation towards a new experience and brand, and attract people to the site.

# Goals of Activation

## Attract Users

- Through reactivating empty spaces with new uses, attract end users and customers, bringing people on to the site

## Attract Tenants

- Support attracting tenants that align with the new vision and new experience of the space
- Test new concepts to inform future mix of amenities

## Enhance Brand

- Change perceptions for customers, tenants, public agencies
- Signal change and transformation to the public

## Garner Support

- Act as tangible proof of change and demonstration of direction to support entitlement narrative
- Show investors that there is value



# Interim Activation in San Pedro's Waterfront



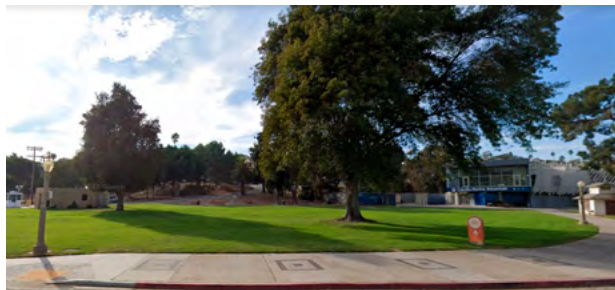
## ACTIVATION



## SAN PEDRO'S WATERFRONT



Signal Street Linear Park



Cabrillo Beach Park



22nd and Miner Street Parking Lot

### SMALL

- Signal Street (0.4 miles)
- Inner Harbor Linear Park (0.2 acres)
- SP Slip Plaza (0.2 miles)

### MEDIUM

- Cabrillo Beach Park (0.6 acres)
- Warehouse 1 Open Space (0.8 acres)
- Bloch Field (2 acres)

### LARGE

- 22nd and Miner Street Parking Lot (7 acres)

# Types of Open Space for Interim Activations

Permanent and seasonal installations and moderate events and programming are more suitable for smaller open spaces, such as pocket parks, parklets, and linear parks. Larger sites, such as parking lots and major plazas, can accommodate large-scale, one-off events.

San Pedro's waterfront is home to a range of open spaces that could support a diverse array of interim activations at strategic points along the waterfront, contributing the area's overall level of activation and supporting existing and future uses.

### SMALL

- Pocket Park
- Parklet
- Linear Park

### LARGE

- Large Park/Plaza
- Parking Lot
- Development Parcel





Photo: Sasaki



Photo: Brooklyn Bike Trail



Photo: Place Design Group



Photo: Greenpoint Terminal Market, R. Nicholas

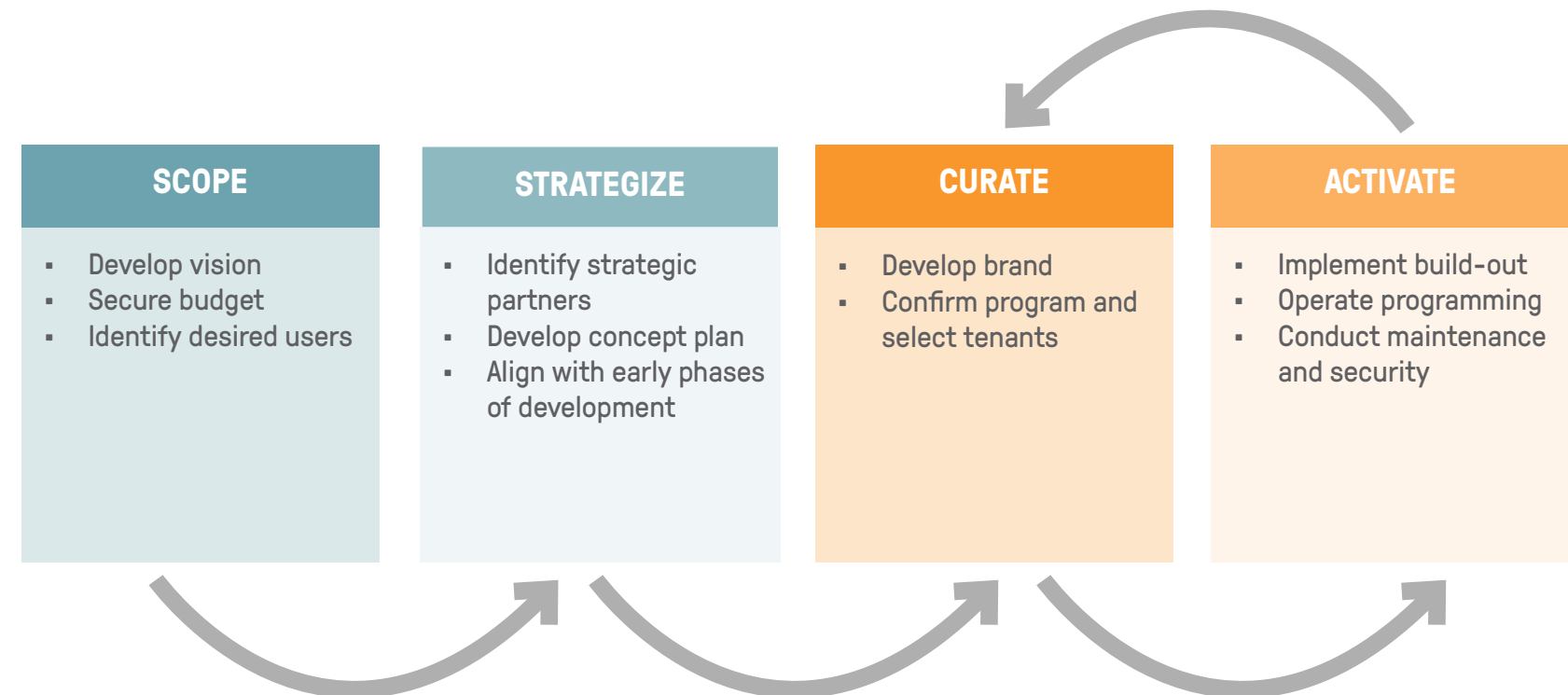
## Activation Examples

- Lawn on D (pictured, top left) was created to increase the visitor appeal of Boston's main convention center. Programming and installations were successful in catalyzing adjacent mixed-use development and creating a brand for the neighborhood.
- This one-year pop-up park (pictured, top right) was in response to Two Trees Development issuing an RFP for temporary use of the vacant lots within the Brooklyn waterfront redevelopment. This plan included a bike park, urban farm, movie screenings, yoga classes, food providers, and public space.
- The Greenpoint Terminal site, (pictured, bottom right) a vacant lot along the North Brooklyn waterfront, hosts Skyline Drive-in movies, a series of events, and programming.
- Tallawong Interim Activation Area (pictured, bottom left) created a flexible space for commuters and nearby residents to enjoy as a new metro station, with more permanent attractions, was constructed

(Left, clockwise) The Lawn on D, Boston, MA; Domino Sugar Factory Site, Brooklyn, NY; Greenpoint Terminal, Brooklyn, NY; Tallawong Interim Activation Area, Sydney, Australia

## Activation Process

The process of interim activation begins with scoping and moves to strategy, curation, and the implementation of activation. Due to the experimental nature of interim activation, the process is often nonlinear. Revisiting earlier steps may be necessary to achieve a successful activation strategy.





# Recreational Boating



Public amenities for recreational boating could be another area for growth in San Pedro. There are two public landings in San Pedro: one located at the Downtown Harbor north of the Los Angeles Maritime Museum, and one at West Harbor’s public boat dock. Vessels, including boats, kayaks, and paddleboards, may launch from either location.

There currently is no hand-launch dock or area at Cabrillo Beach. It is recommended that one be added in that area, possibly near the boat launch as an extension of that dock, as well as at the Whalers

Walk landing. A combination of boat launch, public dock, and hand-launch dock was recently constructed in Coronado, similar to the photo above. As part of a new dock, the existing Cabrillo Beach boat launch and boarding dock is recommended to be improved. There are boating infrastructure grants available specifically for boat launch ramp improvements. Other possible hand-launch areas for non-motorized crafts would be at Whalers Walk in Cabrillo Marina and 22nd Street Landing.

## Prioritizing Safety for Non-Motorized Crafts

While some parts of the waterfront are safe and appropriate locations for non-motorized craft such as kayaks and canoes, others are not. The Main Channel near West Harbor, for example, has a significant amount of vessel traffic from small craft and large vessels. Personal, non-motorized watercraft are not recommended for this location except as part of a licensed tour group. Traffic will only increase with the development of the Outer Harbor cruise ship terminal. It might be possible to create a backwater area between the bulkhead and docks at West Harbor for recreational use, but personal craft should be kept out of the main channel for safety reasons.





Photo: Palm Beach Post

## Public Docks

### Dock & Dine Docks

Dock and Dine docks are day-use courtesy docks, usually alongside residential docks, liveaboard slips, or within local marinas. The dock-and-dine concept encourages boat owners to visit the waterfront in their water craft rather than driving and parking in their car, by providing a temporary location to tie up near their destination. There are currently no dock-and-dine locations in the San Pedro Waterfront area, but there is an existing courtesy dock at the eastern end of West Harbor near the Maritime Museum. There are liveaboards (boats that serve as a primary residence) throughout the marinas in Cabrillo Harbor in San Pedro as well as those in Wilmington. Liveaboards are approximately 5% of all slips, accounting for around 400 vessels. Boaters in local marinas may sail around the LA Waterfront to patronize restaurants and stores.

(Left) Dock & Dine slips in Delray Beach, FL

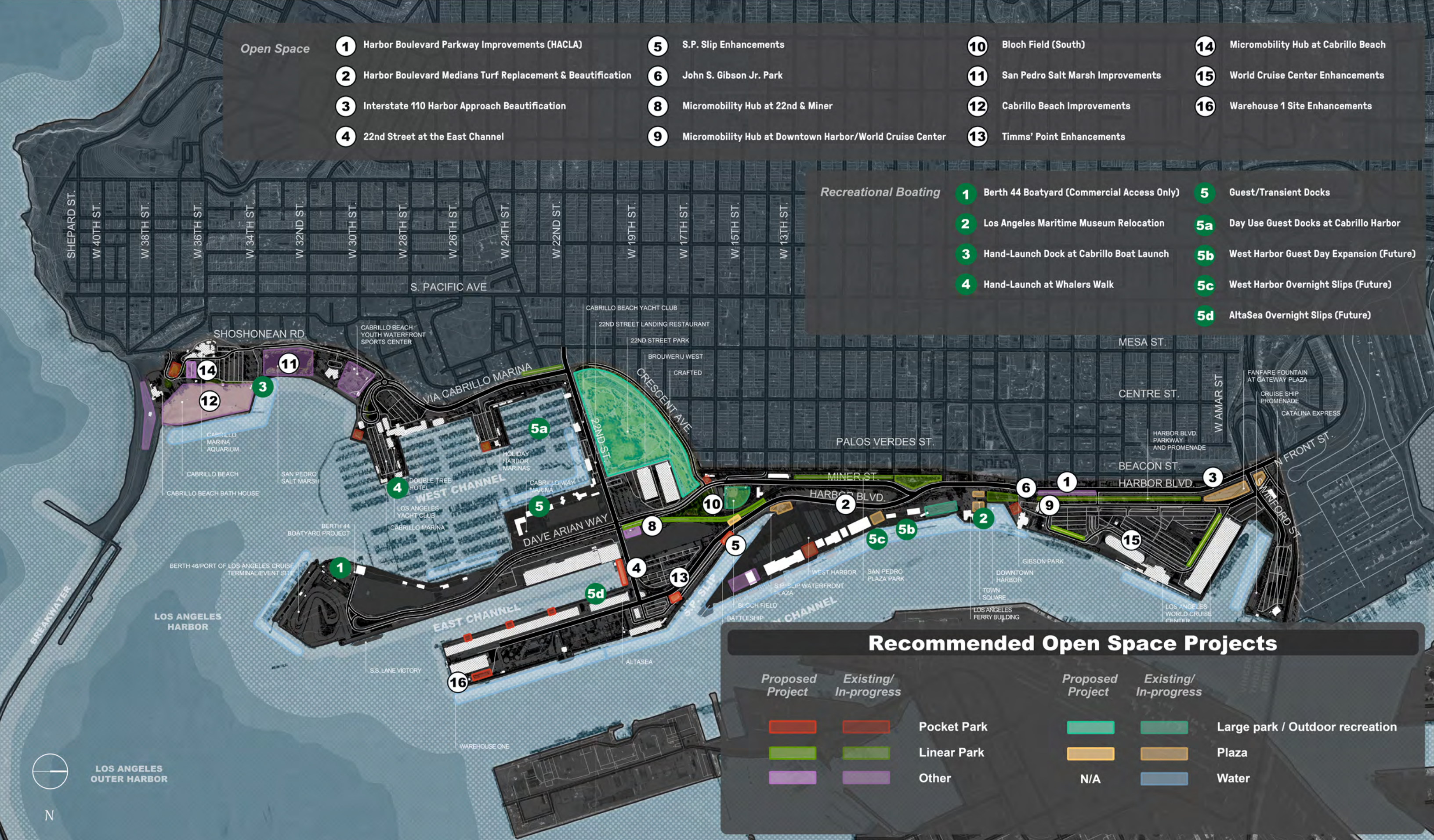
### Transient Docks

Transient docks are overnight or multi-day short-term berths for sailors from other harbors, and are located at West Harbor, Downtown Harbor, and Cabrillo Harbor. There are currently no private residential docks in the San Pedro waterfront area, with the closest located in Alamitos Bay. 90% of the vessels in Cabrillo and Wilmington Harbors are drive-in slips. Therefore, transient or overnight docks are recommended; these could be used for dock-and-dine functions as needed. It is also recommended that transient slips be incorporated into any new landside development at Cabrillo Way Marina, to serve that development as well as restaurants and businesses at 22nd Street Landing. The provision of dock-and-dine and/or transient docks helps support non-vehicular means of connectivity to San Pedro.

(Right) Transient docks in Newport Beach, CA









# Open Space Recommended Projects

Connectivity improvement projects are shown on the previous map, and are described here (the map’s numbering corresponds to the descriptions). Many of these projects were previously identified during waterfront planning efforts carried out by the Port of Los Angeles prior to this writing, and some are already in various stages of design. New opportunities that have arisen from San Pedro’s Waterfront Connectivity Plan are also included.

Chapter 4 of this document, “Implementation,” provides more information regarding phasing (when projects will begin). Improvements that are not on Port property are subject to implementation by their respective owners, or by the City if on City property.



## 1. Harbor Boulevard Parkway Improvements (HACLA, 1st & 3rd)

The parkway will add 15,600 square feet of open space and amenities to the existing Harbor Boulevard Parkway. Project elements include flex space, a multi-purpose lawn, a children’s play area, an adult exercise area, picnic areas, and game tables. The project is currently under construction.



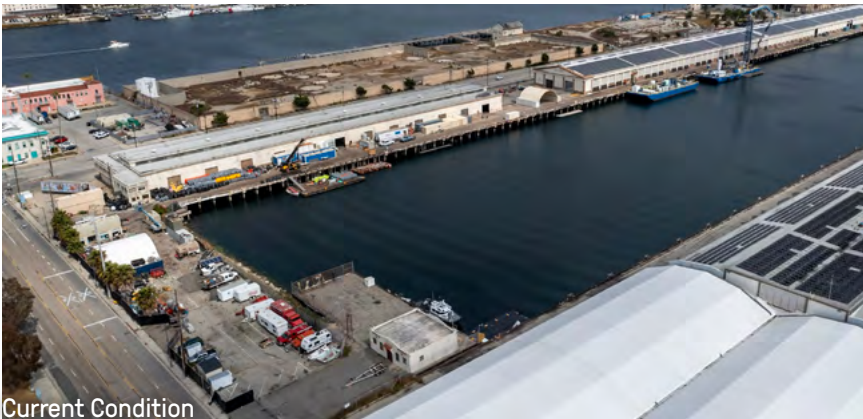
## 2. Harbor Boulevard Medians Turf Replacement & Beautification

Along Harbor Boulevard, many medians have grass or dirt. The beautification process would include replacing all turf with climate-adapted plants to create a more distinctive experience and conserve water-use with less irrigation.



## 3. Interstate 110 Harbor Approach Beautification

The beautification effort here will integrate a multi-use pathway and landscape areas to improve space for pedestrians and bicyclists. The plan will provide a new pathway to access the waterfront, and also fill in one of the last gaps of waterfront promenade, which will connect Wilmington and San Pedro.



## 4. 22nd Street Open Space at the East Channel / AltaSea (Berth 56)

South of 22nd Street, within the East Channel, is a future tenant space integrated with the AltaSea campus. The outdoor space has potential to connect with the Waterfront Promenade and provide an enhanced public experience highlighting San Pedro’s indigenous past. This could include green space such as native habitat and constructed wetland, waterfront seating, shade, and art.



# Open Space Recommended Projects Continued



## 5. SP Slip Enhancements

The SP Slip Promenade would connect the West Harbor Promenade with AltaSea and 22nd Street. The 0.2 miles of promenade would co-exist with reserved space for commercial fishing activity. Open space toward the north end of the slip would become flexible green space, plaza, and waterfront seating for public use. This is an ideal opportunity to included elements that highlight San Pedro’s history.



## 6. John S. Gibson Jr. Park

John S. Gibson Jr. Park is a pocket park located along Harbor Boulevard. It is currently open to the public, and has several memorials and landmarks. Improvements to the park can be furthered with site updates like planting, shade, benches, and additional art.



## 7. Angels Walk LA Program Ongoing Developments

This effort continues the ongoing program, highlighting local landmarks and providing a clearly defined 4.3-mile pedestrian corridor walk.



## 8. Micromobility Hub at 22nd & Miner

The existing Red Car stop at 22nd Street and Miner Street can be redeveloped into an open space with micromobility amenities, public restrooms, and a cafe/food kiosks. The open space can be temporarily programmed with pop-up amenities, or developed with permanent ones.



## 9. Micromobility Hub at Downtown Harbor

This hub would provide micromobility stalls, charging stations, and sheltered bike racks and lockers. To improve the safety and experience at this hub, it is critical to add some open space and clear pedestrian access.



## 10. Bloch Field (South)

Bloch Field, adjacent to the baseball field, has the opportunity to be redeveloped into public open space. Since the waterfront doesn’t have many large parks, this space could be activated for daily use as well as for large events.



# Open Space Recommended Projects Continued



## 11. San Pedro Salt Marsh Improvements

This 3.75-acre man-made salt marsh was built to mitigate habitats loss due to coastal development. Access to this marsh can be improved with maintained vegetation and access to the lookout points.



## 13. Timms' Point Enhancements

Timm's Point is a landmark located in a small pocket park along Harbor Boulevard. As part of the SP Slip Promenade, Timm's point would be a destination along the path. The park could benefit from improved pedestrian access and open space amenities.



## 15. World Cruise Center Public Improvements

Renovation and expansion of the Port of Los Angeles World Cruise Center includes interior and exterior upgrades that are designed to provide more open space as well as more efficient passenger processing.



## 12. Cabrillo Beach Improvements

Enhanced public amenities and parking improvements at Cabrillo Beach would aid pedestrian access.



## 14. Micromobility Hub at Cabrillo Beach

The micromobility hub would provide micromobility amenities, such as bike/scooter rentals, charging stations, bike repair stations, drinking water, and shaded seating. To improve the safety and experience at this hub, it is critical to add some open space and clear pedestrian access.



## 16. Warehouse 1 Site Enhancements

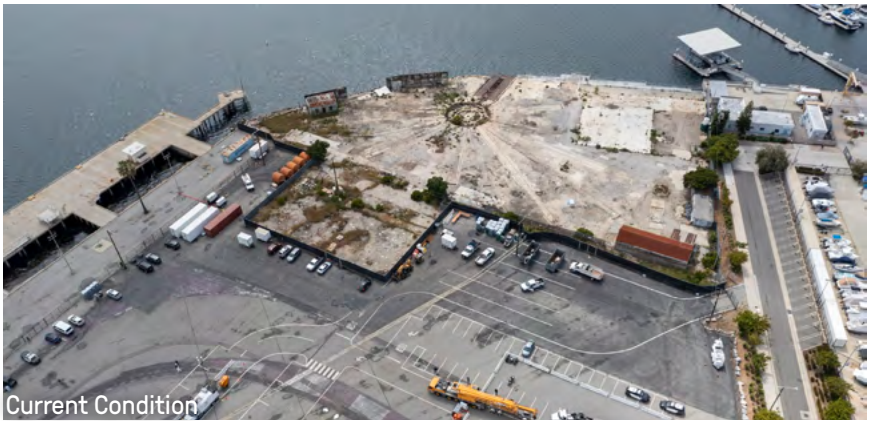
Accompanying the redevelopment of Warehouse 1, the public would benefit from more public open space at the edge of the berth. This open space can coordinate with programming at Warehouse 1, whether as a plaza with seating, open space, or flexible space.



# Recreational Boating Recommended Projects

Connectivity improvement projects are shown on the previous map, and are described here (the map’s numbering corresponds to the descriptions). Many of these projects were previously identified during waterfront planning efforts carried out by the Port of Los Angeles prior to this writing, and some are already in various stages of design. New opportunities that have arisen from San Pedro’s Waterfront Connectivity Plan are also included.

Chapter 4 of this document, “Implementation,” provides more information regarding phasing (when projects will begin). Improvements that are not on Port property are subject to implementation by their respective owners, or by the City if on City property.



Current Condition

## 1. Berth 44 Boatyard

Boat storage, maintenance, and repair is in high demand at the waterfront. The historic Berth 44 Boatyard would be able to accommodate commercial vessels in a variety of sizes.



Current Condition

## 2. Los Angeles Maritime Museum Relocation

Moving the museum off of the water’s edge, but within the waterfront, would allow for a new and improved amenity along the waterfront. The existing historic building can remain and be re-purposed for future use.



Current Condition

## 3. Hand-Launch Dock at Cabrillo Boat Launch

Adding a non-motorized launch near the existing public boat launch would increase usage for non-motorized crafts. The launch can be an extension of the existing dock.



Current Condition

## 4. Hand-Launch at Whaler’s Walk

A new public access dock can be created utilizing the existing dock extending from Whalers Walk. This would provide public access for boat rentals, a commercial landing for harbor crafts, and an area for hand-launching crafts like SUPs.



# Recreational Boating Recommended Projects Continued



## 5. Guest/Transient Docks

While there are existing guest slips located throughout the harbor, they are not available at all marinas. Existing demand should be verified for overnight or multi-day short-term docks.



### 5a. Day Use Guest Docks at Cabrillo Harbor

Day use guest docks can be used as transient slips, incorporated into any new landside development at Cabrillo Harbor. Ownership recommendations include deferring to marina operators to ameliorate revenue impacts and security risks to existing tenants.



### 5b. West Harbor Guest Day Expansion (Future)

As West Harbor continues to develop, demand for additional day slips should be evaluated. Tenants should determine whether guest docks are desired for events and restaurants.



### 5c. West Harbor Overnight Slips (Future)

As West Harbor continues to develop, demand for overnight or multi-day short-term docks at West Harbor should be evaluated. Tenants should determine whether guest docks are desired for events and restaurants.



### 5d. AltaSea Overnight Slips (Future)

As AltaSea continues to grow, short- and long-term berths should be evaluated for visiting research vessels and the public if necessary.



# Public Art Opportunities



Public art can be an opportunity for community members to come together to select or create art, or simply to enjoy it. San Pedro’s waterfront already has successful public art, as documented in the Existing Conditions chapter, but there’s room for more. New art should demonstrate some of the same strengths as examples like the Telltales Wind Ensemble (pictured above), which ties into the nautical character of the space and also interacts with the environment as the “telltales” respond to the ocean breeze.

Public art has been divided into five categories, defined at right, and examples are provided for each type on the following pages. Guiding principles for the integration of art at San Pedro’s waterfront are also included, and can serve as a basis for developing a public art program. Investment in a Public Art Master Plan for the LA Waterfront would further establish a cohesive framework for implementing the addition of large-scale artworks. It could provide recommendations for identifying specific locations, selecting artists, and approving proposals, as well as a plan for funding, maintenance, and public outreach and education.

## Site Art Properties & Categorization

**Art to support connectivity should adhere to the following criteria:**

- Art should be related to the maritime experience
- Art should relate to local history and culture
- Art should involve collaboration with local artists and organizations
- Select locations should be identified for international RFPs
- Art should utilize historic artifacts in possession of the Port of LA
- Art installations should be site-specific and respond to the context

Different types of art may be more suitable for particular types of locations. Categories are defined below.

**Gateway:** announces arrival at a location and welcomes the visitor. Art should be easily visible from afar.

**Promenade:** conforms to a linear condition, and is often located alongside a major street or geographic feature such as a river or ocean.

**Water:** interacts with its location on or in a body of water. Art that is proximate to water may respond to the frequently changing conditions of its environment.

**Plaza:** helps to create a gathering space out of a large open area or square, and often features hardscape.

**Park:** exists in an open condition, inviting people to gather and recreate, and often features softscape.





Photo:L'est Republicain, AFP



Photo: Clavel Arquitectos



## Gateway Art

Gateway art should create a feeling of arrival and welcome and serve as a landmark to facilitate wayfinding. Gateway art can vary in size and composition, but should be visible from afar.

Gateway art examples, clockwise from upper left:  
 Bao'an Waterfront Park, Shenzhen, China (SWA Group)  
 Huge Arches, Versailles, France (Bernar Venet)  
 Dubai Creek Harbor, Dubai, United Arab Emirates (SWA Group)  
 Main Entrance Gate, Tierra Calida, Molina de la Segura, Spain (Clavel Arquitectos)

## Promenade Art

Promenade art should create moments of interest and interaction along the line of the promenade. This type of art can be permanent, or rotate from time to time.

Right: Promenade art examples (clockwise):  
 Park Bench, London, England (Jeppe Hein)  
 Quarter Mile Arc, Laguna Beach, CA (Phillip K Smith III)  
 Wings of Mexico, Dubai, UAE (Jorge Marin)  
 Runaway, Santa Barbara, CA (SPORTS)

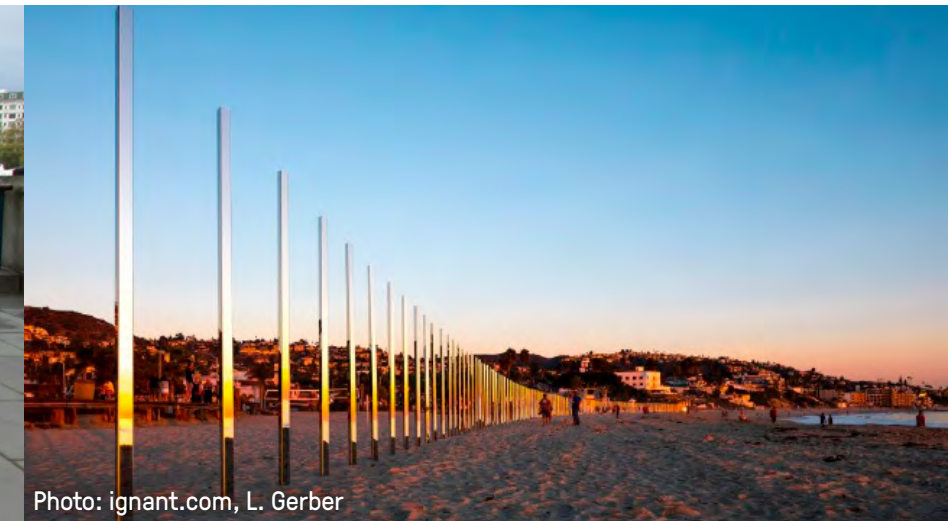


Photo: ignant.com, L. Gerber

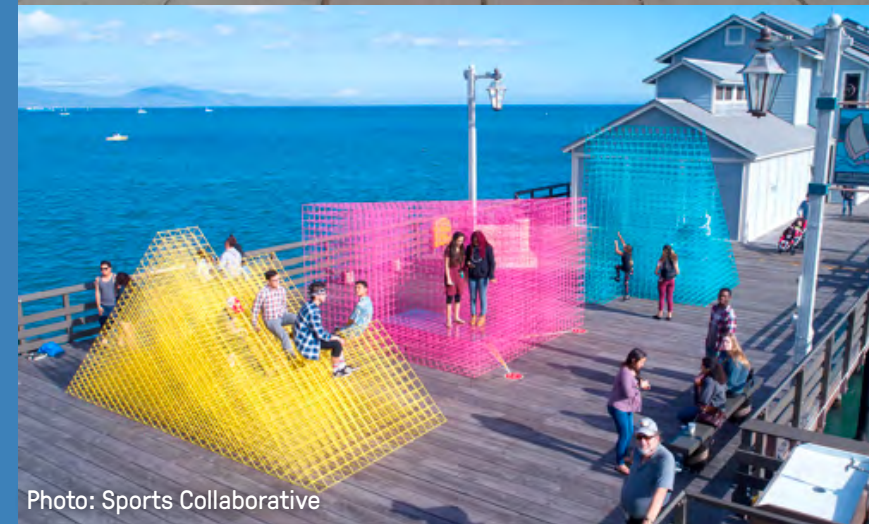


Photo: Sports Collaborative



Photo: one-million-places.com





Photo: Hybebeast, H. Ho



Photo: Arch Daily, I. Baan



Photo: cnn.com, M. Bertorello



Photo: world-architects.com, P. Kozlowski

## Water Art

Water art can range in scale and scope, but should interact with the water in a playful way. This might include underwater sculptures, installations submerged in the harbor, or temporary art projects like floating installations. The interaction between the art and the water adds visual interest to the pieces due to the water's movement and reflection.

Water art examples, clockwise from upper left:  
 KAWS: HOLIDAY, Seokchon Lake, Seoul, Korea (KAWS)  
 Bruges Triennale Pavilion, Bruges, Belgium (SelgasCano)  
 Sensual Wave, La Grande-Motte, France (Marion Moustey and Alexandre Arcens)  
 The Floating Piers, Lake Iseo, Italy (Christo and Jeanne-Claude)

## Plaza Art

Plaza art creates a point of interest and interaction within the confines of the plaza space. These pieces can become an identifiable attraction for the waterfront by attracting people to its unique characteristics. Large plaza art can also foster social cohesion and provide a means to engage with the community.

Right: Plaza art examples (clockwise):  
 Eclipse, Porto, Portugal (FAHR021.3)  
 Earthtime 1.78, Vienna, Austria (Janet Echelman)  
 Ring Mirror, Paris, France (Arnaud Lapierre)  
 Cloud Gate ("The Bean"), Chicago, IL (Anish Kapoor)



Photo: mymodernmet.com, F. Guerra



Photo: thisiscolossal.com, J. Echelman



Photo: choosechicago.com

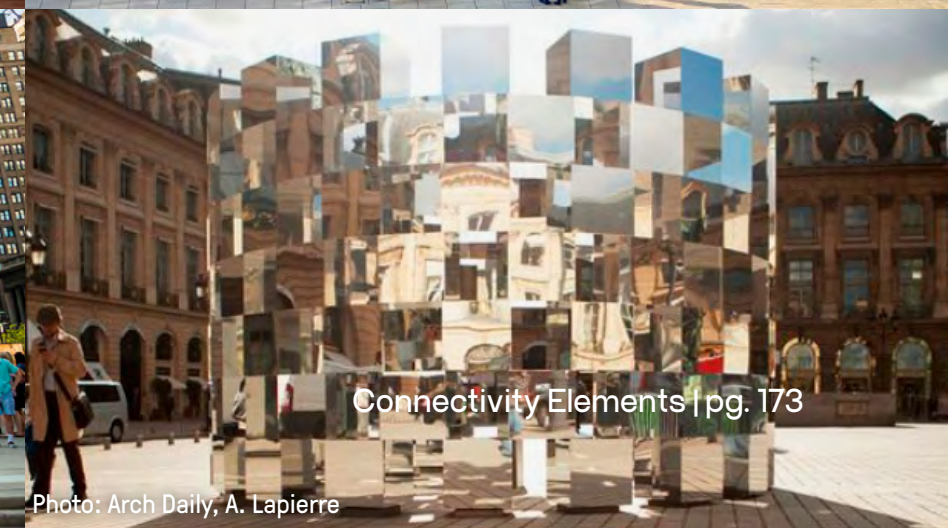


Photo: Arch Daily, A. Lapierre





Photo: dezeen.com



Photo: STARTT



Photo: Ordrupgaard, A. Omvik

## Park Art

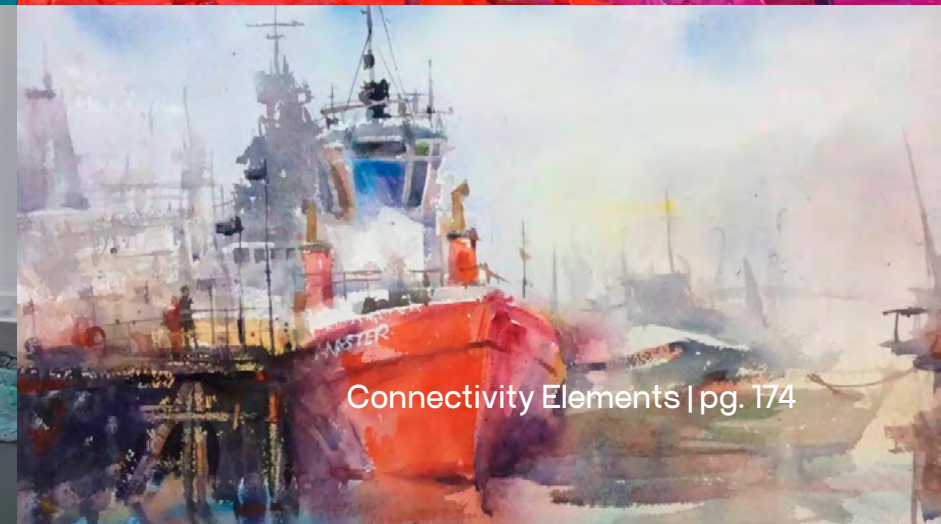
Park art promotes play and interaction in an open area. This type of art is more durable to encourage active play and engagement. As there are limited large parks within the waterfront, park art should either be concentrated in one large area or scattered in smaller pockets. Efforts are currently underway by a local non-profit organization to implement a regional art park at 22nd Street Park.

Park art examples (clockwise from upper left):  
 Luminous Red Arches, Presidential Residence, Lisbon, Portugal (LIKEarchitects)  
 Mi Casa, Your Casa, High Museum of Art, Atlanta, GA (Esrawe Studios)  
 Weather the Weather, Ordrupgaard Kunstpark, Charlottenlund, Denmark (Olafur Eliasson)  
 Whatami, Maxxi Museum, Rome, Italy (Simone Capra & STARTT)

## Connect to the Existing Art Community

San Pedro has a strong community of local artists, with the Angels Gate Cultural Center serving as a hub, and First Thursday Art Walks in the downtown area every month. AltaSea also hosts an annual art exhibit, Blue Hour, every fall. San Pedro is home to many art galleries, as well as a non-profit Arts District organization to help fund murals, community art, and other projects. New art in San Pedro's waterfront should capitalize on this existing presence.

Right: Artists in San Pedro, clockwise (all photos via Angels Gate Cultural Center):  
 Gil Mares  
 June Edmonds  
 Tianlu Chen  
 Nancy Voegeli-Curran









# Public Art Recommended Projects

Connectivity improvement projects are shown on the previous map, and are described here (the map’s numbering corresponds to the descriptions). Many of these projects were previously identified during waterfront planning efforts carried out by the Port of Los Angeles prior to this writing, and some are already in various stages of design. New opportunities that have arisen from San Pedro’s Waterfront Connectivity Plan are also included.

Chapter 4 of this document, “Implementation,” provides more information regarding phasing (when projects will begin). Improvements that are not on Port property are subject to implementation by their respective owners, or by the City if on City property.



Example Image

## 1. 22nd Street Park Sculpture Park (Phase 1)

Twenty-second Street Park can benefit from installations of site-specific artwork and waterfront artifacts. Introducing art from local artists, or inspired by San Pedro, can help activate the park and enhance views. Phase 1 would be in the shorter term, identifying a few locations for art to serve as a pilot project.



Example Image

## 2. Waterfront Gateway Art Installations

Enhancing the gateway entries to San Pedro’s waterfront with public art installations will improve the pedestrian experience. Proposed locations include 22nd Street, Harbor Boulevard at the freeway offramp, and 6th Street. Refer to “Wayfinding Recommended Projects” to coordinate with gateway signage.



Current Condition

## 2a. 22nd Street

As a primary entrance to the waterfront from the residential neighborhoods, the Mesa and 22nd Street intersection should provide an installation that is engaging. Gateway art can vary in size and composition, but should emphasize the Port and the local environment. The site adjacent to the west end of 22nd Street Park could serve as an outdoor art interpretation center.



Current Condition

## 2b. Harbor Boulevard at the Freeway

As a primary entrance to the waterfront from both neighborhoods and regional connections, this intersection should provide an installation that is engaging. Gateway art can vary in size and composition, but should emphasize the Port and waterfront history.



# Public Art Recommended Projects Continued



## 2c. 6th Street

As a primary entrance to the waterfront from downtown San Pedro, this intersection should provide an installation that is engaging. Gateway art can vary in size and composition, but should emphasize the Port and San Pedro’s downtown community.



## 4. 22nd Street Park Sculpture Park (Phase 2)

After 22nd Street Park Sculpture Phase 1 pilot project(s), Phase 2 can begin to integrate additional art throughout the entire park. This would be longer-term and potentially a greater investment.



## 3. LA Waterfront Public Art Master Plan

Working with the Port, neighborhood art agencies, and the community, a large scale-art master plan should be developed. While the Connectivity Plan provides broad strokes for art recommendations, the Art Master Plan would build upon it, and highlight areas for art, recommended types, and phasing.



## 5. Implementation of Public Art Master Plan

Once the Art Master Plan is complete, the elements can be implemented throughout the waterfront, beginning with short-term recommendations.



# Wayfinding

**Good wayfinding is key to creating a positive visitor experience at the Port of Los Angeles and supporting the “Park Once, Stay All Day” concept. Those arriving by car should be able to find available parking spots quickly and easily. Once parked, pedestrians should be able to find directions and time the journey to their destinations; those traveling by bike or scooter should also have clearly marked paths. Signs should be placed in locations that give travelers enough time to find their correct lane and make their turns safely. Wayfinding signage should also be appropriately sized and located for each street’s traffic speed and other considerations. Finally, the style should help define the LA Waterfront’s identity as well establishing visitors’ specific location within the Waterfront.**

Currently, LA Waterfront signage falls under the purview of the 2014 LA Waterfront Design Guidelines. Relevant guidelines from this document are called out in the sidebar at right.

Currently, not all signage in the waterfront follows these guidelines (see Chapter 1, Overview, “Wayfinding Signage” on page 43), resulting in multiple signage identities. One option would be to continue with the design guidelines established in 2014. New signs would be produced to these standards; existing signage that does not conform would be replaced, as would aging or damaged signs that require replacement.

The second approach is to pursue an “identity refresh”: developing new graphic identity design guidelines for all LA Waterfront wayfinding signage. This approach would require a greater capital investment, as signs that are in good condition and conform with the 2014 design would need to be replaced. Placement guidelines could conform to the 2014 recommendations.



The following pages summarize the types of signage that comprise a comprehensive wayfinding strategy, and include some new sign types that are not outlined in the 2014 LA Waterfront Design Guidelines.

## General Signage Guidelines

Adapted from the 2014 LA Waterfront Design Guidelines

- Signs along developed areas of the waterfront should be inspired by the colors of the Port and enliven the areas with their vibrancy. The design and color palette of the custom sign program should announce to pedestrians, bicyclists, and drivers that they have entered a new place.
- Signage should provide efficient and effective communication and facilitate wayfinding. This should be done by placing messages at optimal locations to improve pedestrian, bicycle, and vehicle safety while advancing an attractive waterfront design aesthetic.
- Signs should be scaled based on their environment and intended user(s), with larger signs for drivers moving at faster speeds and smaller ones for pedestrians.
- Signs should be located where they are most effective in terms of decision points and information needs. They should be located for prominence and readability.
- Although positioned for legibility, signs should be located so that neither they nor their users obstruct traffic.
- Signs should not block the clear path of pedestrians or those using assistive devices for mobility.
- Pedestrian-scaled signs should be co-located with street furniture to reduce visual clutter.
- Signs should be illuminated uniformly and use appropriate contrasting backgrounds to ensure visibility and legibility, even during night hours. Glare and reflection should be minimized.
- Whenever possible, easily identifiable graphic symbols that bridge language barriers should be used.
- Signage should be made of high-quality, durable materials suitable for the marine environment, requiring minimal periodic maintenance and resistant to vandalism.
- With careful planning, some signs can serve double duty, or multiple message panels can be combined onto one custom pole for a cohesive and uncluttered look. Over-signing should be avoided.





## Signage Recommendations by Category

### Vehicular Signage

These signs should vary in size according to the street size and speed limits of the areas they are located; they are made up of a family of signs, each designed for a specific purpose. Larger signs are required for bigger open areas and wide streets with faster moving traffic. Medium signs should be used on streets with less traffic. Special district name signs can be attached to the sign pole, but on a separate panel. The district name would change, while the overall look of the sign remains the same. Public parking signs and parking lot/structure identity signs should be integrated with the directional system outlined in the 2014 LA Waterfront Design Guidelines.

(Left) Current vehicular signage; future vehicular signage should include dynamic parking info, which should be integrated stylistically.

### Pedestrian Signage

Pedestrian signs should include directionals and maps that direct visitors on foot and traveling by bike to destinations and services both on and off the promenade, as well as major destinations within the downtown area within walking distance from the waterfront, such as the California Coastal Trail or major parks. Pedestrian directional signs are smaller and lower to the ground than vehicle signs, and direct visitors from parking areas and public transit stops to their final destinations. These directionals can contain more information than vehicle signage, since pedestrians can easily stop to read the messages. Walking times could be listed on signs for distances that require more than a 10-minute walk from the sign location. These signs should blend into park settings. Wayfinding would be improved with more frequent placement of maps and digital directories, as outlined in the 2014 LA Waterfront Design Guidelines.

(Right) Current pedestrian signage.







## Bike Signage

Bike route markers provide special lanes for bicycles and caution pedestrians and cyclists alike on the LA Waterfront property. These markers should also dot the pathway to keep bicycles on the correct route and provide directional information as needed. Signs can be combined onto other poles along the bike route to keep poles to a minimum and to reduce visual clutter, as outlined in the 2014 LA Waterfront Design Guidelines.

Bike signage mostly serves to define where bikes are allowed; more information regarding mobility hubs and charging stations should be included in future signage.

(Left) Bike signage at the promenade.

## Identity Signage

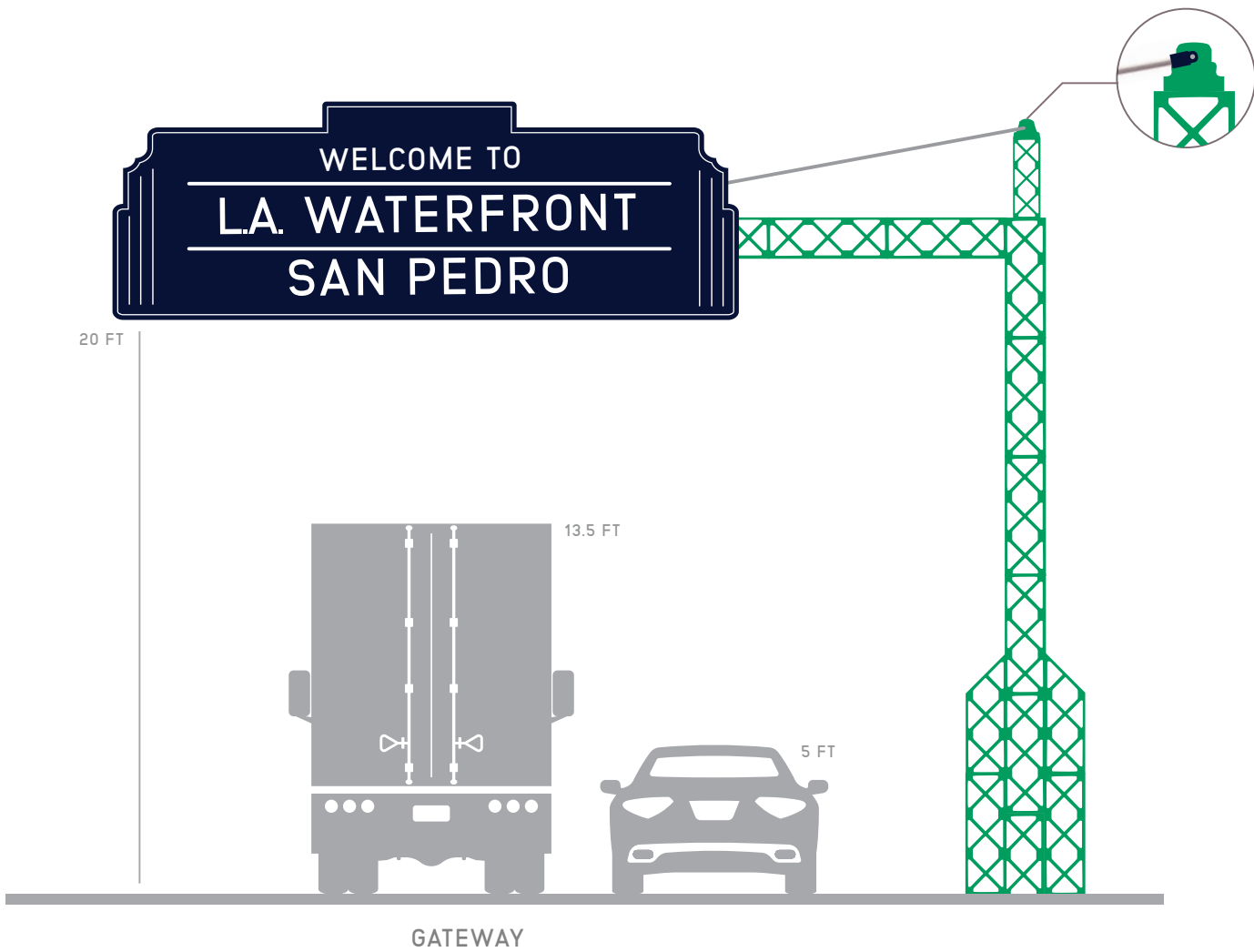
Identity signage is used to promote the overall LA Waterfront and smaller sub-areas and destinations, and to help people navigate their way. It is typically located at the entrance of destinations to signify arrival. Sub-area names and signs are attached to other environmental graphic elements to designate specific locations throughout the waterfront. This approach helps define the character of the waterfront as a whole while distinguishing individual sub-areas, and aids in wayfinding by demarcating borders as outlined in the 2014 LA Waterfront Design Guidelines.

(Right) Identity signage at the Cruise Terminal.





# Supplementing Signage Recommendations in the 2014 LA Waterfront Design Guidelines



## Gateway Signage

Monumental gateway signs clearly and boldly signal to visitors that they have arrived and are entering the LA Waterfront. They should be located at the primary vehicular entries to San Pedro’s waterfront at the Harbor Boulevard exit from Interstate 110, the west end of 22nd Street, and 6th Street approaching Harbor Boulevard. This type of signage is not addressed in the 2014 Guidelines; a concept is presented here for

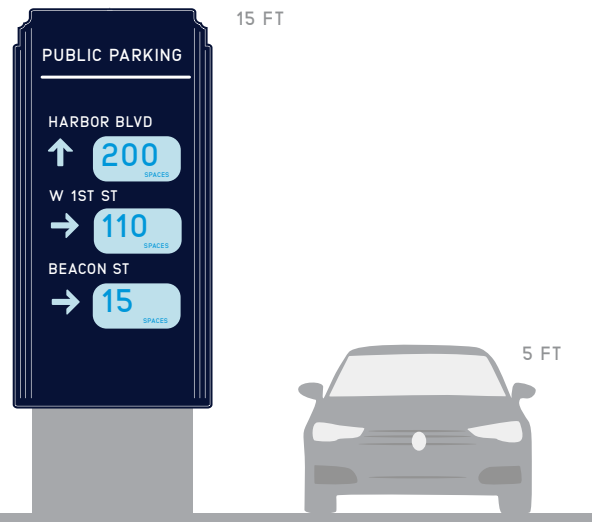
consideration. The gateway design should complement the character of the waterfront and the design of other waterfront signage. The example shown above takes inspirations from the Port’s gantry cranes, the Vincent Thomas Bridge, and historic architecture found in San Pedro.

## Districts within the Waterfront

The 2014 LA Design Guidelines provide gateway signage examples helping to demarcate different districts within the waterfront, such as the Los Angeles Cruise Terminal and the Cabrillo Way Marina. These examples are of a similar style, announcing arrival into the district while maintaining a unified style for the waterfront. Design elements such as color or distinct graphics can help to identify districts within the waterfront. However, during outreach events for this planning effort, the community did not agree on clearly delineated district boundaries, and it was felt that San Pedro’s waterfront should be unified rather than segmented. It is therefore recommended that any signage reflecting the special character of a particular place within the waterfront should remain within a single general style of the signage to foster a sense of connectivity.







SMART PARKING



WAYFINDING KIOSK



HISTORY/CULTURAL KIOSK



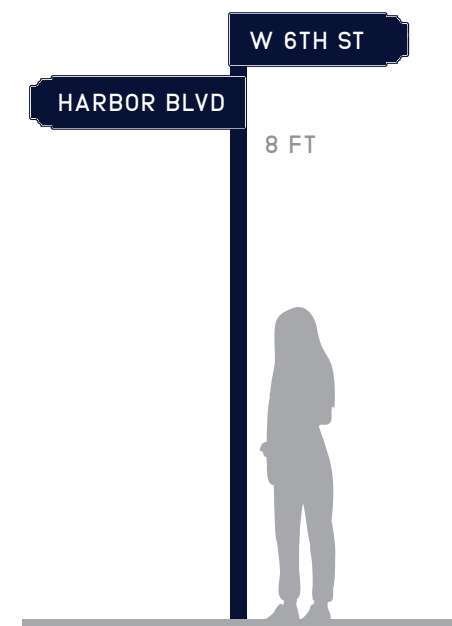
## Dynamic Parking, Wayfinding, and Educational Signage

Dynamic parking signage, also discussed in “Dynamic Parking & Wayfinding” on page 90 in the “Park Once, Stay All Day” section, can direct visitors to the nearest parking lots and structures, as well as indicating the number of available spaces. This type of signage helps reduce traffic by making it easier for visitors to find parking, and should be located alongside gateways to the waterfront like Harbor and Swinford. The information should be scaled to be visible from vehicles traveling on major streets at the appropriate speed.

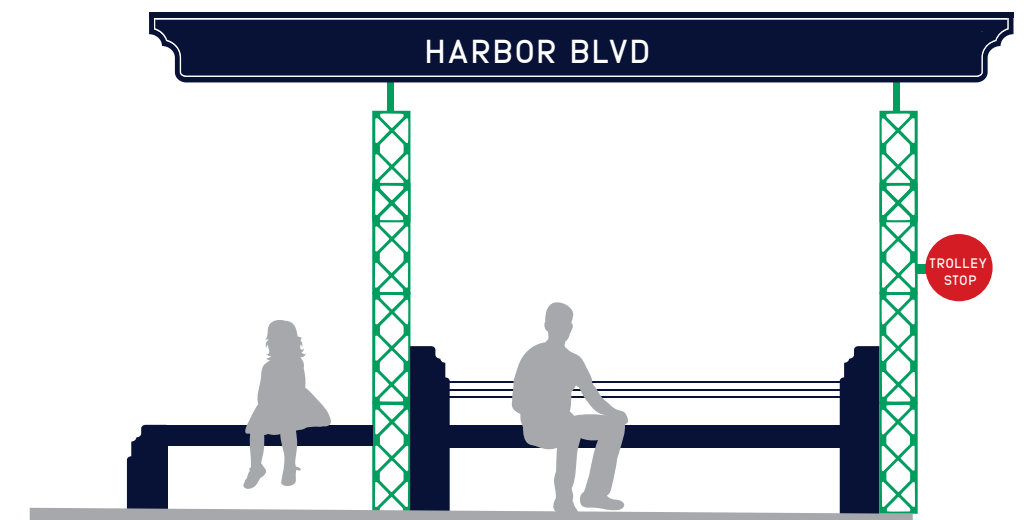
Wayfinding kiosks should provide information to pedestrians including maps and nearby attractions, and should be easily legible to the passerby. They should be located near parking areas, bus stops, transportation hubs, and pedestrian gateways. Historical/cultural information signage can be of a different design or color from the wayfinding signage to indicate its type, and should contain relevant historical data. These historical/cultural signs can be sited near the locations they describe, especially along popular pedestrian routes like the waterfront promenade, providing “points of interest” along the waterfront. Both types of signage encourage connectivity by creating routes through the area that are clear and enticing.

## Street and Bus Stop Signage

Street signs can reflect the waterfront identity, letting people know they are in San Pedro’s waterfront. Creating a unified street sign style will aid connectivity by giving a feeling of cohesion throughout. If the recommendation to add bus stop amenities (outlined in the “Improve Public Transit” section of this document) is undertaken, the design of the shelters should adhere to the rest of the waterfront’s signage to enhance the sense of cohesion and connectivity.



STREET SIGNS



BUS STOP



# Harbor & Swinford Gateway: Current





Port of LA  
Gateway Sign

## Harbor & Swinford Gateway: Recommended



Port of LA  
Smart Parking Pylon



Planting Beautification







# Wayfinding Recommended Projects

Connectivity improvement projects are shown on the previous map, and are described here (the map’s numbering corresponds to the descriptions). Many of these projects were previously identified during waterfront planning efforts carried out by the Port of Los Angeles prior to this writing, and some are already in various stages of design. New opportunities that have arisen from San Pedro’s Waterfront Connectivity Plan are also included.

Chapter 4 of this document, “Implementation,” provides more information regarding phasing (when projects will begin). Improvements that are not on Port property are subject to implementation by their respective owners, or by the City if on City property.



## 1. LA Waterfront Signage Master Plan

While the Connectivity Plan provides broad guidance for signage, a more a comprehensive wayfinding signage master plan should be developed. The comprehensive wayfinding strategy would include guidelines from previous studies as well as new sign types. The plan would also outline implementation.



Proposed Example

## 3. Digital Tools (Website and App)

Digital tools can help support wayfinding with user-friendly information on the LA Waterfront website and through mobile apps. These tools work in real time to provide users with accurate information.



## 2. LA Waterfront Gateway Signage

Monumental gateway signs signal arrival and entry to the LA Waterfront and should be located at primary vehicular entries. Proposed locations are 22nd Street, Harbor Boulevard at the freeway offramp, and 6th Street. Please see “Public Art Recommended Projects” for art integration potential.



# Wayfinding Recommended Projects Continued



## 4. Vehicle Directional Signage

Vehicle directional signage should continue to be installed to improve wayfinding for drivers in coordination with parking improvements. This type of signage helps reduce traffic by making it easier for visitors to find parking, and should be located alongside gateways to the waterfront like Harbor Boulevard and Swinford Street.

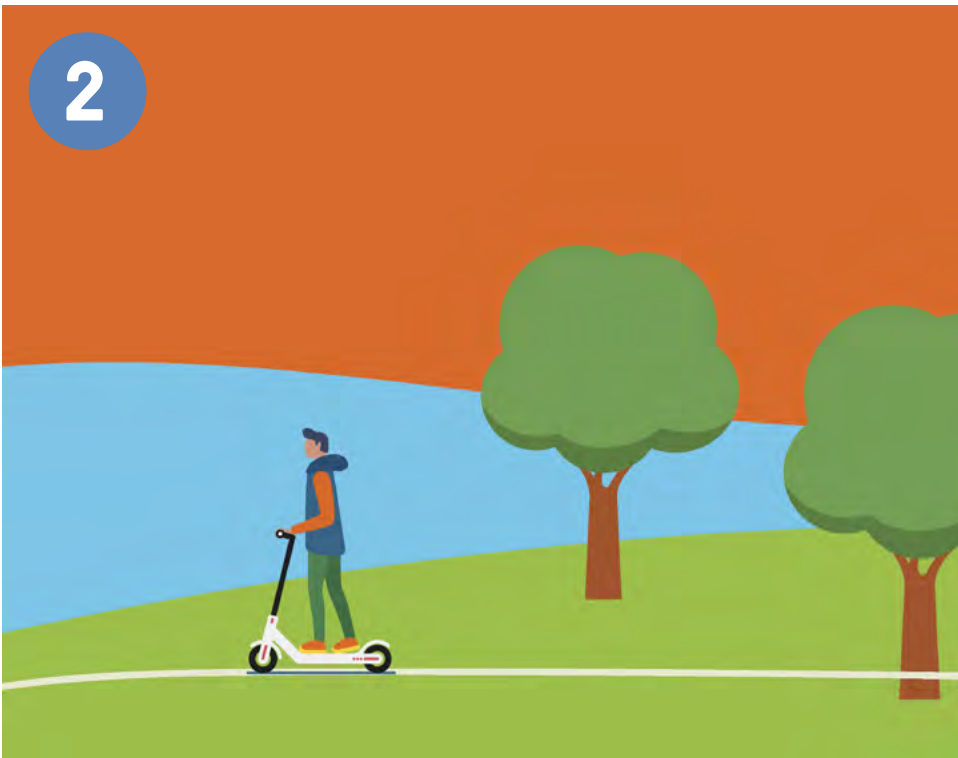
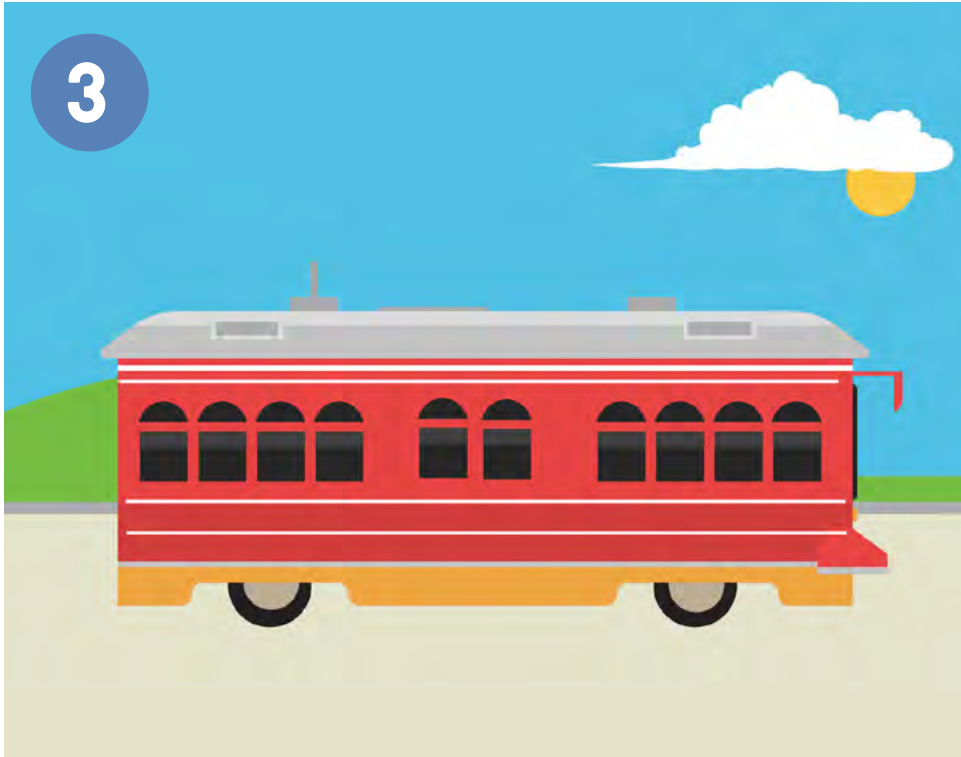
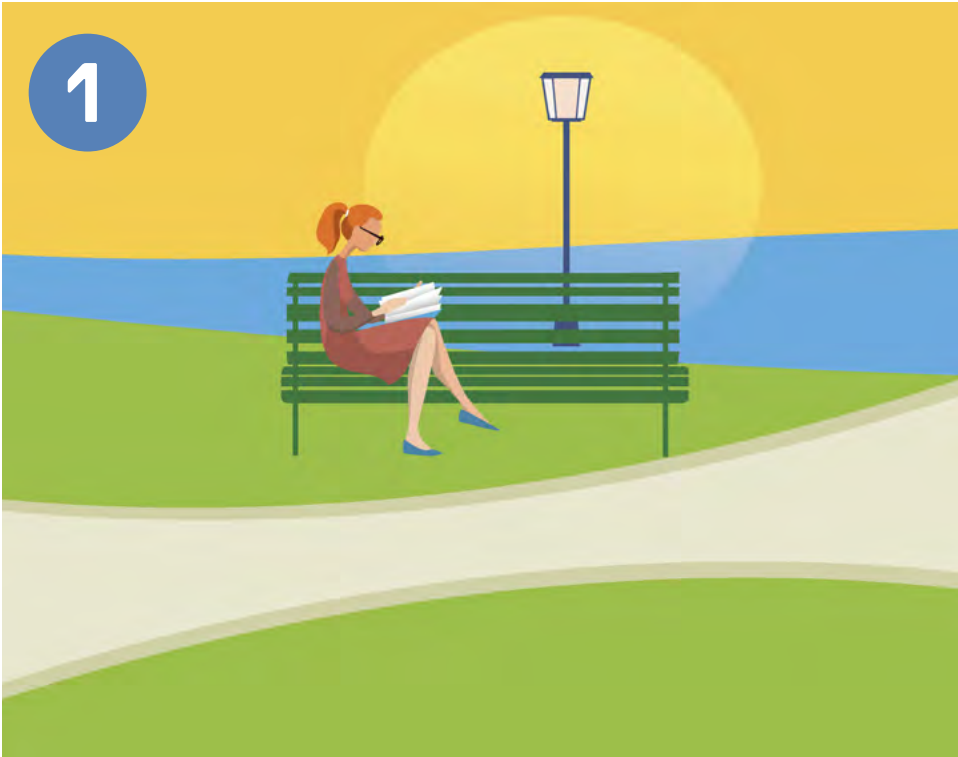


## 5. Pedestrian & Bicycle Directional Signage

Signage should be installed to improve wayfinding for pedestrians and bicyclists. Wayfinding should provide directional information and be easily legible to passers-by.



# Visitor Journey Scenarios



Visitor journeys imagine a path a person or group of people may take when visiting the waterfront. Each scenario takes the visitor(s) to various attractions utilizing different methods and routes, focusing on areas within the waterfront that will experience the greatest growth in development. These journeys are provided to help envision a well-connected, multi-benefit LA Waterfront in San Pedro.

- 1. Local Workout Routine
- 2. Family Excursion
- 3. Friends' Night Out
- 4. Out-of-Town Visitor



# Connectivity Feature Area



Many of the connectivity projects featured in the visitor journeys are located in the area around Harbor Boulevard, from the north end of the SP Slip to 22nd Street.



# Visitor Journey Scenario: Local Workout Routine

## A San Pedro resident goes on a weekly run at the waterfront.

A San Pedro resident goes on a weekly run around the waterfront. The pilot project at 1st and Harbor makes it easier to access the promenade from home near downtown San Pedro. The continuous and expanded promenade allows the resident to enjoy a carefree run by the water,

taking in the views along the way. The new trail connecting Harbor to Miner provides a more direct route to 22nd Street Park, where new art installations add interest to the workout.





1st & Harbor Pilot Project





# Visitor Journey Scenario: Family Excursion

## Two South Bay families meet up at San Pedro's waterfront for a day of exploration.

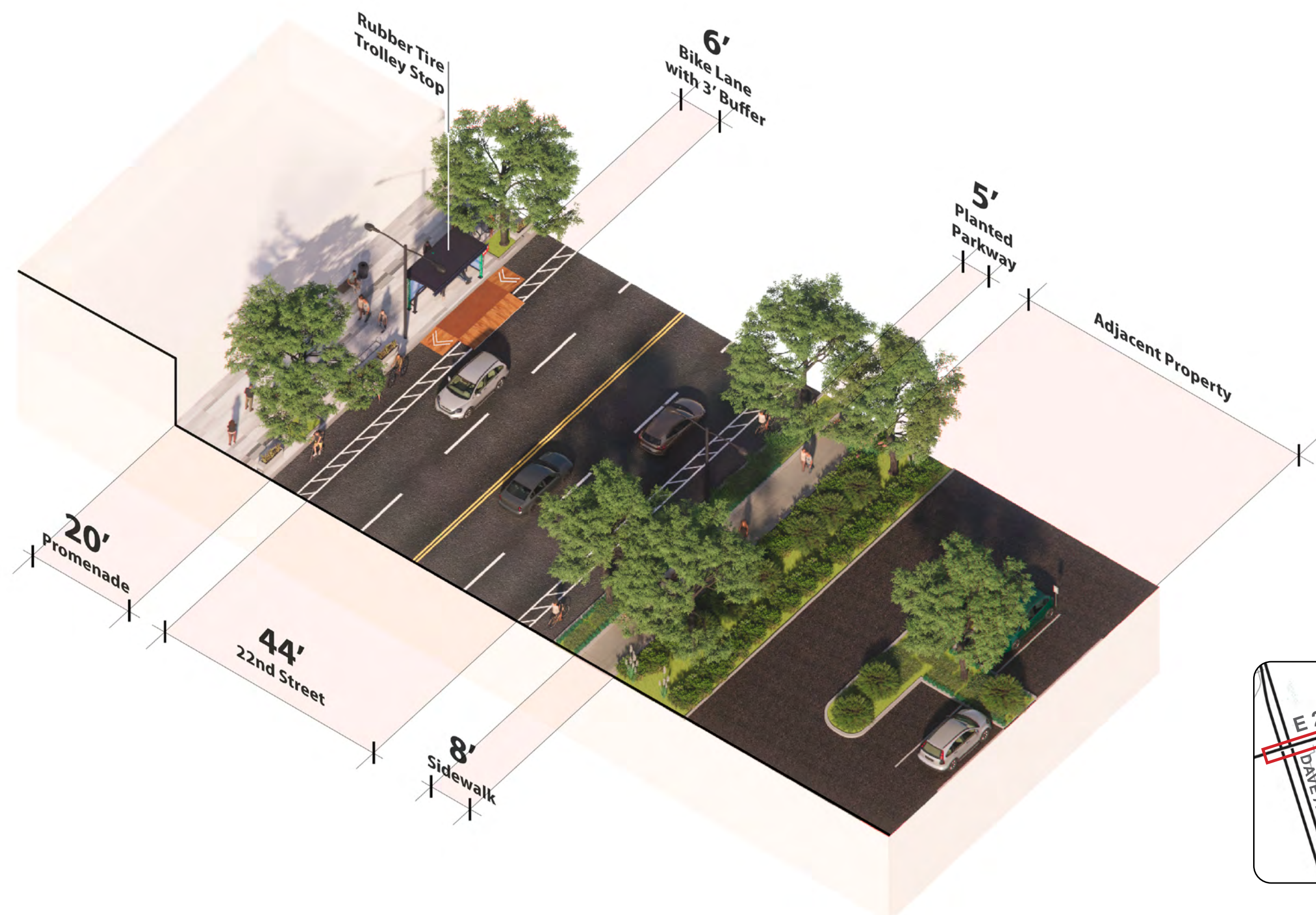
Two South Bay families meet up at San Pedro's waterfront for a day of exploration. Using the connections from the South Bay Local Travel Network as well as the 22nd Street Complete Street improvements, they stop at the micromobility hub for snacks and a rest. From there,

they easily access AltaSea and the new promenade open space. The families enjoy their water taxi trip to the Cabrillo Marine Aquarium, where they hatch some baby grunion, pet some sea anemones, and view all sorts of sea creatures.



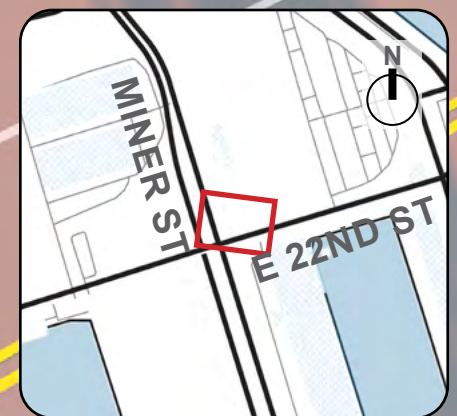


# 22nd Street Complete Street, Recommended Concept





# Miner & 22nd Mobility Hub





# Visitor Journey Scenario: Friends' Night Out

A group of friends from downtown Los Angeles go to San Pedro's waterfront for a concert at West Harbor.

A group of friends travel from downtown Los Angeles to San Pedro's waterfront for a concert at West Harbor. Taking advantage of an expanded Metro bus schedule, they arrive at the 7th and Pacific Transit Hub from the J Line. Clear signage informs them how to navigate at their

destination, and they take the trolley to Brouwerij West, where they grab a beer and a bite. From there, they take the Rails-to-Trails path to the SP Slip area and enjoy the views before heading to their concert, followed by food, drinks, and shopping. It's a festive night for all.





# 7th & Pacific Transit Hub





# Rails to Trails, Harbor to Miner





# Visitor Journey Scenario: Out-of-Town Visitor

An out-of-town couple has several hours before check-in time for their cruise.

A couple arrives at the Cruise Terminal from the freeway. Improved gateway and wayfinding signage makes it clear they've arrived at the right place, and allows them to park quickly and easily. They take the cruise-day tram to the SP Slip and take in the activity of the working

waterfront while enjoying a casual lunch. They return to the cruise terminal for embarkation having enjoyed their extra time at San Pedro's waterfront without the hassle of parking and re-parking at multiple destinations.





Gateway  
Improvements

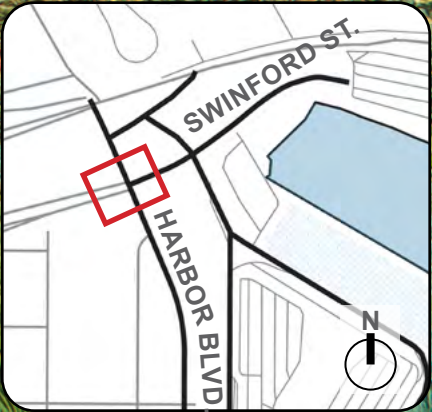
Port of LA  
Gateway Sign



Port of LA  
Smart Parking Pylon



Planting Beautification





SP Slip Promenade



HARBOR BLVD

SP SLIP



# Streetscape Design Toolkit

**This toolkit showcases a set of place-based streetscape best practices that will improve the urban experience at the human scale within and around San Pedro's waterfront.**

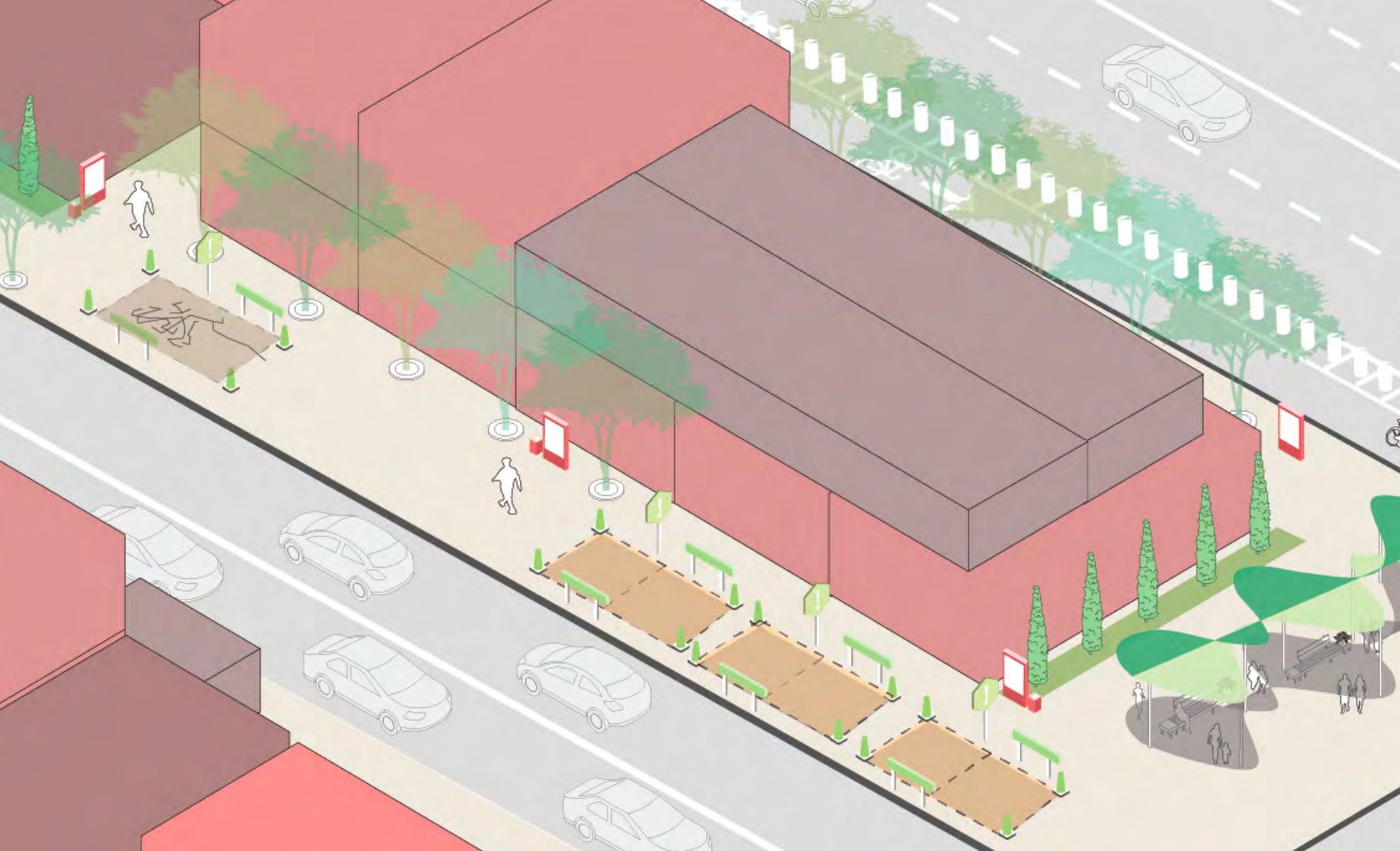
This toolkit presents a collection of “tactical” (temporary/ pilot) and permanent place-based design practices that aim to promote safety, increase connectivity, enhance public spaces, and improve overall-quality-of life for San Pedro residents. Many tools in the kit showcase the role that high-quality visual elements and art can play in strengthening the identity of San Pedro and its distinctive waterfront area, while also ensuring that future streetscape designs encourage efficient mobility for all residents and visitors.

This Streetscape Design Toolkit should be used to guide and direct the implementation of street improvements with respect to three key considerations in the study area: pedestrian safety, transit and bicycle access, and placemaking. The goal of this toolkit is to center non-automobile users by making sidewalks and streets friendly for those who are walking, biking, rolling, and using transit.



Within the toolkit, several elements can be installed quickly and easily in a “pilot” fashion, using temporary, creative materials and existing infrastructure to create quick-build versions of more long-term infrastructure. Keep an eye out for the traffic cone symbol throughout the Toolkit, which denotes the locations of pilot streetscape installation opportunities.





## Sidewalk Re-Pavement and Maintenance

Sidewalks are vital to pedestrian movement and access. They not only create a more inviting streetscape, but also help activate corridors, increase accessibility for those with varied mobility needs, and enhance public health. Attractive and well-maintained sidewalks provide a pleasant experience for pedestrians and can enhance economic activity in commercial and destination areas. Sidewalk paving should be level, smooth, and high-quality, without obstacles.

## New Sidewalks

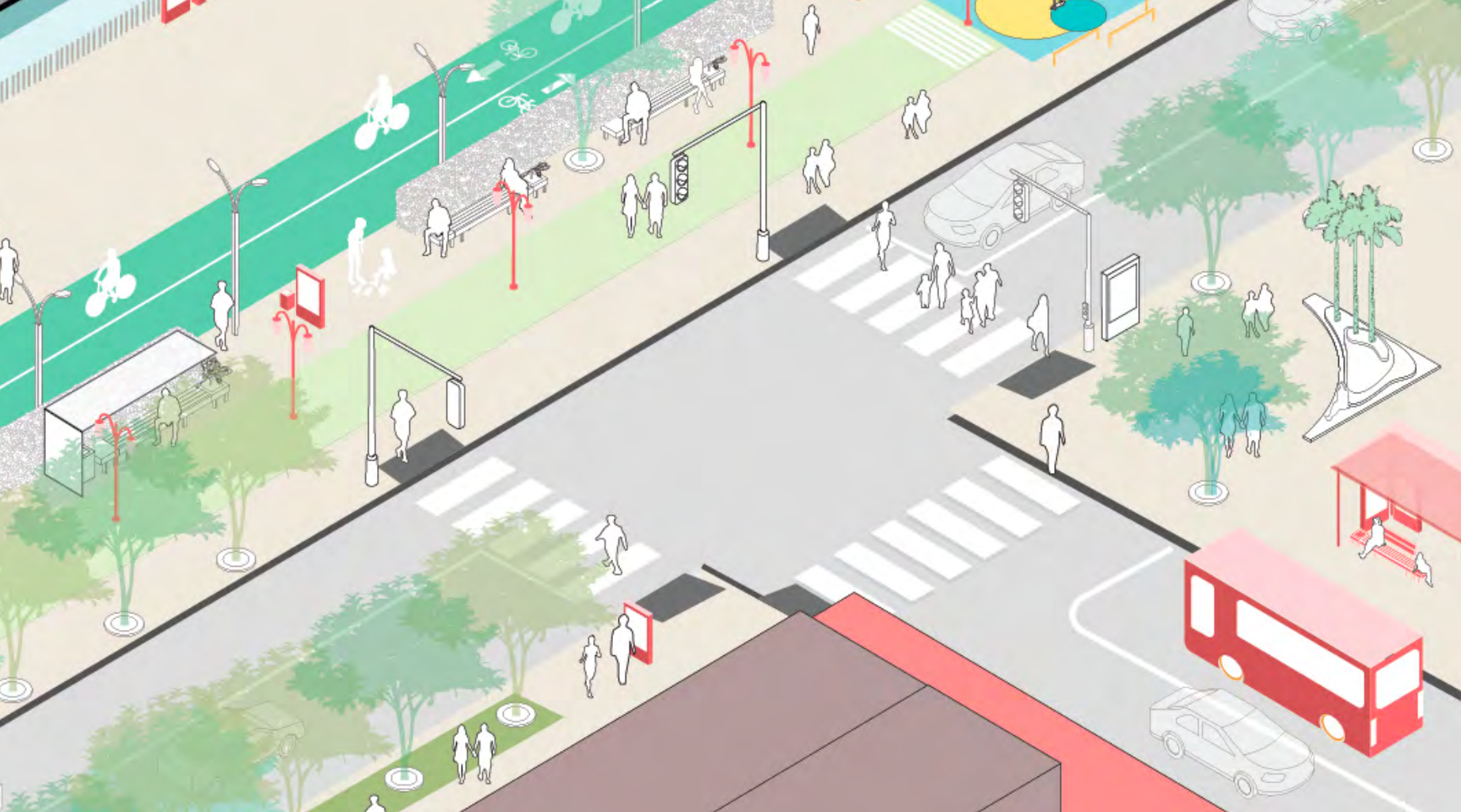
Streets that lack sidewalks create an uncomfortable and often unsafe experience for pedestrians. Priority should be given to adding or extending the width of sidewalks, especially near parks, recreational facilities, key destinations, and transit stops. New sidewalks should be properly scaled for the surrounding area and should be able to accommodate a wide range of streetscape amenities (e.g. sidewalk lighting, seating, etc.) while ensuring seamless movement for people with disabilities.

### Pilot Application

Temporary sidewalk extensions can be installed through the use of planters or bollards within the roadway in high foot-traffic zones. The new sidewalk space may, for example, extend into a parking lane or an underutilized traffic lane. Extending a sidewalk in this way can be done in advance of, or instead of re-crowning the street or raising the curb.







## High-visibility Crosswalks

High-visibility crosswalks provide safe street crossings for pedestrians. The high contrast between the asphalt and the bright crossing stripes increases yielding behavior among drivers, especially at night. Crosswalks should be placed at major and minor intersections and on mid-blocks along busy thoroughfares near activity centers. Highly reflective material should be used to optimize visibility at night.

### Pilot Application

Using traffic-grade paint, colorful or artful “temporary” high-visibility crosswalks can be implemented before longer-term thermoplastic paint is installed.



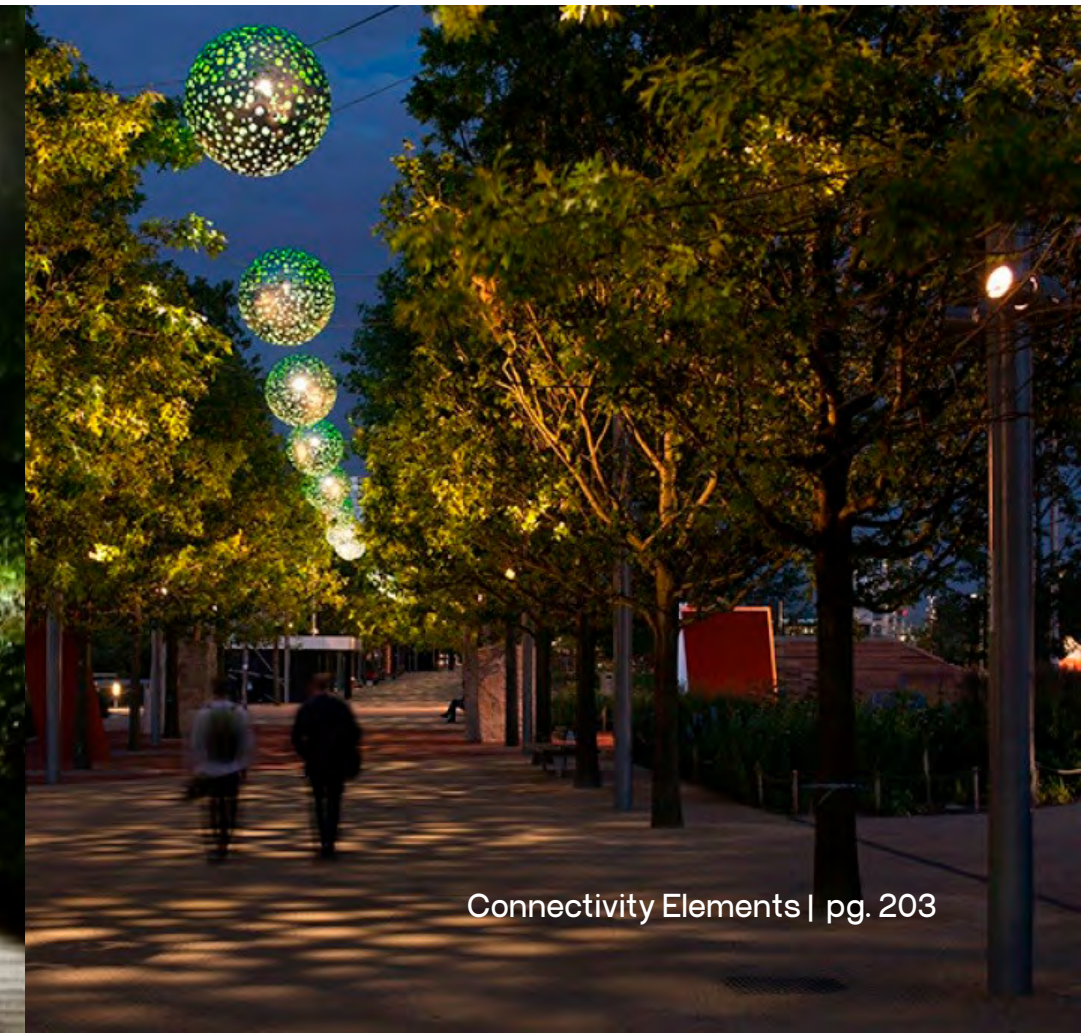
## Pedestrian-scaled Lighting

Pedestrian-scaled sidewalk lighting provides nighttime benefits including increased safety for pedestrians, bicyclists, and transit riders. Lighting can be creative or artful as well as utilitarian, and should not pose nuisances to pedestrians or residents. When possible, pedestrian-scaled lighting should also utilize energy-saving technology.



### Pilot Application

Lower, pedestrian-height “clip on” lights can be added to existing roadway lights along corridors. In addition, in some cases, strung lighting can be added over areas of high pedestrian activity.







## Traffic Calming Measures

Traffic calming measures can reduce traffic accidents and create a safer environment for all roadway users. Speed bumps, raised crosswalks, mini roundabouts, and traffic speed signage can decrease vehicular speeds and create a comfortable urban realm.

### Pilot Application



Traffic circles, mini roundabouts, and median islands can be installed using paint, bollards, and temporary materials or landscaping to help slow speeds. Speed humps may be installed at low cost or in temporary form along corridors.

## Curb Extensions

By narrowing the street at key intersections, corner curb extensions make street crossings shorter and safer for pedestrians. This has the added benefit of slowing down vehicular traffic. Curb extensions also increase space for other street amenities like furniture, landscaping, or ground-plane art to make a more visually appealing streetscape.



### Pilot Application

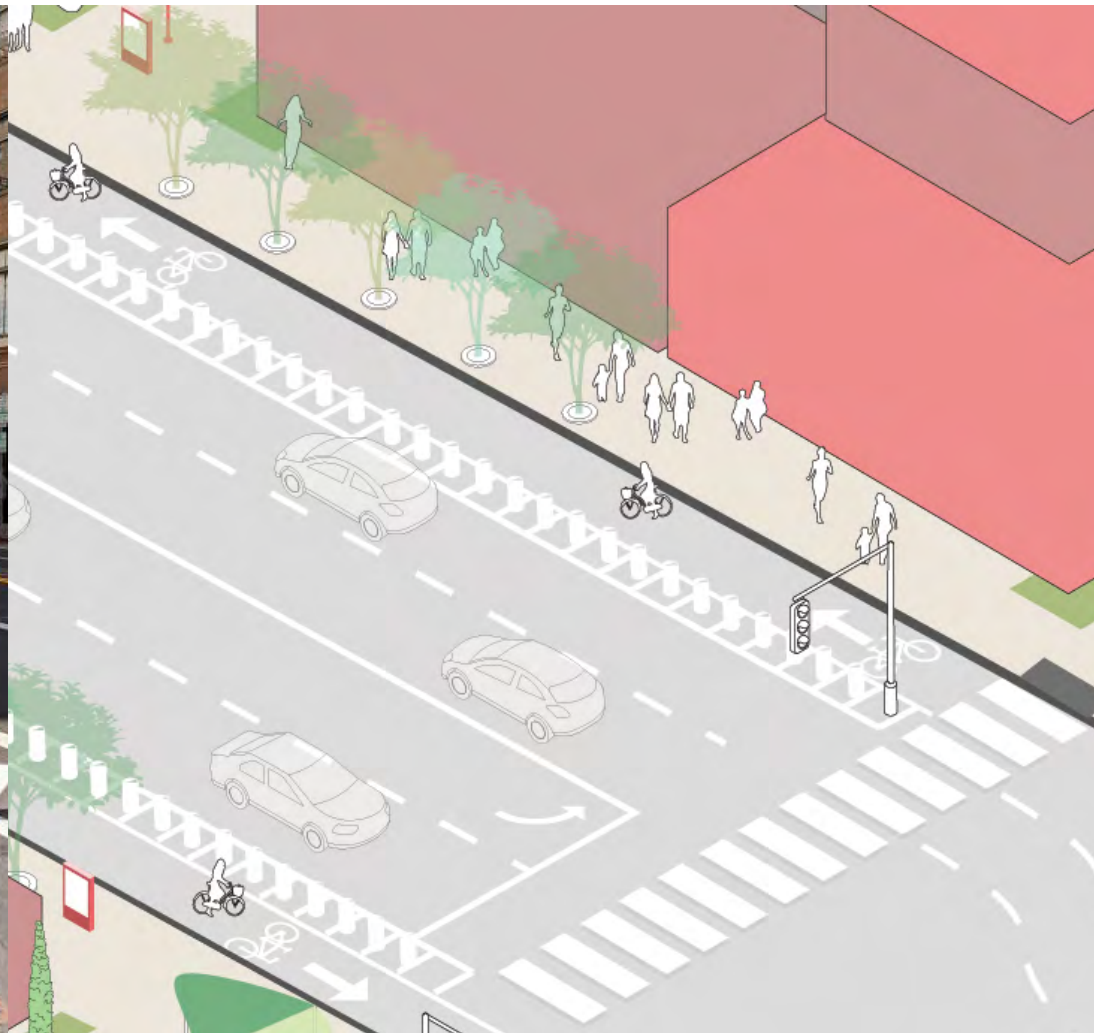
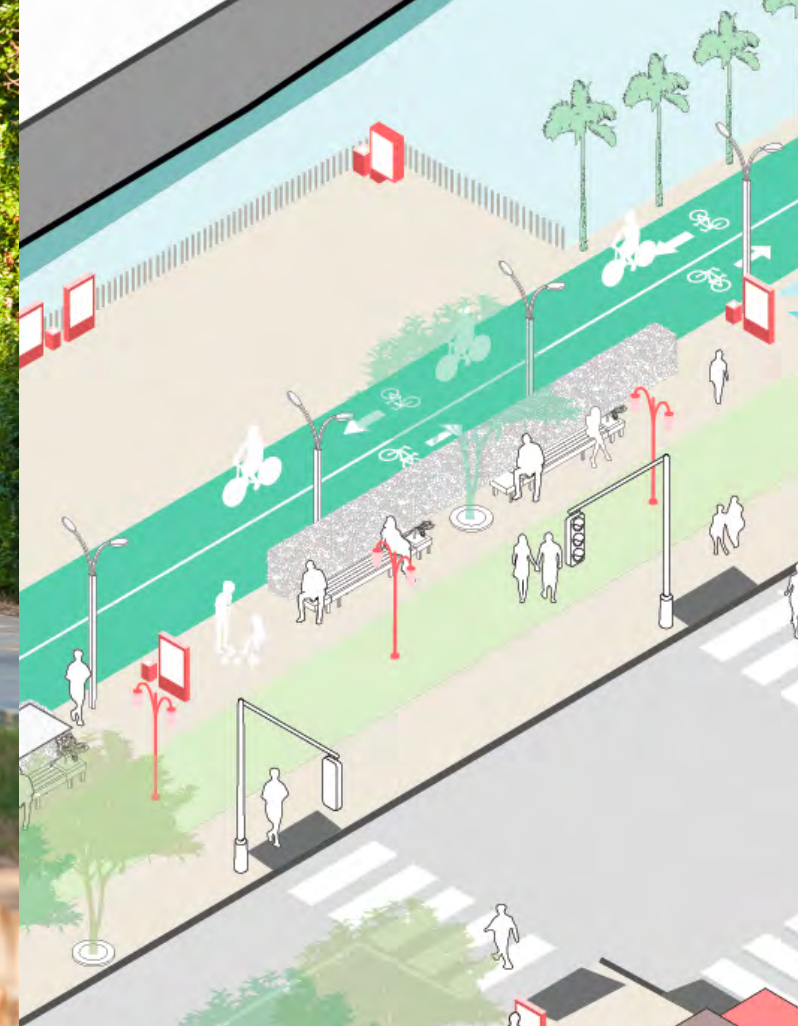
Curb extensions can be installed in the roadway using paint, bollards, and temporary landscaping in planters.





## Class I Bike Paths

Class I bike paths provide cyclists with a comfortable and safe space to move, separate from cars and pedestrians. When possible, also incorporate dedicated space for people walking. Bike paths should connect to regionally popular destinations and pass through major activity zones. Along bike paths, amenities such as bike parking and bike repair facilities should be regularly placed and easy to access. As proposed in the design concept for 1st and Harbor, bike paths that pass parks can include bike obstacle course areas or other destination amenities for people on wheels. When bike paths intersect major intersections, traffic signals and extra signage should be incorporated.



## Class IV Bikeways

Class IV bikeways or “cycletracks” are physically separated from vehicular lanes and incorporate vertical separation between bike and vehicles, such as bollards or landscaping. These bikeways should connect to popular destinations in San Pedro and should feature amenities for cyclists along its path. Class IV bikeways can be integrated with bus stops by using outboard bus platforms.



### Pilot Application

Bike lanes can be pilot-tested with simple paint on asphalt and plants in planters to provide vertical separation.





## Class II Bike Lanes

Class II bike lanes can be quick and easy to implement. They may also be converted to higher-quality bike lanes (i.e. protected through vertical separation) in the future. Class II bike lanes provide cyclists with safe spaces for moving along streets that are shared with vehicles. Because Class II bike lanes lack vertical separation from vehicles, they should be placed along streets with lower traffic volumes.



### Pilot Application

Bike lanes can be pilot-tested with simple paint on asphalt, which can be easily removed if issues arise.

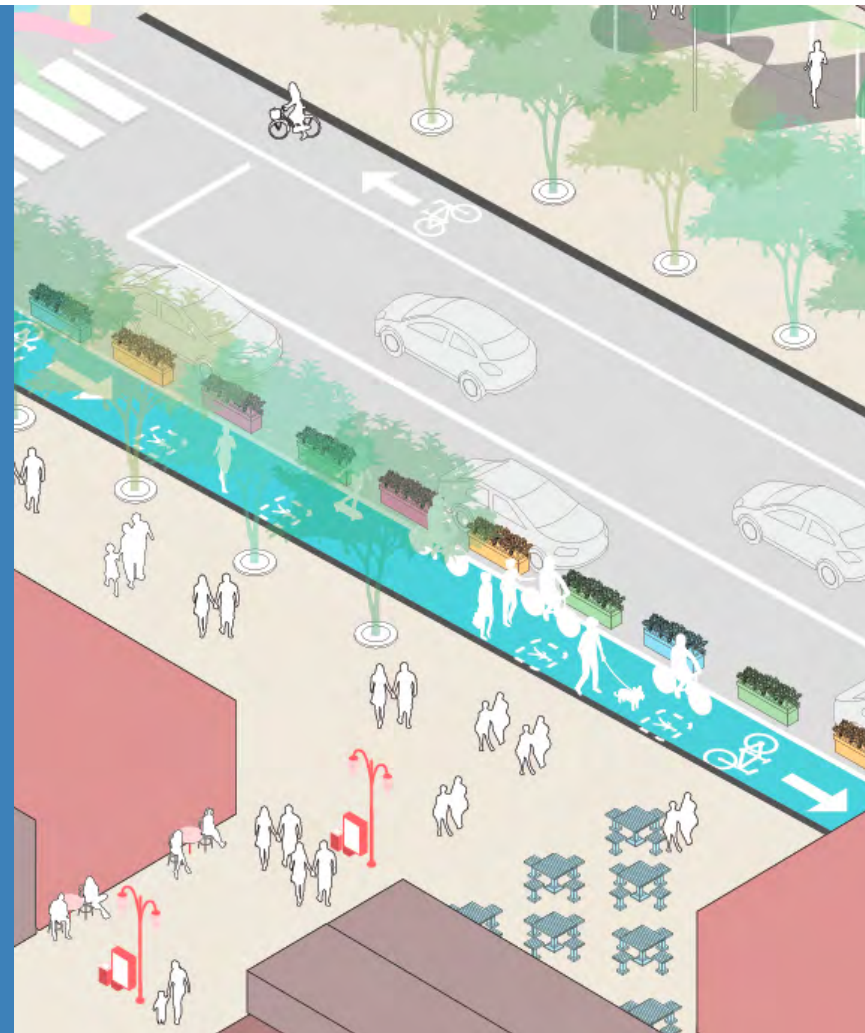
## Mixed-use Paths

Mixed-use paths provide extra space for people walking and biking to move and rest. They are typically protected from driving lanes, and can occupy a former travel lane or residual space along a corridor. Because of their potential to increase pedestrian activity, mixed-use paths also help energize retail and commercial zones. Reducing lanes to accommodate mixed-use paths has been shown to slow traffic, creating safer streets for all.



### Pilot Application

Mixed-use paths can be implemented in pilot format within roadways or residual spaces using temporary bollards, landscaping in planters, and similar features. In this case, it is also helpful to add art, wayfinding signage, and placemaking elements such as bike repair stations, kiosks, or workout equipment.







## Street Configuration

Vehicular lane reductions that convert “car space” to “people space” help re-balance the roadway for all modes. Reconfiguring the street (for example, by reducing lanes or lane widths) can be done through striping and other quick modifications, and can greatly enhance the safety of those walking and biking throughout the area.

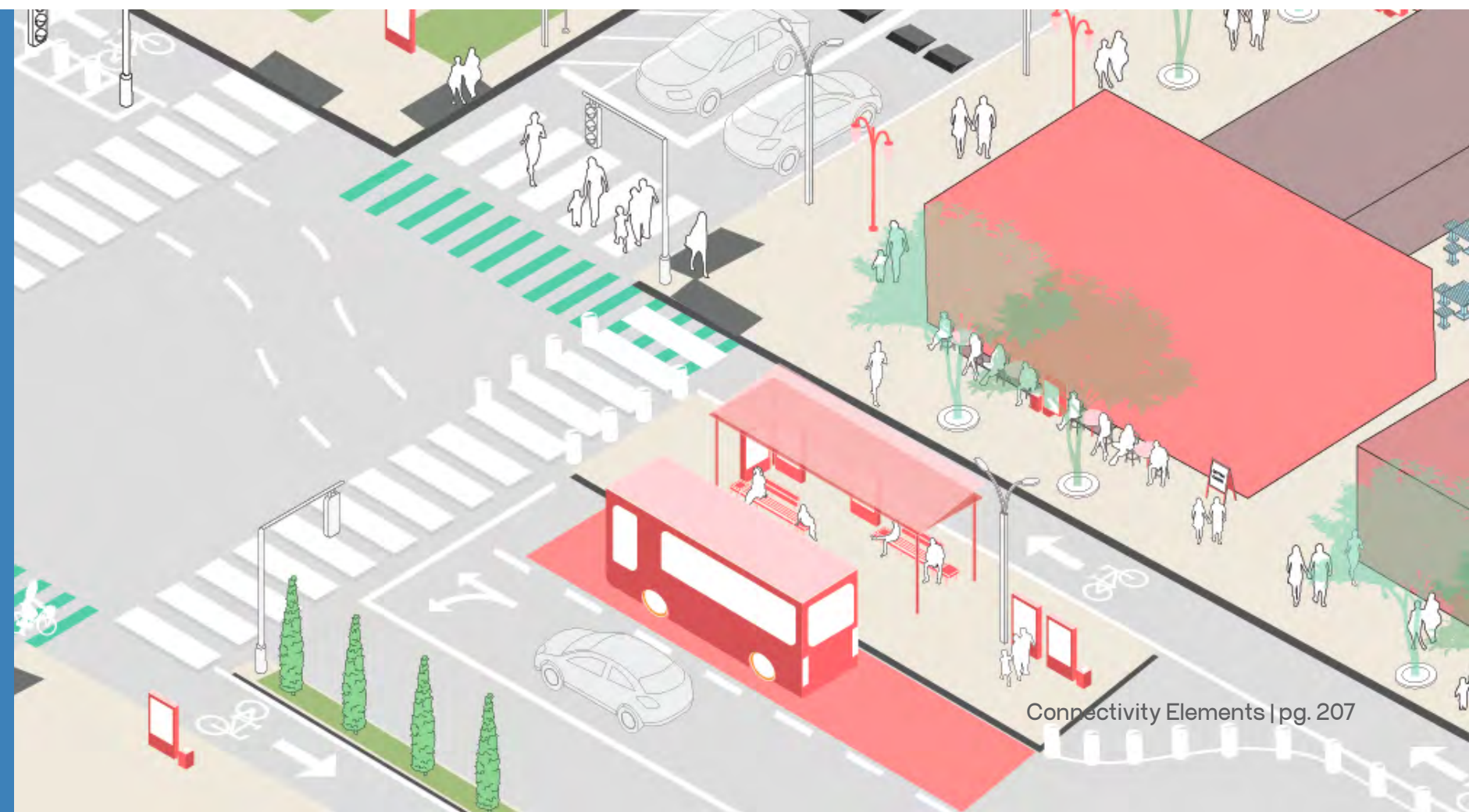


## Bus Stop Configuration

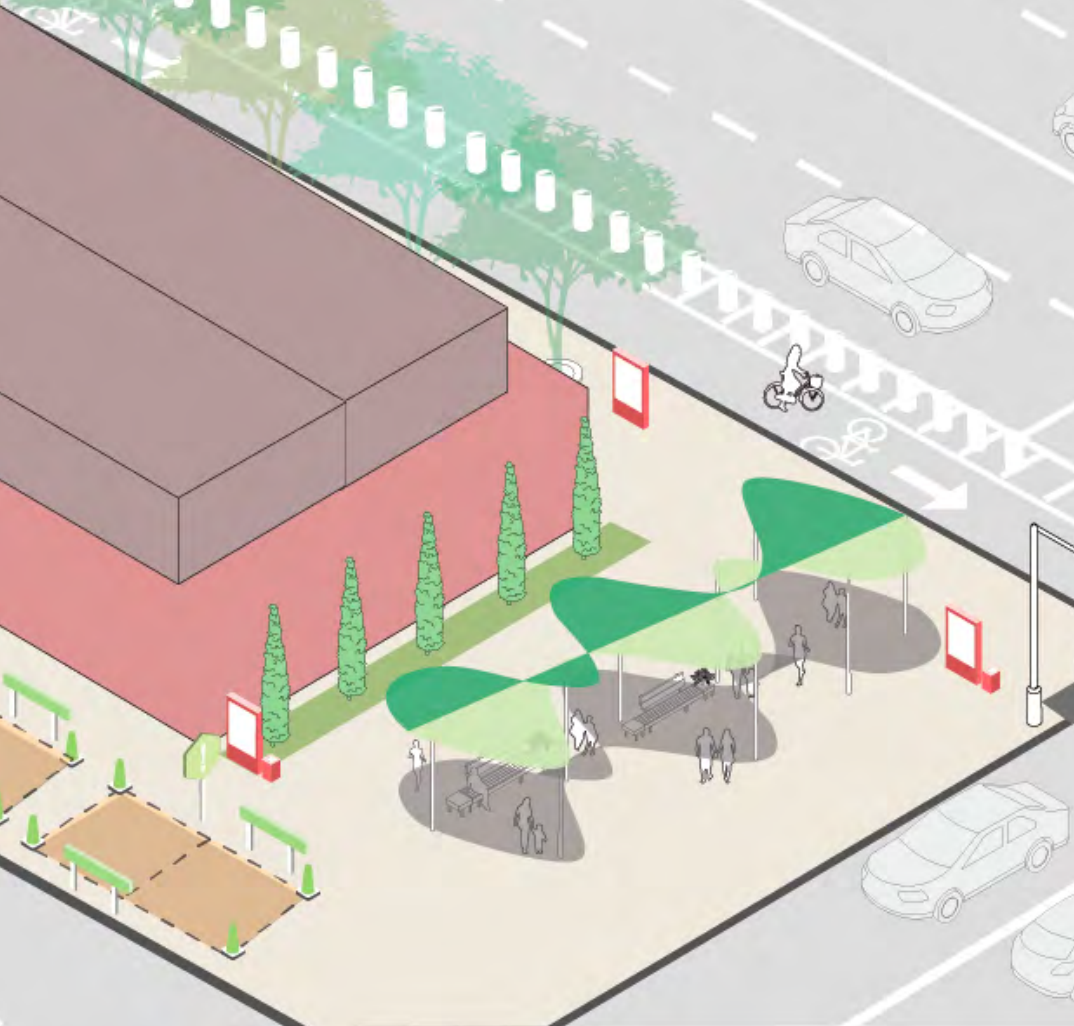
Enhancing existing bus stops can improve transit riders’ experience. An outboard bus platform, for example, helps to create space for those waiting for the bus while also making it easier for the bus to stop. Bus stops also provide an opportunity to redesign portions of the street and create pockets of “reclaimed” public space. Bus stops should include elements that improve rider comfort like shelter, shade, real-time bus information, WiFi, lighting, and wayfinding signage.

### Pilot Application

Bus stop bulbs can be installed using temporary bus platforms that incorporate ramps for cyclists and temporary shelters for those waiting for the bus. Existing bus stops can also be enhanced at relatively low cost with some of the rider-comfort features elements listed above.







## Shading

Strategically adding shade structures or shade trees along corridors can be effective in providing a more comfortable experience for pedestrians walking on the sidewalk or waiting at transit stops. Businesses should also be encouraged to provide awnings and increase shade.



### Pilot Application

Artful shade canopies can be installed utilizing existing poles and infrastructure along the street. LADOT recently piloted “La Sombrita,” a shade structure that attaches to existing poles, to create shade for those waiting at bus stops. Trees can be planted for relatively low cost, and community planting days can be encouraged. In addition, maintenance, watering, and pruning of the existing canopy is important.

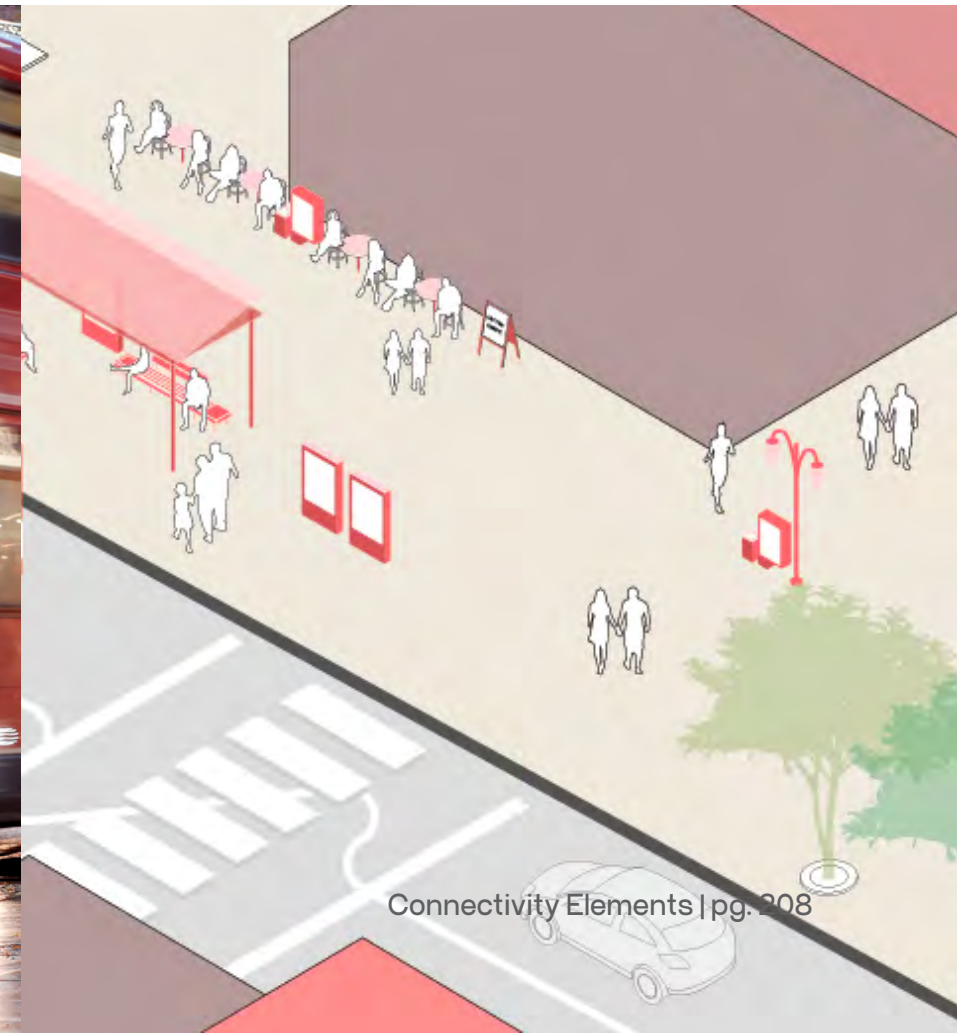
## Wayfinding Signage

Strategically adding pedestrian-scaled wayfinding signage that points to transit, commercial areas, parks, and other destinations can improve overall connectivity for pedestrians. Cohesive, consistently branded wayfinding used throughout the waterfront area will help increase navigability for people walking and biking. Wayfinding signage should also be placed at transit stops to guide transit users to major landmarks and destinations.

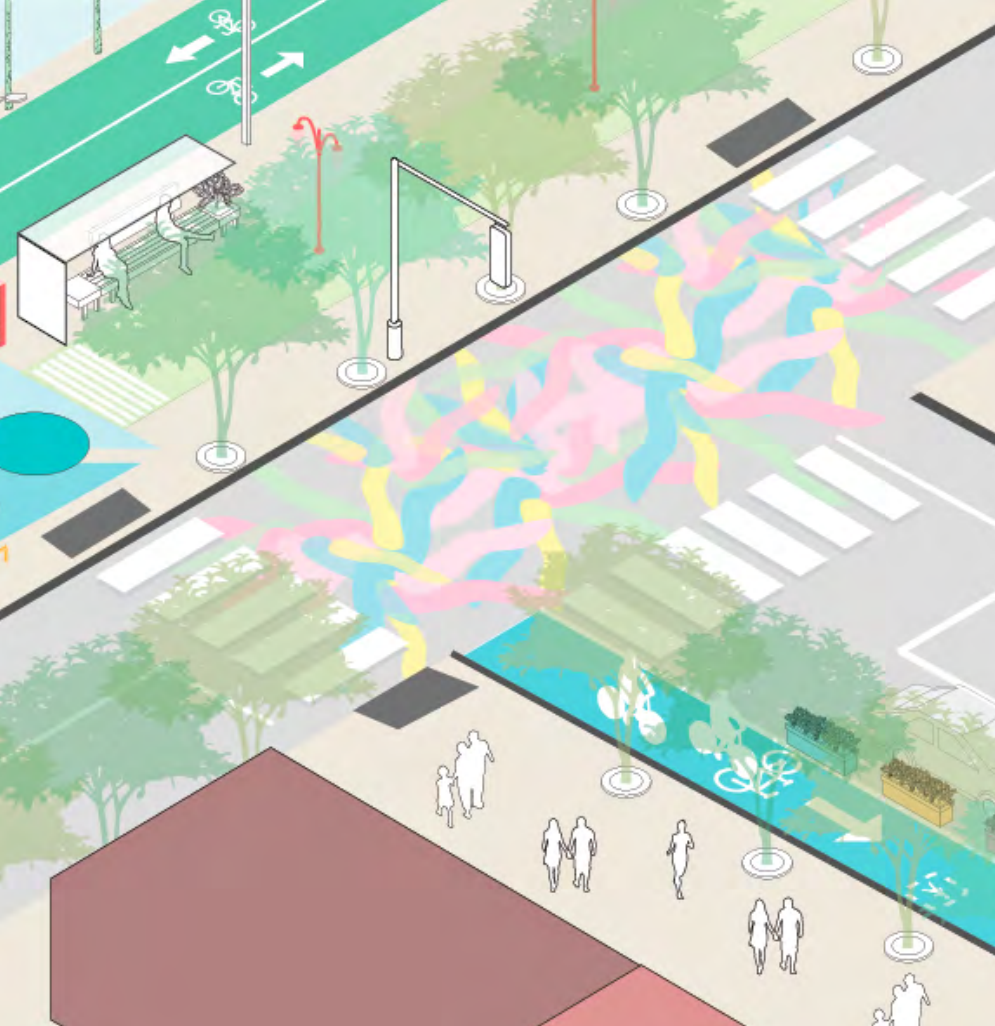


### Pilot Application

Temporary, branded wayfinding signage can be affixed to existing poles and infrastructure along the street. Signs can be printed at a low cost (e.g. on coroplast) and affixed using zip ties.







## Artful Crosswalk

In select areas, artful crosswalks may be installed to help bring visibility to pedestrians, as well as to note entrances to a special district or neighborhood zone. Artful crosswalks can be contained in the typical four “legs” of an intersection, or – in more heavily trafficked areas – can extend throughout an intersection in a “scramble” format. When possible, designs should incorporate input received from community members.



### Pilot Application

Using traffic-grade paint, colorful, artful “temporary” crosswalks can be implemented before longer-term thermoplastic paint is installed.

## Linear Park

Linear parks provide recreational amenities in narrow spaces, transforming inactive or “leftover” areas into active spaces for the community. Linear parks may accommodate a wide spectrum of active and passive uses. When possible, linear parks should incorporate public art, seating, and planting, and accommodate recreational activities and/or programming.



### Pilot Application

Linear parks can be implemented in pilot format within the roadway or residual spaces using temporary bollards, landscaping in planters, play equipment, and similar features.





An aerial photograph of a harbor scene. In the foreground, a large body of water is visible. A long, curved breakwater or pier extends from the left side into the water. To the left of the breakwater, there is a small cluster of buildings with red-tiled roofs and some greenery. The middle ground is dominated by a large marina filled with numerous sailboats, their masts creating a dense forest of thin lines. In the background, a large industrial port area is visible, featuring many colorful shipping containers and large gantry cranes. The sky is overcast with grey clouds.

## Chapter 4: Implementation



# Implementation

**This chapter provides the Port of LA with a strategy to implement the elements of San Pedro's Waterfront Connectivity Plan. The purpose of the Connectivity Plan is to provide an overall framework and clear direction for connectivity, with consideration of community feedback. Additional steps are required to bring these ideas to life, which include identifying recommended projects and their potential costs, as well as advancing the design and construction of the proposed improvements.**

**The implementation strategy provides resources and clear direction on next steps to achieve and advance these goals. The project goals and phasing component generate a build-out strategy for each of the projects. Because not all of the projects can be built at once, the project list helps prioritize those which should be built first.**

**The proposed project list includes rough orders of magnitude for probable costs. The estimates provide market-related cost effectiveness projections for materials throughout the waterfront.**

## Implementation Strategy

- Phasing Timeline
- Market Conditions
- Partners and Funding

## Proposed Project Lists

### Project List by Category

- Motorized Connectivity
- Non-Motorized Connectivity
- Water Connectivity
- Open Space
- Public Art
- Wayfinding

### Project List by Phase

- Phase 1 Prioritization
- Additional Phase 1 Improvements
- Later Phase Improvements



# Implementation Strategy

A phased implementation strategy will provide a roadmap for Port investment in years to come, ensuring successful realization of Connectivity Plan recommendations that maximizes long-term benefits for the Port and the surrounding community.

## Implementation:

- Develops a clear and realistic roadmap over the next 10 years for implementing the connectivity improvements in a phased manner
- Guides Port investment over the next 10 years
- Aligns priorities among stakeholders, including the Port, the San Pedro community, and others
- Maximizes impact and resources through strategic allocation of funding that aligns with an established roadmap
- Phases improvements over the next 10+ years, supporting and catalyzing development opportunities at San Pedro's waterfront

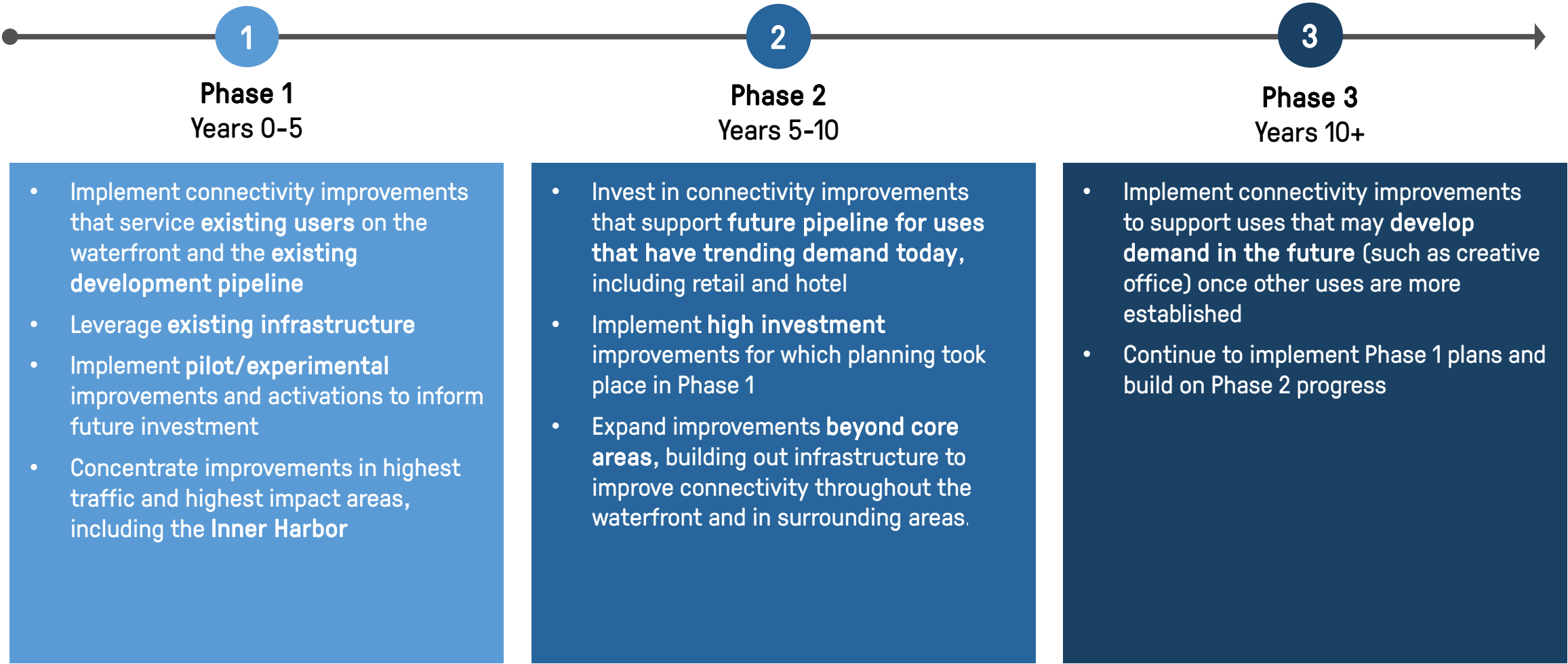




# Phasing Timeline

Phased improvements over the next 10+ years will support and catalyze development opportunities at San Pedro’s waterfront. The earliest phase focuses on improvements that are already in the pipeline, or are higher priority projects, from years 0-5. Phase 2 focuses on improvements that have a demand today, from years 5-10. Phase 3 focuses on improvements that have higher demand in the future, from year 10 and beyond. Generally, Phase 1 focuses

on preparing the West Harbor and Downtown neighborhoods for the opening of West Harbor. Subsequent phases build out connectivity in surrounding neighborhoods and throughout the waterfront. In the diagram on the following page, the circles’ sizes are relative to an approximate number of recommendations for each respective area.



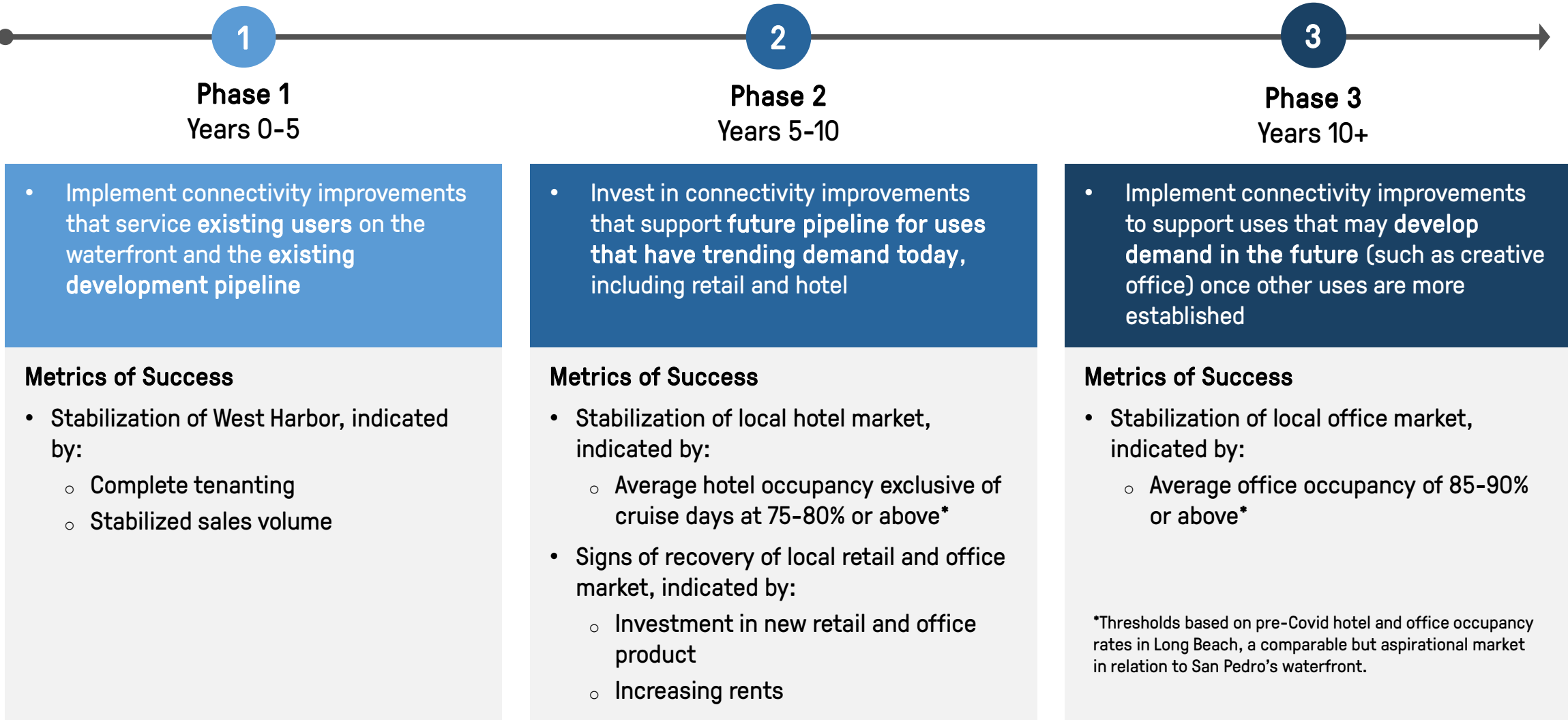






# Market Conditions

Market conditions will influence prioritization of connectivity improvement implementation across phases. Key market metrics will indicate when the Port should progress with continued investments. These metrics will assess current developments' stability and trending demands, as well as forecasting demand needs in the future, following the same phases highlighted in the Phasing Timeline on the previous page.








# Partners & Funding


Although the Port will be the primary leader in implementing the Connectivity Plan, partnerships with key stakeholders will be important in order to execute a comprehensive vision for the waterfront. These partnerships can include the San Pedro PBID, LA Metro, LADOT, cruise operators, non-profits, and private operators. Through the Port’s Public Access


Investment Plan (PAIP), \$125 million in total is estimated to be available for improvements across Port property over the next five years, with \$62.5 million available for San Pedro’s waterfront; the remaining half is utilized by Wilmington’s waterfront.





















Primary Implementer		Phase 1					Phase 2	Phase 3
		Year 1	Year 2	Year 3	Year 4	Year 5	Years 5-10	Years 10+
	Total PAIP Allocation	\$125M					\$125 - \$150M*	To be determined
	Wilmington Allocation	\$12.5M	\$12.5M	\$12.5M	\$12.5M	\$12.5M		
	San Pedro Allocation	\$12.5M	\$12.5M	\$12.5M	\$12.5M	\$12.5M		

Potential Partners

San Pedro BID

LA Metro

LADOT

West Harbor

AltaSea

Cruise Operators

One San Pedro

\*Phase 2 allocation is an estimate that will be verified in the future



# Proposed Project Lists

San Pedro’s Waterfront Connectivity Plan recommended projects are listed in this section and are identified in six categories, as described below. The project lists are organized in two ways: first, by connectivity elements; second, by phase prioritization. Phase prioritization is led by the current development pipeline and future market conditions, as described in the previous pages of the implementation strategy.





# Project List by Category

Recommended projects are listed in the following pages by the following six connectivity element categories:

**Motorized Connectivity:** Roadways, parking, public transit, and trolley

**Non-Motorized Connectivity:** Bicycle and pedestrian infrastructure

**Water Connectivity:** Water taxi, boating public access, and recreation

**Open Space:** Beautification, park improvements, and micromobility hubs

**Public Art:** Public art master plan, sculpture park, and art installation

**Wayfinding:** Upgrades to signage, gateway improvements, and digital tools





# Motorized Connectivity Projects

## Phase 1 Improvements (Years 0-5)

Phase 1 motorized connectivity recommendations are focused on major roadway improvements, as well as developing a parking strategy for future phases.

Key:  
\$ = <\$100K  
\$\$ = \$100K - \$500K  
\$\$\$ = \$500K - \$1M  
\$\$\$\$ = \$1M - \$5M  
\$\$\$\$\$ = \$5M+

Connectivity Category	Recommendation	Estimated Cost Range	Potential Implementation Entity(s)	Notes
Roadways	Harbor Blvd Improvements (SP Slip to 22nd Street)	\$\$\$\$\$	Port of LA, LADOT	Includes significant roadway improvements like additional lanes, curbs, gutters, trees, and other infrastructure
	Signal Street Improvements	\$\$\$\$\$	Port of LA, AltaSea	Improvements include street, curb and gutter, lighting, overhead power relocation and a new fiber network
	22nd Street Complete Street Improvements	\$\$\$\$\$	Port of LA	Includes wider sidewalks, bicycle lanes, safe and accessible transit stops, shade, art and wayfinding
	Event Traffic Management Plan	\$\$	Port of LA, West Harbor	Analysis and planning for implementation
Parking	22nd Street Surface Lot Expansion	\$\$\$\$	Port of LA	Assumes 500-600 new stalls
	Smart Parking Signage & Parking Demand Infrastructure	\$\$	Port of LA	Assumes about 10-15 smart parking signs
	Parking Management Strategies	\$\$	Port of LA	Planning effort only, does not include implementation
	Inner Harbor Cruise Ship Terminal Surface Parking (USS Iowa Relocation)	\$\$\$\$	Port of LA, Cruise Operators	Improvements include resurfacing, striping, and potential demolition
	Revenue Control Equipment	\$\$	Port of LA	Assumes about 15-35 kiosks
Public Transit	7th Street & Pacific Avenue Transit Hub	\$\$\$\$	Port of LA, LADOT, Metro, PBID	Includes benches, bus and trolley shelters, trees, lighting, wayfinding and other road infrastructure
	Upgraded Transit Stops	\$\$\$\$	Port of LA, Metro, LADOT, PV Transit	Assumes 20 transit stops
Trolley/Tram	Trolley Branding	\$\$	Port of LA, PBID	Includes branding at trolley stops, engaging graphics, and clear stop locations and schedules



# Motorized Connectivity Projects Continued

## Phase 2 Improvements (Years 5-10)

Phase 2 motorized connectivity recommendations are focused on the implementation of additional improvements that facilitate travel along Harbor Boulevard, develop a hub for public transit, and support Cruise Ship Terminal parking.

Key:  
\$ = <\$100K  
\$\$ = \$100K - \$500K  
\$\$\$ = \$500K - \$1M  
\$\$\$\$ = \$1M - \$5M  
\$\$\$\$\$ = \$5M+

Connectivity Category	Recommendation	Estimated Cost Range	Potential Implementation Entity(s)	Notes
Roadways	Harbor Boulevard Additional Travel Lanes	\$\$\$\$\$	Port of LA, LADOT	Includes significant roadway improvements like additional lanes, curbs, gutters, trees, and other infrastructure
	Access to the Beach District	\$\$\$\$	Port of LA	Includes intersection improvements and potential curb and gutter work, assumes new traffic signal is not included
Parking	Inner Harbor Cruise Ship Terminal Parking Structure(s)	\$\$\$\$\$	Port of LA, Cruise Operators	Assumes a 3 story structure
Trolley/Tram	Trolley Service Updates	\$\$	Port of LA, PBID	Study and implementation of stops and frequency
	Trolley Special Operations Plan for Event Management	\$\$	Port of LA, PBID	Study and implementation of event management
	Trolley Stop Amenities	Physical: \$	Port of LA, PBID	Includes benches, shelters trash cans, and lighting
		Digital service: \$	Port of LA, PBID	Includes fleet management apps



# Motorized Connectivity Projects Continued

## Phase 3 Improvements (Years 10+)

Phase 3 motorized connectivity recommendations are focused on creating transportation hubs, such as the a Regional Mobility Hub and a trolley center. After a period of study

and observation during Phase 1 and 2, a smart-demand parking system should also be implemented.

Key:  
\$ = <\$100K  
\$\$ = \$100K - \$500K  
\$\$\$ = \$500K - \$1M  
\$\$\$\$ = \$1M - \$5M  
\$\$\$\$\$ = \$5M+

Connectivity Category	Recommendation	Estimated Cost Range	Potential Implementation Entity(s)	Notes
Roadways	Via Cabrillo- Marina & Shoshonean Road Intersection Traffic Circle	\$\$\$\$\$	Port of LA	Reconstruction of a portion of the adjacent parking lot which requires curb and gutter reconfiguration
Public Transit	Regional Transit Hub	\$\$\$\$	Port of LA, LADOT, Metro, PBID	Includes benches, bus and trolley shelters, trees, lighting, wayfinding and other road infrastructure; assumes roadway improvements are not included
Parking	Bluff Parking Structure	\$\$\$\$\$	Port of LA	Assumes a 3 story structure
	Implement Smart Demand Parking System	\$\$\$\$	Port of LA	Continued parking management strategies and smart demand parking at a grander scale
Trolley/Tram	Trolley Linkage/Intermodal Center	\$\$\$\$\$	Port of LA, PBID	Transit center includes a parking deck and off street bus bays
	Wilmington Extension	Electric: \$\$\$\$	Port of LA	Trolley stop and two vehicles
		Non-electric: \$\$\$	Port of LA	Trolley stop and two vehicles
	Cruise Ship Terminal & Event Parking Tram	Electric: \$\$\$\$	Port of LA, Cruise Operators	Cost includes trolley stop and two vehicles
		Non-electric: \$\$\$	Port of LA, Cruise Operators	Cost includes trolley stop and two vehicles
	Historic Trolley Attraction	\$\$\$\$\$	Port of LA, PBID	Includes two new historic style cars along a new rail line



# Non-Motorized Connectivity Projects

## Phase 1 Improvements (Years 0-5)

Phase 1 non-motorized connectivity recommendations are focused on lighter touch improvements, planning activities, and improvements in high-traffic and high-impact areas of the waterfront.

Key:  
\$ = <\$100K  
\$\$ = \$100K - \$500K  
\$\$\$ = \$500K - \$1M  
\$\$\$\$ = \$1M - \$5M  
\$\$\$\$\$ = \$5M+

Connectivity Category	Recommendation	Estimated Cost Range	Potential Implementation Entity(s)	Notes
Bicycle Path	Harbor Boulevard Bike Path: Lane Relocation to Promenade	\$\$\$\$	Port of LA	Assumes 1.7 miles
	Crescent Avenue & Miner Street Bikeway	\$\$\$\$	Port of LA, City of LA	Assumes .75 miles
Promenade	Promenade at SP Slip	\$\$\$\$\$	Port of LA	Includes pedestrian amenities like seating, shade trees, new paving, lighting, waterfront access, and stepped seating; cost includes open space; assumes .3 miles
Pedestrian Connectors	1st & Harbor Pedestrian Intersection Crossing Pilot Project	\$\$	LADOT, Port of LA	Includes curb extensions, ramps, artful crosswalks, striping, wayfinding, art, and bike lane striping
	Harbor Boulevard Pedestrian Intersection Improvements at 5th, 6th, and 7th Streets	\$\$\$\$	LADOT, Port of LA	Includes cost for 3 intersections
	Downslope Trail near Bloch Field	\$\$	Port of LA	Includes ADA access improvements, pavement, and a new connection to Rail to Trail route
	22nd Street Gateway Pedestrian Amenities	\$\$	Port of LA	Includes signage, wayfinding, benches, shade, and art
	Harbor Boulevard Streetscape: Lighting and Signal Upgrades	\$\$\$\$	LADOT, Port of LA	Assumes lighting, utility, and signal upgrades along Harbor Boulevard
	Cabrillo Beach Pedestrian Improvements	\$\$	Port of LA	Assumes two new paths through the parking lot and new amenities to existing paths such as benches, lighting, trash receptacles, and shade
	Proposed Coastal Trail Improvements	\$\$\$\$	Port of LA, Nonprofit	Priority areas includes ADA access improvements, pavement, and new connections
	Gulch Road Sidewalk and Improved Crossing	\$\$\$	LADOT, Port of LA	Includes sidewalk, curb, and gutter on one side of roadway; assumes .15 miles of roadway
	Crescent Avenue ADA-compliant Sidewalk and Connection to 22nd Street Park	\$\$\$	LADOT, Port of LA	Includes new ADA compliant material and additional paths through the park



# Non-Motorized Connectivity Projects Continued

## Phase 2 Improvements (Years 5-10)

Phase 2 non-motorized connectivity improvements focus on investments beyond the Inner Harbor as well as connections to the San Pedro neighborhood.

Key:  
\$ = <\$100K  
\$\$ = \$100K - \$500K  
\$\$\$ = \$500K - \$1M  
\$\$\$\$ = \$1M - \$5M  
\$\$\$\$\$ = \$5M+

Connectivity Category	Recommendation	Estimated Cost Range	Potential Implementation Entity(s)	Notes
Bicycle Path	Rail to Trail Harbor Boulevard to Miner Street Connector	\$\$\$\$	Port of LA	Assumes bicycle and pedestrian improvements, assumes .3 miles
	22nd Street Park to Crafted/Brouwerij West Connections	\$\$\$	Port of LA	Assumes improved circulation and signage
	Dave Arian Way Bike Path (Class I)	\$\$\$\$	Port of LA	Assumes .7 miles
	Swinford Street Bicycle & Pedestrian Connections	\$\$\$	LADOT, Port of LA,	Assumes bike lane striping and clear signage at the intersection
	W. O'Farrell Street Bicycle & Pedestrian Connections	\$\$\$	LADOT, Port of LA	Assumes bike lane striping and clear signage at the intersection
	9th Street and Beacon Street Bicycle & Pedestrian Connections	\$\$\$	LADOT, Port of LA	Assumes bike lane striping and clear signage at the intersection
	White Point Regional Connector Trail	\$\$\$\$\$	LADOT	Includes addition of regional trail network with varying improvements
	Pacific Avenue Bikeway	\$\$\$\$\$	LADOT	Assumes 3 miles
Promenade	Main Channel Promenade at Alta Sea	\$\$\$\$	Port of LA, AltaSea	Includes pedestrian amenities like seating, shade trees, new paving, lighting, waterfront access, and stepped seating; cost includes open space; assumes .4 miles
Pedestrian Connectors	Bluff Linkages with Bridge Connector for 10th, 11th, 12th, and 13th Streets for pedestrians and bicycles	\$\$\$\$	LADOT, Port of LA	Includes paths or bridges from 10th, 11th, 12th, and 13th Streets; does not include the parking infrastructure; includes bicycle path
	W. O'Farrell Street Pedestrian Crossing/Gateway	\$\$	LADOT, Port of LA	Includes pedestrian amenities like seating, shade trees, new paving, lighting, waterfront access, and stepped seating; cost includes open space; assumes .3 miles
	Swinford Street Pedestrian Ramp	\$\$\$	LADOT, Port of LA	Includes paving and infrastructure improvements, pavement markings, and curb work
	22nd Street Parking Lot Connections	\$\$\$	Port of LA	Includes paving, pavement markings, and curb work



# Water Connectivity Projects

## Phase 1 Improvements (Years 0-5)

Phase 1 and 2 water connectivity improvements are focused on the use of existing infrastructure for water taxi and recreational use, as well as water taxi stops that service existing users and event attendees.

Key:  
\$ = <\$100K  
\$\$ = \$100K - \$500K  
\$\$\$ = \$500K - \$1M  
\$\$\$\$ = \$1M - \$5M  
\$\$\$\$\$ = \$5M+

Connectivity Category	Recommendation	Estimated Cost Range	Potential Implementation Entity(s)	Notes
Public Water Access & Recreation	Berth 44 Boatyard	-	Port of LA	Currently underway
	Los Angeles Maritime Museum Relocation	-	Port of LA, non-profit	Cost dependent on future program

## Phase 2 Improvements (Years 5-10)

Connectivity Category	Recommendation	Estimated Cost Range	Potential Implementation Entity(s)	Notes
Public Water Access & Recreation	Hand-Launch Dock at Cabrillo Boat Launch	\$\$\$	Port of LA, Marina Operators	Assumes connecting to existing boat launch; cost dependent on demand and operator/tenant needs
	Hand-Launch Dock at Whalers Walk	\$\$\$	Port of LA, Marina Operators	Assumes connecting to existing dock; cost dependent on demand and operator/tenant needs
	Day Use Guest Docks at Cabrillo Marina	-	Port of LA, Marina Operators	Cost dependent on demand and operator/tenant needs
Water Taxi	Water Taxi Operations Plan	\$\$	Port of LA, West Harbor, Cruise Operators, Catalina Express	Includes the operations plan only
	Stop #1: West Harbor (Primary Use and Event Use)	\$	Port of LA, West Harbor	Located at West Harbor’s transient slip
	Stop #2: Downtown Harbor (Primary Use)	\$	Port of LA	Located at existing public and courtesy docks
	Stop #3: Banning’s Landing, Wilmington (Primary)	\$\$\$	Port of LA	Located adjacent with Wilmington development
	Stop #4: 22nd Street Landing/Cabrillo Way Marina (Primary Use)	\$	Port of LA	Located at existing berth
	Stop #5: Cabrillo Beach (Primary Use)	\$\$\$\$	Port of LA	Located near launch ramp
	Stop #6: Cabrillo Marina (Event Use)	\$	Port of LA, Marina Operators	Located at existing berth
	Stop #7: World Cruise Center (Event Use)	\$\$\$\$\$	Port of LA, Cruise Operators	Located at cruise terminal



# Water Connectivity Projects Continued

## Phase 3 Improvements (10+ Years)

Phase 3 water connectivity improvements will provide water taxi service to the Outer Harbor and add additional public access points.

Key:  
\$ = <\$100K  
\$\$ = \$100K - \$500K  
\$\$\$ = \$500K - \$1M  
\$\$\$\$ = \$1M - \$5M  
\$\$\$\$\$ = \$5M+

Connectivity Category	Recommendation	Estimated Cost Range	Potential Implementation Entity(s)	Notes
Public Water Access & Recreation	West Harbor Guest Day Expansion	-	Port of LA, West Harbor	Cost dependent on demand and operator/tenant needs
	West Harbor Overnight Slips	-	Port of LA, West Harbor	Cost dependent on demand and operator/tenant needs
	AltaSea Overnight Slips	-	Port of LA, AltaSea	Cost dependent on demand and operator/tenant needs
Water Taxi Stops	Water Taxi Stops Phase 2 (Infrastructural Upgrades)	\$\$\$\$\$	Port of LA, West Harbor, Cruise Operators, Marina Operators	Upgrading the initial 7 stops that utilized existing infrastructure
	Stop #8: Warehouse 1	\$\$\$\$\$	Port of LA, developer	Located at existing or new dock
	Stop #9: Outer Harbor Cruise Terminal	\$\$\$\$\$	Port of LA, Cruise Operators	Located at the Outer Cruise Terminal
	Stop #10: Water Taxi Connection to Long Beach	\$	Port of LA, Port of Long Beach	Assumes connection to existing location in Long Beach



# Open Space Connectivity Projects

## Phase 1 Improvements (Years 0-5)

Phase 1 open space improvements will focus on open spaces within the Inner Harbor and spaces that will serve existing or forthcoming users, such as those at West Harbor or AltaSea.

Key:  
\$ = <\$100K  
\$\$ = \$100K - \$500K  
\$\$\$ = \$500K - \$1M  
\$\$\$\$ = \$1M - \$5M  
\$\$\$\$\$ = \$5M+

Connectivity Category	Recommendation	Estimated Cost Range	Potential Implementation Entity(s)	Notes
Open Space	Harbor Boulevard Parkway Improvements (HACLA, 1st and 3rd)	-	Port of LA, HACLA	Currently under construction, includes flex space, multi-purpose lawn, children’s play area, adult exercise area, picnic areas, and game tables
	Harbor Boulevard Medians Turf Replacement & Beautification	\$\$	Port of LA, LADOT	Includes 5 medians along Harbor Boulevard
	Interstate 110 Harbor Approach Beautification	\$\$\$\$\$	Port of LA, CalTrans	Currently underway
	22nd Street Open Space at the East Channel/ AltaSea	-	Port of LA, AltaSea	Assumes about 1 acre of development including stepped seating to the waterfront and pedestrian amenities like seating, shade, and art; cost assumed in pedestrian section
	SP Slip Enhancements	-	Port of LA	Cost assumed in pedestrian section
	John S. Gibson Jr. Park	\$\$\$	Port of LA	Includes planting, shade, benches and art
	Angels Walk LA Program Ongoing Developments	\$\$	Port of LA	Analysis and planning for implementation
	Micromobility Hub at 22nd Street & Miner Street	\$\$\$\$	Port of LA	Assumes micromobility stalls, charging stations, sheltered bike racks and lockers, and open space

Funding Sources for Harbor Boulevard Parkway Improvements include HUD, City of LA Community Development Block Grand, County of LA, Measure A Grant Funds, HACLA  
\*\*\$10.3M allocated to Front Street Beautification Project in 2023, expected completion in 2024



# Open Space Connectivity Projects Continued

## Phase 2 Improvements (5-10 Years)

Phase 2 open space improvements will address connectivity needs beyond the Inner Harbor.

Key:  
\$ = <\$100K  
\$\$ = \$100K - \$500K  
\$\$\$ = \$500K - \$1M  
\$\$\$\$ = \$1M - \$5M  
\$\$\$\$\$ = \$5M+

Connectivity Category	Recommendation	Estimated Cost Range	Potential Implementation Entity(s)	Notes
Open Space	Micromobility Hub at Downtown Harbor	\$\$\$\$	Port of LA	Assumes micromobility stalls, charging stations, sheltered bike racks and lockers, and open space
	Bloch Field (South)	\$\$\$\$	Port of LA	Cost dependent on determined program
	San Pedro Salt Marsh Improvements	\$\$\$\$	Port of LA, Cabrillo Marina Aquarium	Assumes new overlooks, access, and vegetation maintenance
	Cabrillo Beach Improvements	\$\$\$	Port of LA	Includes amenities like shade, seating, vegetation, lighting, and access
	Timm’s Point Enhancements	\$\$	Port of LA	Assumes 7,000 SF of improvement and existing public restroom updates

## Phase 3 Improvements (10+ Years)

Connectivity Category	Recommendation	Estimated Cost Range	Potential Implementation Entity(s)	Notes
Open Space	Micromobility Hub at Cabrillo Beach	\$\$\$\$	Port of LA	Assumes micromobility stalls, charging stations, sheltered bike racks and lockers, and open space
	World Cruise Center Public Improvements	\$\$\$\$	Port of LA, Cruise Operators	Cost dependent on demand and operator/tenant needs
	Warehouse 1 Site Improvements	\$\$\$	Port of LA, developer	Assumes 1.2 acres of improvements



# Public Art Projects

## Phase 1 Improvements (Years 0-5)

Early phase public art improvements will be concentrated at 22nd Street Park and at the gateways to the waterfront.

Key:  
\$ = <\$100K  
\$\$ = \$100K - \$500K  
\$\$\$ = \$500K - \$1M  
\$\$\$\$ = \$1M - \$5M  
\$\$\$\$\$ = \$5M+

Connectivity Category	Recommendation	Estimated Cost Range	Potential Implementation Entity(s)	Notes
Public Art	22nd Street Park Sculpture Park (Phase 1)	\$\$\$\$	Port of LA, Nonprofit	Assumes smaller scale art installations or one central art piece at 22nd Street Park
	Waterfront Gateway Art Installations, including 22nd Street, Harbor Boulevard at the Freeway, 6th Street	\$\$\$\$\$	Port of LA, Nonprofit	Includes three Gateway Art Installations that are large and recognizable from afar
	LA Waterfront Public Art Master Plan	\$\$	Port of LA, Nonprofit	Analysis and planning for implementation

## Phase 2 Improvements (Years 5-10)

Connectivity Category	Recommendation	Estimated Cost Range	Potential Implementation Entity(s)	Notes
Public Art	22nd Street Park Sculpture Park (Phase 2)	\$\$\$\$\$	Port of LA, Nonprofit	Assumes larger scale art installations, expanding on Phase 1
	Ongoing implementation of LA Waterfront Public Art Master Plan	\$\$	Port of LA, Nonprofit	Revisiting the Art Master Plan for implementation

## No Phase 3 Improvements (10+ Years)



# Wayfinding Projects

## Phase 1 Improvements (Years 0-5)

Wayfinding improvements will be prioritized in early phases to support better navigation of the waterfront by pedestrians, drivers, and bicyclists.

Key:  
\$ = <\$100K  
\$\$ = \$100K - \$500K  
\$\$\$ = \$500K - \$1M  
\$\$\$\$ = \$1M - \$5M  
\$\$\$\$\$ = \$5M+

Connectivity Category	Recommendation	Estimated Cost Range	Potential Implementation Entity(s)	Notes
Wayfinding	LA Waterfront Signage Master Plan	\$\$	Port of LA	Analysis and planning for implementation
	LA Waterfront Gateway Signage	\$\$\$\$\$	Port of LA, City of LA	Includes three gateway signage installations that are large and recognizable from afar; can be combined with gateway art
	Digital Tools (Website and App)	\$\$	Port of LA	Assumes initial set-up only
	Vehicle Directional Signage	\$\$\$\$\$	Port of LA	Assumes complete overhaul of existing signage for a complete re-fresh
	Pedestrian & Bicycle Directions and Signage	\$\$\$\$\$	Port of LA	Assumes complete overhaul of existing signage for a complete re-fresh

## No Phase 2 Improvements (Years 5-10)

## No Phase 3 Improvements (10+ Years)



# Project List by Phase

Recommended projects are listed in the following pages by the following implementation phases:

**Phase 1 Improvements** include projects recommended within a year, and support the West Harbor development.

**Additional Phase 1 Improvements** consist of projects recommended within two to five years, and are centered around the activation of 22nd Street and AltaSea.

**Later Phase Improvements** include Phase 2-3 projects, intended for beyond five years, and build on Phase 1 improvements. These projects build on development around Cabrillo Beach and the Cruise Center.





# Phase 1 Prioritization

## Phase 1 (Year 0-1) Improvements (West Harbor Supportive)

Improvements implemented in Year 1 should focus on interventions that support the opening of West Harbor and prepare the immediate area for increased traffic.

Key:  
\$ = <\$100K  
\$\$ = \$100K - \$500K  
\$\$\$ = \$500K - \$1M  
\$\$\$\$ = \$1M - \$5M  
\$\$\$\$\$ = \$5M+

Category	Improvement	Phase 1 (Year 0-1) Action Summary	Total Cost Range*
Motorized Connectivity	Roadways	Harbor Blvd Improvements (SP Slip to 22nd Street)	\$\$\$\$\$
		Event Traffic Management Plan	\$\$
Non-Motorized Connectivity	Bicycle Path	Harbor Boulevard Bike Path: Lane Relocation to Promenade	\$\$\$\$
		Crescent Avenue & Miner Street Bikeway	\$\$\$\$
	Pedestrian Connectors	22nd Street Gateway Pedestrian Amenities	\$\$
		1st & Harbor Pedestrian Intersection Crossing Pilot Project	\$\$
Water Connectivity	Public Water Access & Recreation	Berth 44 Boatyard	-
Open Space	Open Space	Interstate 110 Harbor Approach Beautification	\$\$\$\$\$
Public Art	Public Art	Waterfront Gateway Art Installations, including 22nd Street, Harbor Blvd, and 6th Street	\$\$\$\$\$
Wayfinding	Wayfinding	LA Waterfront Gateway Signage	\$\$\$\$\$

\*Cost ranges for non-motorized connectivity are per mile costs.



# Additional Phase 1 Improvements

## Phase 1 (Year 2-5) Improvements (Activation of 22nd Street and AltaSea)

Years 2-5 should focus on building out improvements to increase connectivity and accessibility in the area surrounding 22nd Street Park and AltaSea.

Key:  
\$ = <\$100K  
\$\$ = \$100K - \$500K  
\$\$\$ = \$500K - \$1M  
\$\$\$\$ = \$1M - \$5M  
\$\$\$\$\$ = \$5M+

Category	Improvement	Phase 1 (Year 2-5) Action Summary	Total Cost Range*
Motorized Connectivity	Roadways	Signal Street Improvements and 22nd Street Complete Street Improvements	\$\$\$\$\$
	Parking	22nd Street Surface Lot Expansion	\$\$\$\$
		Smart Parking Signage & Parking Demand Infrastructure	\$\$
		Parking Management Strategies	\$\$
		Inner Harbor Cruise Ship Terminal Surface Parking (USS Iowa Relocation)	\$\$\$\$
		Revenue Control Equipment	\$\$
	Public Transit	7th Street & Pacific Avenue Transit Hub	\$\$\$\$
		Upgraded Transit Stops	\$\$\$\$
	Trolley/Tram	Trolley Branding	\$\$
Non-Motorized Connectivity	Promenade	Promenade at SP Slip	\$\$\$\$\$
	Pedestrian Connectors	Cabrillo Beach and Coastal Trail Improvements	\$\$
		Improved crossings and sidewalks at Gulch Road and Crescent Avenue	\$\$\$
		Downslope Trail near Bloch Field	\$
		Harbor Boulevard Streetscape: Lighting and Signal Upgrades	\$\$\$\$

\*Cost ranges for non-motorized connectivity are per mile costs.



# Additional Phase 1 Improvements

## Phase 1 (Year 2-5) Improvements (Activation of 22nd Street and AltaSea)

Years 2-5 should focus on building out the improvements to increase connectivity and accessibility in the area surrounding 22nd Street Park and AltaSea.

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\$\$ = \$100K - \$500K  
\$\$\$ = \$500K - \$1M  
\$\$\$\$ = \$1M - \$5M  
\$\$\$\$\$ = \$5M+

Category	Improvement	Phase 1 (Year 2-5) Action Summary	Total Cost Range*
Water Connectivity	Public Water Access & Recreation	Los Angeles Maritime Museum Relocation	-
Open Space	Open Space	Harbor Boulevard Parkway Improvements (HACLA, 1st and 3rd)	-
		Harbor Boulevard Medians Turf Replacement & Beautification	\$\$
		22nd Street Open Space at the East Channel/AltaSea	\$\$\$\$
		John S. Gibson Jr. Park	\$\$\$
		Angels Walk LA Program Ongoing Developments	\$\$
		Micromobility Hub at Downtown Harbor	\$\$\$\$
		SP Slip Enhancements	-
Public Art	Public Art	LA Waterfront Public Art Master Plan	\$\$
		22nd Street Park Sculpture Park (Phase 1)	\$\$\$\$\$
Wayfinding	Wayfinding	LA Waterfront Signage Master Plan	\$\$
		LA Waterfront Gateway Signage	\$\$\$\$\$
		Digital Tools (Website and App)	\$\$
		Vehicle Directional Signage	\$\$\$\$\$
		Pedestrian & Bicycle Directions and Signage	\$\$\$\$\$



# Later Phases Improvements

## Phase 2-3 (Year 5+) Improvements (Building on Phase 1 Improvements, build-out of Cabrillo Beach and Cruise Center)

Investments in later phases, after year 5, are focused on connecting Cabrillo Beach and the Cruise Center to improvements in Phase 1. Phase 2 and 3 interventions feature more intensive infrastructure investments.

Key:  
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\$\$\$ = \$500K - \$1M  
\$\$\$\$ = \$1M - \$5M  
\$\$\$\$\$ = \$5M+

Category	Improvement	Phase 2/3 (Year 5+) Action Summary	Total Cost Range*
Motorized Connectivity	Roadways	Harbor Boulevard Additional Travel Lanes	\$\$\$\$\$
		Access to the Beach District	\$\$\$\$
		Via Cabrillo-Marina & Shoshonean Road Intersection Traffic Circle	\$\$\$\$
	Public Transit	Regional Mobility Hub	\$\$\$\$
	Parking	Inner Harbor Cruise Ship Terminal Parking Structure(s)	\$\$\$\$\$
		Bluff Parking Structure	\$\$\$\$\$
		Implement Smart Demand Parking System	\$\$\$\$
	Trolley/Tram	Trolley Service Updates	\$\$\$
		Trolley Special Operations Plan for Event Management	\$\$
		Trolley Stop Amenities	\$\$
		Trolley Linkage/Intermodal Center	\$\$\$\$\$
		Wilmington Extension	\$\$\$\$
		Cruise Ship Terminal & Event Parking Tram	\$\$\$\$
		Historic Trolley Attraction	\$\$\$\$\$



Later Phases Improvements

Phase 2-3 (Year 5+) Improvements (Building on Phase 1 Improvements, build-out of Cabrillo Beach and Cruise Center)

In Phase 2 and 3, additional bicycle paths and pedestrian connectors enhance connectivity throughout the waterfront. For water connectivity, Phase 2 and 3 completes water taxi stops and upgrades docks for overnight use.

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\$\$\$ = \$500K - \$1M  
\$\$\$\$ = \$1M - \$5M  
\$\$\$\$\$ = \$5M+

Category	Improvement	Phase 2/3 (Year 5+) Action Summary	Total Cost Range*
Non-Motorized Connectivity	Bicycle Path	Rail to Trail Harbor Boulevard to Miner Street Connector	\$\$\$\$
		22nd Street Park to Crafted/Brouwerji West Connections	\$\$\$
		Dave Arian Way Bike Path (Class I)	\$\$\$\$
		Swinford Street Bicycle & Pedestrian Connections	\$\$\$
		W. O’Farrell Street Bicycle & Pedestrian Connections	\$\$\$
		9th Street and Beacon Street Bicycle & Pedestrian Connections	\$\$\$
		White Point Regional Connector Trail	\$\$\$\$\$
		Pacific Ave Bikeway	\$\$\$\$\$
	Promenade	Main Channel Promenade at Alta Sea	\$\$\$\$
Water Connectivity	Water Taxi Stops	Bluff Linkages with Bridge Connector for 10th, 11th, 12th, and 13th Streets for Pedestrians and Bicycles	\$\$\$\$
		Water Taxi Operations Plan	\$\$
	Public Water Access & Recreation	Water Taxi Stops Phases 2 & 3 (10 total)	\$\$\$\$\$
		Hand-Launch Dock at Cabrillo Boat Launch and Whalers Walk	\$\$\$\$\$
		Day Use Guest Docks at Cabrillo Marina	-
		West Harbor Guest Day Expansion & Overnight Slips	-
		AltaSea Overnight Slips	-
		Infrastructural Upgrades	\$\$\$\$\$

\*Cost ranges for non-motorized connectivity are per mile costs.



# Later Phases Improvements

## Phase 2-3 (Year 5+) Improvements (Building on Phase 1 Improvements, build-out of Cabrillo Beach and Cruise Center)

Improvements in Phases 2 and 3 include implementation of both the Public Art and Signage Master Plans, as well as open space enhancement throughout the waterfront.

Key:  
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\$\$ = \$100K - \$500K  
\$\$\$ = \$500K - \$1M  
\$\$\$\$ = \$1M - \$5M  
\$\$\$\$\$ = \$5M+

Category	Improvement	Phase 2/3 (Year 5+) Action Summary	Total Cost Range*
Open Space	Open Space	Micromobility Hub at Downtown Harbor/World Cruise Center	\$\$\$\$
		Bloch Field (South)	\$\$\$\$
		San Pedro Salt Marsh Improvements	\$\$\$\$
		Cabrillo Beach Improvements	\$\$\$
		Timm’s Point Enhancements	\$\$
		Micromobility Hub at Cabrillo Beach	\$\$\$\$
		World Cruise Center Public Improvements	\$\$\$\$
		Warehouse 1 Site Improvements	\$\$\$
Public Art	Public Art	22nd Street Park Sculpture Park (Phase 2)	\$\$\$\$
		Ongoing implementation of LA Waterfront Public Art Master Plan	\$\$
Wayfinding	Wayfinding	Ongoing implementation of LA Waterfront Signage Master Plan	\$\$





## Appendix



# Appendix

**This appendix includes information that was developed through the planning process and is included here for reference; specifically, a review of previous planning documents and detailed community engagement results.**

- A. Background Information Review Memorandum
- B. Focus Group Charrette Results
- C. Community Workshop & Pop-up Results
- D. Rancho San Pedro Workshop Results
- E. Community Engagement Phase 2 Results



# A. Background Information Review Memorandum

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# 1. OVERVIEW

## Task 1 Information Review

### SPWCP Work Plan

There are several steps involved in the development of the San Pedro Waterfront Connectivity Plan (SPWCP), summarized as follows:

- Information Review (Task 1)
- Site Tour (Task 2)
- Internal Workshop (Task 3)
- Stakeholder Engagement (Task 4)
- Prepare Draft SPWCP (Task 5)
- Presentation of Draft SPWCP (Task 6)
- Presentation of Final SPWCP (Task 7)

### Task 1.2 Existing Document Analysis

Task 1 has been prepared to support the SPWCP and is the first step in the planning process. This memorandum will focus on Task 1.2 which is a review of existing planning documents, technical studies, and relevant materials. Each document is reviewed and analyzed to generate summaries and key issues.

## Memorandum Organization

### Report Format

Existing documents are traditionally reviewed individually and summarized for key points. For the SPWCP, SWA believes that it is most useful to summarize the existing documents by individual connectivity elements, circulation, and amenities. These core categories are further broken down into individual topics like pedestrian circulation and bicycle circulation. Any document with relevant information pertaining to a particular connectivity element is listed in a document matrix. The document matrix includes a brief description of the category followed by the project name, scope, date built, scope and status. Planning elements, including design guidelines, implementation, sustainability, urban greening and districts are also summarized.

This reporting approach allows the team to review the history, progress, and current status of these connectivity elements in greater detail. The individual review will further assist the team with internal and external workshops, analysis, and development of the SPWCP.

The final SPWCP will be a separate document. Certain text or tables may be pulled or summarized from this memorandum and incorporated in the final SPWCP.

### Report Organization

The memorandum is organized by five key sections.

1. Overview
2. Existing Planning Documents- summary of the existing documents
3. Connectivity Elements Review- Circulation and Amenities
4. Planning Elements Review
5. Timeline Summary- an overlay of planning documents and relevant SPWCP projects over time
6. Appendix- A table of documents reviewed for this memorandum

# 2. EXISTING PLANNING DOCUMENTS

## Summary of Planning Documents

### 2005 San Pedro Waterfront and Promenade Master Development Plan (B to B)

The master development plan serves as a development and refinement of the basic concepts specified in previous documents, 'Waterfront Access Taskforce for the Community and Harbor's (WATCH) Promenade and Downtown San Pedro Interface Project Final Report (2002)' and the 'Port Community Advisory Committee (PCAC) San Pedro Coordinated Framework Plan (2003).' The plan outlines concepts for improved access to the water, enhanced opportunities for open space, and a renewed sensitivity to the history and culture of San Pedro. The major plan elements include:

- Water plan
- Open Space
- Transportation and parking
- Arts Master Plan



Downtown Harbor view

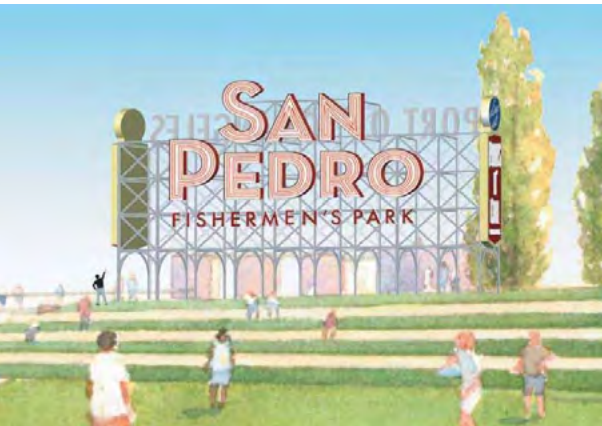
### 2004 San Pedro Waterfront and Promenade Master Development Plan (B to B) Design Guidelines

The guidelines are an element of the 'San Pedro Waterfront and Promenade Master Development Plan (B to B)'. These guidelines address the general character and vision of the master development plan. The guidelines serve as a guide to public and private development on the project site. It speaks to land and water uses, street layout, building height limits,

building setback requirements, and other development regulations.

### 2005 San Pedro Waterfront Enhancements & Errata (MND)

This study was created to evaluate the potential environmental consequences associated with the 'San Pedro Waterfront Enhancements Project'. As part of the permitting process for the Port, the proposed projects were required to undergo an environmental review pursuant to the California Environmental Quality Act (CEQA). The proposed project area covered 44.5 acres and began at the intersection of Harbor Boulevard and Swinford Avenue, ending at the Fisherman's Pier near Cabrillo Beach.



San Pedro signage

### 2005 Los Angeles Harbor Area - California Coastal Trail Access Analysis

The coastal trail analysis identifies coastal access opportunities as well as implementation of these proposed improvements. The analysis focuses on San Pedro and Wilmington- including the harbor area of Long Beach. Segments were identified within of these key areas and analyzed by trail aspects, site description, assets, constraints, and opportunities. There were 52 opportunities identified within the San Pedro area. These are highlighted as existing coastal trails, existing coastal trails needing improvement, missing links, proposed coastal trails needing improvement, and coastal trail support facilities needed.





Coastal trail master map

### 2008 Harbor Blvd Seamless Study

The Harbor Boulevard Seamless study was completed in November 2008. The document highlights the integration of access and urban design along Harbor Boulevard between the San Pedro waterfront and San Pedro Community. The document lists previous studies conducted near the Port, a community waterfront charrette and the resulting discussion, design guidelines for Harbor Boulevard, and highlights three focus areas. The 'Areas of Focus' are:

- Harbor Boulevard streetscape study, between Swinford Street and Sixth Street
- Inner Cruise Terminal parking study with a parking structure proposal
- Two joint development opportunities
  - Low density parking with retail at the Caltrans Site
  - Mixed use retail and residential with parking at 7th Street and Beacon Street



Cruise Terminal Parking Study

### 2009 San Pedro Waterfront Project (FEIS/FEIR)

The San Pedro Waterfront Project EIS/EIR began with the "Waterfront Promenade & Interface Report" (WATCH Report), published in May 2002. The document was then amended in 2006 to exclude some hotel and retail development. The final 'Joint Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR)' was certified in 09/2009. This document analyzes 36 project elements that fall within three categories:

1. A cohesive, interconnected network of promenades, harbors, open space and linkages designed to better connect the waterfront with downtown and surrounding communities
2. New development, redevelopment, cultural attractions, and modifications to existing tenant facilities, including development of the new cruise facilities and Ports O' Call
3. Transportation improvements for vehicles and pedestrians.



Final proposed project summary

### LA Waterfront Urban Linkages: San Pedro Waterfront

This LA Waterfront Urban Linkages plan highlights elements initially outlined the 'San Pedro Waterfront and Promenade Master Development Plan (B to B)'. The document elaborates on the elements for future implementation purposes. The document analyzes several case studies, continues the site inventory and analysis process, and develops district identification. The scope is from Vincent Thomas Bridge to 22nd Street.



Gateway Long Range Enhancements

### 2012 City Dock No. 1 Marine Research Center Project (FEIR)

A draft environmental impact report (EIR) was prepared and circulated for public comment to evaluate environmental impacts related to the construction and operation of the City Dock No. 1 Marine Research Center Project. The proposed project involves development of an urban marine research center within a 28-acre portion of the 400-acre San Pedro Waterfront Master Plan area along the west side of the Los Angeles Harbor's Main Channel encompasses Berths 56 through 60 and Berths 70 and 71.



Proposed project site plan Enhancements

### 2014 The Port Master Plan

The Port Master Plan established policies and guidelines to direct the future development of the Port. This master plan incorporates Port development (cargo handling facilities, commercial fishing facilities, and boating facilities), San Pedro, West Basin/Wilmington, Terminal Island, Fish Harbor, and waterways. The plan was designed to better promote and safely accommodate foreign and domestic waterborne commerce, navigation, and fisheries in the national, state, and

local public interests. The Plan also provides for public recreation facilities and visitor serving areas to facilitate public access to the waterfront and better integrate the Port with the surrounding community, consistent with the State Tidelands Trust.



Pedestrian pathways

### 2014 LA Waterfront Design Guidelines

The waterfront design guidelines provided the framework for projects to be constructed along the Port's waterfront. This document brings together open space, architectural, signage, lighting, and sustainability guidelines for the unified development of The LA Waterfront while also connecting with the history of San Pedro. These design guidelines are broad statements that steer the implementation of waterfront projects. This was to allow designers considerable creative latitude when designing projects.



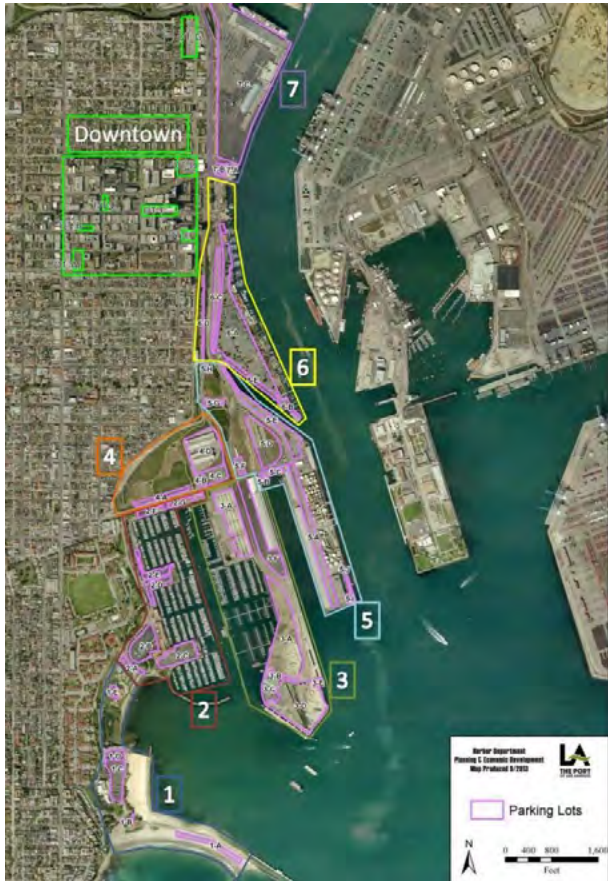
Identity signage

### 2014 San Pedro Waterfront Parking Study

The parking study was intended to provide the Port with an understanding of how to effectively support the future parking demand generated by the development plans along the Waterfront. The following elements were analyzed as part of the study:



- Existing and future (2016 and 2037) parking inventory and demand
- Future parking solutions
- Cost analysis of parking management options,
- Financial analysis of Waterfront parking system
- Parking management plan



Waterfront parking map

2017 San Pedro Urban Greening Implementation Plan

The implementation plan was a culmination of a multi-year community-based planning effort, which identified downtown green space linkages through waterfront connection points, downtown community sites, and upland park area connection points. It describes 32 green pathway and outlet opportunities that were identified during this process. For each listing, there is a summary of the key implementation requirements.



Gaffey Great Street

West Harbor Modification Project (IS/NOP)

The Los Angeles Harbor Department (LAHD) prepared the Notice of Preparation (NOP) to inform responsible parties that 2009 San Pedro Waterfront Project (FEIS/FEIR) was being modified. The proposed modification included a 6,200-seat outdoor amphitheater and entertainment lawn venue replacing the previously analyzed 100-foot diameter Ferris wheel with a tower attraction/observation deck.



Project rendering of amphitheater

Existing Planning Document Goals

A list of the primary goals, framework, vision or big ideas for the planning documents will help drive the goals for the SPWCP moving forward. The goals were compiled for an initial view of what we can carry through with the SPWCP but is expected to change in time as the project progresses.

2005 San Pedro Waterfront and Promenade Master Development Plan (B to B) (Key Recommendations)

1. Develop a continuous grand boulevard and waterfront promenade
2. Produce a vibrant waterfront plan
3. Affirm the waterfront as a public resource
4. Enhance San Pedro's unique history in new design
5. Establish waterfront districts, keeping what works
6. Provide a variety of transportation options
7. Enhance key linkages to downtown

2005 San Pedro Waterfront and Promenade Master Development Plan (B to B) (Master Planning Principles)

1. Start with a water plan
2. Integrate with and enhance what exists
3. Emphasize the public environment
4. Learn from precedents
5. Realize a near-term vision

2005 San Pedro Waterfront and Promenade Master Development Plan (B to B) (Guiding Principles)

1. Capitalize on the water as a unique venue
2. Promote a physically and visually accessible waterfront
3. Enhance the connection between place and history
4. Create a network of open spaces
5. Keep what works
6. Provide a variety of transportation options

2005 San Pedro Waterfront and Promenade Master Development Plan Design Guidelines (B to B) (Key Recommendations)

1. Produce a vibrant water plan
2. Develop a continuous grand boulevard and waterfront promenade
3. Enhance San Pedro's unique history in new design
4. Establish distinct waterfront districts, keeping what works
5. Affirm the waterfront as a public resource
6. Provide a variety of transportation options

2005 Los Angeles Harbor Area - California Coastal Trail Access Analysis (Goals)

1. Provide a continuous connection to the shoreline at appropriate intervals and sufficient transportation access to encourage public use
2. Provide a valuable experience for the user by protecting the natural environment and cultural resources while also providing public access to beaches, scenic vistas, wildlife viewing areas, recreational or interpretive facilities, and other points of interest.
3. Create linkages to other trail systems and urban population centers

2005 San Pedro Waterfront Enhancements & Errata (MND)

1. Provide attractive pedestrian connections from upland to the water and along the waterfront, between the Vincent Thomas Bridge to the Fisherman's Pier at the federal breakwater
2. Increase the amount of open space and the connectivity of existing public places and gathering spaces along the waterfront
3. Provide alternative transportation opportunities to reduce vehicle trips

2008 Harbor Blvd Seamless Study (Framework)

1. Integrate with the community fabric and maintain view corridors
2. Serve residents first
3. Density consistent with low traffic generating uses
4. Give historic downtown importance and supporting historic neighborhoods and landscapes
5. Provide significant open space resources and public access
6. Support maritime uses
7. Be environmentally sustainable

2009 San Pedro Waterfront Project (FEIS/FEIR) (Goals)

1. Link downtown San Pedro and the waterfront, substantially increasing public access
2. Enhance community- and visitor-serving commercial opportunities along the waterfront
3. Relocate or remove cargo handling operations from the San Pedro Waterfront
4. Meet growing cruise industry demands



- 5. Improve transportation, parking and non-vehicular mobility in and around the San Pedro Waterfront.
- 6. Grow the Port in a sustainable manner

**LA Waterfront Urban Linkages: San Pedro Waterfront (Vision)**

- 1. A continuous promenade
- 2. A continuous bike path
- 3. Connections to the California Coastal Trail
- 4. Connection to the LA Harbor View Trail
- 5. Connections from Downtown San Pedro and residential areas
- 6. Signage and hardscape treatment
- 7. Removal of physical barriers to the waterfront
- 8. A redesigned Red Car Trolley System
- 9. Water views

**LA Waterfront Urban Linkages: San Pedro Waterfront (Big Ideas)**

- 1. Develop a coordinated approach to solve the congestion on Harbor Boulevard when visitor traffic is heavy
- 2. A realigned, simplified and beautified Harbor Boulevard that serves the entire waterfront
- 3. Make connections that join the waterfront to downtown San Pedro and encourage development and redevelopment in Downtown San Pedro (6th Street and other street connections, Beacon Street, Plaza Park)
- 4. Connect the attractions and destinations together (existing and proposed promenade, walkways, bikeways, bridges, transit connections, Lane Victory, USS Iowa, USS Sail Submarine, future proposed Cabrillo Marina II development opportunities, Cirque du Soleil, CRAFTED, AltaSea at Port of Los Angeles, other seasonal events, etc.)
- 5. Promote a unique cultural, retail and commercial redevelopment on the LA Waterfront.
- 6. Develop a world-class venue to serve the 12 Million people in the greater LA region, as well as international visitors
- 7. Enhance public access along the waterfront and provide informational signage and a wayfinding system to highlight local landmarks and points of interest

**2014 Port Master Plan: Port of Los Angeles (Objectives)**

- 1. To develop the Port in a manner that is consistent with federal, state, county and city laws, including the California Coastal Act of 1976 and the Charter of the City of Los Angeles
- 2. To integrate economic, engineering, environmental and safety considerations into the Port development process for measuring the long-term impact of varying development options on the Port's natural and economic environment
- 3. To promote the orderly long-term development and growth of the Port by establishing functional areas for Port facilities and operations
- 4. To allow the Port to adapt to changing technology, cargo trends, regulations, and competition from other U.S. and foreign seaports

**2014 Port Master Plan: Port of Los Angeles (Development Goals)**

- 1. Optimize land use
- 2. Increase Cargo Terminal Efficiency
- 3. Accommodate Diverse Cargoes
- 4. Increase Public Access to the Waterfront
- 5. Protect Historic Resources

**2014 LA Waterfront Design Guidelines**

- 1. Celebrate the significance of the Port, Wilmington, and San Pedro: past, present, and future
- 2. Improve public access to the LA Waterfront, increasing connectivity and linkages to the communities of Wilmington and San Pedro
- 3. Create a unified waterfront through the integration of consistent and/or complementary publicly oriented improvements
- 4. Establish world-class design to solidify a regional draw to the Port and enhance the visitor experience
- 5. Reinforce the vitality of Wilmington and San Pedro and serve commercial opportunities along the waterfront
- 6. Develop a continuous promenade that affirms the waterfront as a public resource
- 7. Grow the Port in a sustainable manner

**2017 San Pedro Urban Greening Implementation Plan**

- 1. The plan be created through a robust community-based planning process
- 2. The planning process identify and map green pathway and outlet opportunities that accomplish Goal #1
- 3. The final plan characterizes these opportunities and provide direction for their implementation

**CONNECTIVITY ELEMENTS REVIEW: CIRCULATION**



Roadways | General

The general roadway category includes access to the waterfront and roads throughout the Port. Harbor Boulevard will be reviewed separately.

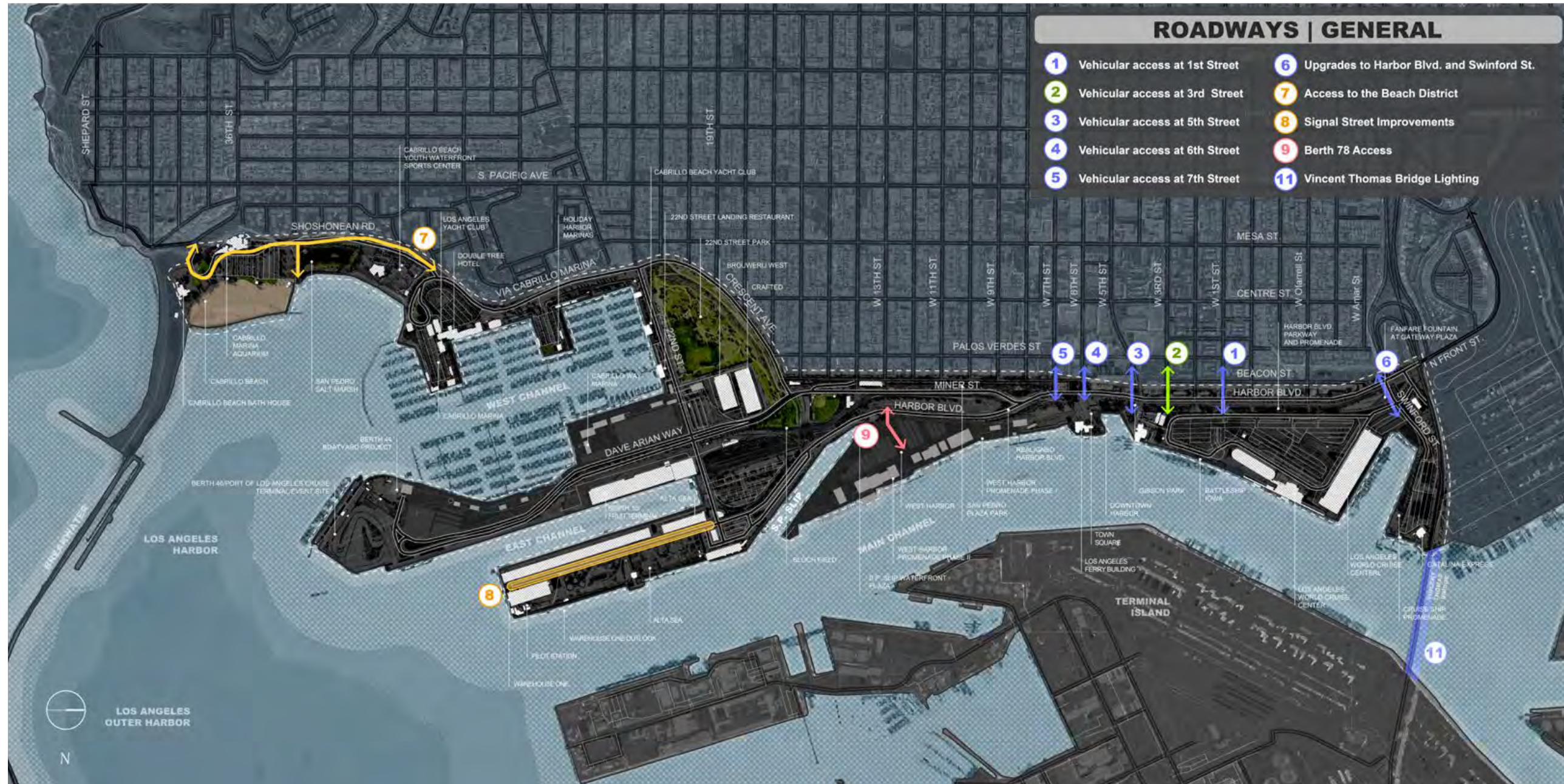
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Deferred Potential Development In Progress Under Construction Completed

NAME	DATE*	SOURCE**	SCOPE	STATUS
DIRECT SPWCP SCOPE				
1. Vehicular access at 1 <sup>st</sup> Street	2009	San Pedro Waterfront Project (FEIS/FEIR)	• Vehicular access at waterfront	Completed
2. Vehicular access at 3 <sup>rd</sup> Street	2009	San Pedro Waterfront Project (FEIS/FEIR)	• Vehicular access at waterfront	Potential Development
3. Vehicular access at 5 <sup>th</sup> Street	2009	San Pedro Waterfront Project (FEIS/FEIR)	• Vehicular access at waterfront	Completed
4. Vehicular access at 6 <sup>th</sup> Street	2009	San Pedro Waterfront Project (FEIS/FEIR)	• Vehicular access at waterfront	Completed
5. Vehicular access at 7 <sup>th</sup> Street	2009	San Pedro Waterfront Project (FEIS/FEIR)	• Vehicular access at waterfront	Completed
6. Upgrades to Harbor Blvd. and Swinford St.	2005	San Pedro Waterfront and Promenade Master Development Plan (B to B)	• Vehicular access at waterfront	Completed
7. Access to the Beach District	2005	San Pedro Waterfront and Promenade Master Development Plan (B to B)	• Reduced traffic with boat trailer traffic	Ongoing
8. Signal Street Improvements	2015-2022	Public Access Investment Plan (PAIP) Presentation	• Street, parking, and landscape improvements • Connects AltaSEA and future development site at Warehouse 1	Design in Progress
	2014	San Pedro Waterfront Parking Study	• Detailed drawing and analysis within the study	
	2012	City Dock No. 1 Marine Research Center Project (FEIR)	• Remove rail line • Install diagonal parking	
	-	LWaterfront.org	• Located alongside AltaSea • Street, curb and gutter, and lighting improvements; overhead power relocation; and a new fiber network	
9. Berth 78 Access	2005	San Pedro Waterfront Enhancements & Errata (MND)	• Pedestrian pathway and vehicular access road would be extended west from Berth 78 through the parking lot toward 13th Street	Under Construction
INDIRECT SPWCP PROJECT SCOPE				

10. B 200 Roadway Extension	- 2015-2022	LWaterfront.org Public Access Investment Plan (PAIP) Presentation	<ul style="list-style-type: none"><li>• Extends existing roadway to Henry Ford Ave</li><li>• Reduces traffic and prevents trucks from passing through the Wilmington Waterfront</li><li>• Improves 4,000 square feet of existing adjacent roadway and creates 3,000 square feet of new road from the Wilmington Waterfront east to Henry Ford Ave</li></ul>	Design in Progress
11. Vincent Thomas Bridge Lighting	-	LWaterfront.org	<ul style="list-style-type: none"><li>• First bridge in the world to be illuminated by solar-powered LEDs</li><li>• No pedestrian walkway on the bridge, but creates a good backdrop for photos</li></ul>	Completed, 2005



■ Deferred   
 ■ Potential Development   
 ■ In Progress   
 ■ Under Construction   
 ■ Completed





Roadways | Harbor Blvd.

As Harbor Boulevard is a central spine and essential boundary at the Port, it has been reviewed in more detail in addition to all roadways in the SPWCP.

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\*\*Source refers to the specific source reviewed for the scope

Deferred Potential Development In Progress Under Construction Completed

NAME	DATE*	SOURCE**	SCOPE	STATUS
DIRECT SPWCP SCOPE				
1. Roadway Improvements Project, Sampson Way Realignment	-	LWaterfront.org	<ul style="list-style-type: none"><li>Realignment of Harbor Blvd. at Sampson Way, south of 7<sup>th</sup> street</li><li>Provides unobstructed views of the water and easier access for vehicles and pedestrians</li></ul>	Completed, 2018
	2015-2022	Public Access Investment Plan (PAIP) Program Planning	<ul style="list-style-type: none"><li>Harbor Boulevard and 7th Street intersection added a traffic signal, bike lanes, marked crosswalks, outdoor lighting, landscaping, and walkways</li></ul>	
	2009	San Pedro Waterfront Project (FEIS/FEIR)	<ul style="list-style-type: none"><li>Realignment and enhancements to continue the iconic arrival to the waterfront</li></ul>	
	2005	San Pedro Waterfront and Promenade Master Development Plan (B to B)		
	-	LA Waterfront Urban Linkages: San Pedro Waterfront		
2. Streetscape studies	2008	Harbor Blvd. Seamless Study	<ul style="list-style-type: none"><li>Enhanced pedestrian experience and access to waterfront by creating an active retail and commercial edge, providing an appropriate street lighting, narrowing vehicular rights-of-ways, widening sidewalks especially at neighborhood street intersections, and creating a waterfront boardwalk and a pedestrian friendly promenade</li></ul>	Ongoing
	2015-2022	Public Access Investment Plan (PAIP) Program Planning	<ul style="list-style-type: none"><li>Continues new Harbor Boulevard through 22<sup>nd</sup> Street</li><li>Connects West Harbor, CRAFTED, and AltaSea</li></ul>	Potential Development
3. Parkway improvements	-	Lawaterfront.org		

4.	Additional travel lanes	-	LA Waterfront Urban Linkages: San Pedro Waterfront	<ul style="list-style-type: none"><li>Restriped right-of-way to provide an additional travel lane for vehicles in both directions (three lanes in each direction)</li><li>On the in-bound side, the parking lane is to be managed in such a way as to preclude parking during peak hours or special events</li></ul>	Potential Development
5.	6 <sup>th</sup> Street and Harbor Blvd.	-	LA Waterfront Urban Linkages: San Pedro Waterfront	<ul style="list-style-type: none"><li>6<sup>th</sup> Street realigned to West Harbor</li></ul>	Completed
6.	9 <sup>th</sup> Street and Harbor Blvd.	-	LA Waterfront Urban Linkages: San Pedro Waterfront	<ul style="list-style-type: none"><li>9<sup>th</sup> Street realigned to West Harbor</li></ul>	Not included in West Harbor Plans
7.	7 <sup>th</sup> Street and Harbor Blvd.	-	LA Waterfront Urban Linkages: San Pedro Waterfront	<ul style="list-style-type: none"><li>Primary pedestrian and bicycle linkage to the new waterfront development and the waterfront promenade with enhanced pedestrian crossings</li></ul>	Completed



■ Deferred   
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 ■ Under Construction   
 ■ Completed





Parking

Parking is summarized below by individual projects and the Port as a whole.

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Deferred Potential Development In Progress Under Construction Completed

NAME	DATE*	SOURCE**	SCOPE	STATUS
DIRECT SPWCP SCOPE				
1. Cruise ship terminal parking	2018	Harbor Blvd Seamless Study	<ul style="list-style-type: none"><li>Parking study to add parking garage facility</li><li>Two alternate options included</li></ul>	Potential Development
	2005	San Pedro Waterfront and Promenade Master Development Plan (B to B)	<ul style="list-style-type: none"><li>Parking structures in the Inner Harbor will be built to serve the Outer Harbor cruise facilities</li><li>Parking needs for the two berths in the Inner Harbor and one berth in the Outer Harbor by constructing landscaped surface parking at Berth 87</li><li>Parking structure built when the market dictates the second Outer Harbor cruise berth or the LAHD initiates the North Harbor Cut</li><li>Low emissions vehicle (LEV) shuttle buses would transport passengers from the parking facilities at the Inner Harbor to the Outer Harbor</li></ul>	
	2009	San Pedro Waterfront Project (FEIS/FEIR)		
	2014	San Pedro Waterfront Parking Study	<ul style="list-style-type: none"><li>The activity and parking demand at the Cruise Terminal should continue to be monitored to determine when a parking structure is needed.</li></ul>	
2. Parking improvements throughout the Port	-	LAWaterfront.org	<ul style="list-style-type: none"><li>Supporting infrastructure project coordinates and networks parking management throughout the LA Waterfront to align with the needs of the Ports' partners</li><li>As West Harbor and AltaSea implement their parking concepts, this project ensures that operations and signage is coordinated throughout the LA Waterfront</li></ul>	In Progress
	2015-2022	Public Access Investment Plan (PAIP) Program Planning	<ul style="list-style-type: none"><li>Coordinates and networks parking management throughout the area to meet increasing demand</li><li>Parking system operations and smart parking signage</li></ul>	
	2014	San Pedro Waterfront Parking Study	<ul style="list-style-type: none"><li>Study to provide Port with an understanding of how to support future parking demand</li><li>Existing and future parking inventory and demand</li></ul>	
	2005	San Pedro Waterfront and Promenade Master Development Plan (B to B)	<ul style="list-style-type: none"><li>Dispersed high-density parking sites integrated with street parking options, hidden from public view</li></ul>	

3.	Preferential or free parking	2014	San Pedro Waterfront Parking Study	<ul style="list-style-type: none"><li>Lack of parking may lead to employees and visitors will look for free parking in the area, despite an unacceptable walking distance</li><li>The neighborhood street parking south of Downtown San Pedro between approximately 8<sup>th</sup> Street and 22nd Street is fairly convenient and could become highly used by Waterfront visitors and employees</li><li>Recommended that a preferential parking district be implemented in the area south of Downtown San Pedro and west of the Waterfront</li><li>May only be needed if parking becomes a problem</li></ul>	Potential Development
4.	Bluff parking, north of West Harbor	-	LA Waterfront Urban Linkages: San Pedro Waterfront	<ul style="list-style-type: none"><li>New multi-level structured parking is anticipated in the long-term development in multiple structures below the bluff</li></ul>	Potential Development
		2009	San Pedro Waterfront Project (FEIS/FEIR)	<ul style="list-style-type: none"><li>Harbor Boulevard between 8th and 14th Streets</li></ul>	
		2005	San Pedro Waterfront and Promenade Master Development Plan (B to B)	<ul style="list-style-type: none"><li>Railyard removed to provide opportunities for proposed bluff site and parking, rail spurs retained to exhibit during railroad shows</li></ul>	
		2014	San Pedro Waterfront Parking Study	<ul style="list-style-type: none"><li>The activity and parking demand at the Cruise Terminal should continue to be monitored to determine when a parking structure is needed</li><li>Since West Harbor and the Cruise Terminal activity peak at different periods, the Bluff Garage could potentially be used to support overflow parking demand from the Cruise Terminal with the support of shuttle service</li></ul>	
5.	Shared parking	2014	San Pedro Waterfront Parking Study	<ul style="list-style-type: none"><li>Shared parking system with shuttle service along the Waterfront will be effective in supporting the parking demand from special event</li><li>Demand during events may surpass the capacity of parking available on the Waterfront, especially if there is high cruise activity</li><li>Parking in Downtown San Pedro could be effectively utilized</li><li>Shuttle bus routes<ul style="list-style-type: none"><li>Between Crafted and Ports O' Call Village</li><li>Between San Pedro Park / Municipal Fish Market and Ports O' Call Village</li><li>Between Outer Harbor Cruise Terminal and Ports O' Call Village</li><li>Between Inner Harbor Cruise Terminal and Outer Harbor Cruise Terminal</li></ul></li></ul>	Potential Development



				<ul style="list-style-type: none"><li>Between Catalina Express Terminal and Inner Harbor Cruise Terminal</li><li>Between San Pedro Park / Municipal Fish Market and AltaSea</li></ul>	
6.	22 <sup>nd</sup> Street parking	2005	West Harbor Modification Project (IS/NOP)	<ul style="list-style-type: none"><li>Overflow parking that serve as event parking and can accommodate West Harbor on the weekends</li></ul>	Completed
		2005	San Pedro Waterfront and Promenade Master Development Plan (B to B)	<ul style="list-style-type: none"><li>200 West 22nd Street</li><li>Consists of green open space, parking, and pedestrian improvements</li><li>Landing area in two separate lots that would contain 450 and 350 parking spaces</li><li>direct access to and from the</li><li>parking area</li></ul>	
		2014	San Pedro Waterfront Parking Study		
7.	Parking structures	2005	San Pedro Waterfront and Promenade Master Development Plan (B to B)	<ul style="list-style-type: none"><li>Proposed parking structures</li></ul>	Potential Development
8.	Revenue control equipment	2014	San Pedro Waterfront Parking Study	<ul style="list-style-type: none"><li>Converting to a pay parking system along the waterfront</li><li>Fully gated parking system is implemented to prevent the need to have enforcement staff</li><li>Larger parking lots and structures have an automated parking system is implemented with gates, pay-on-foot stations and pay-in-lane capability</li><li>Smaller parking lots along the waterfront should also be gated with credit card in/credit card out revenue control equipment</li></ul>	Potential Development
9.	Parking management strategies	2014	San Pedro Waterfront Parking Study	<ul style="list-style-type: none"><li>A variety of parking management strategies are recommended:<ul style="list-style-type: none"><li>Implementing remote employee parking at Ports O' Call Village</li><li>Implementing Transportation Demand Management (TDM) Strategies to help reduce the waterfront parking demand</li><li>Implement a shuttle system and red car line to promote a shared parking strategy and a "park once" approach</li><li>Implement a preferential parking district program west of the Waterfront to prevent visitors and staff from parking along residential streets in the area south of Downtown San Pedro</li><li>Implement a centralized valet parking system at Ports O' Call Village</li><li>Install parking system amenities, including lighting, fencing, signage,</li></ul></li></ul>	Potential Development

				<ul style="list-style-type: none"><li>pedestrian walkways, landscaping, cameras and intercoms</li><li>Install an intelligent parking system with a parking space monitoring system and real-time signage inside and outside the Bluff Garage and Cruise Terminal Parking Structure.</li><li>Implement changeable message signs at key locations along the street system to inform patrons where parking is available.</li><li>Parking information should be provided on the City of Los Angeles parking website and Port website</li></ul>	
10.	Alta Sea parking deficit	2014	San Pedro Waterfront Parking Study	<ul style="list-style-type: none"><li>Deficit of 160 spaces at AltaSea during a peak projected weekday period even with parking at 22<sup>nd</sup> St.</li></ul>	Potential Development



Deferred
  Potential Development
  In Progress
  Under Construction
  Completed





Bicycle

Bicycle connections are noted along Harbor Blvd. as routes and linkages from the waterfront to San Pedro.

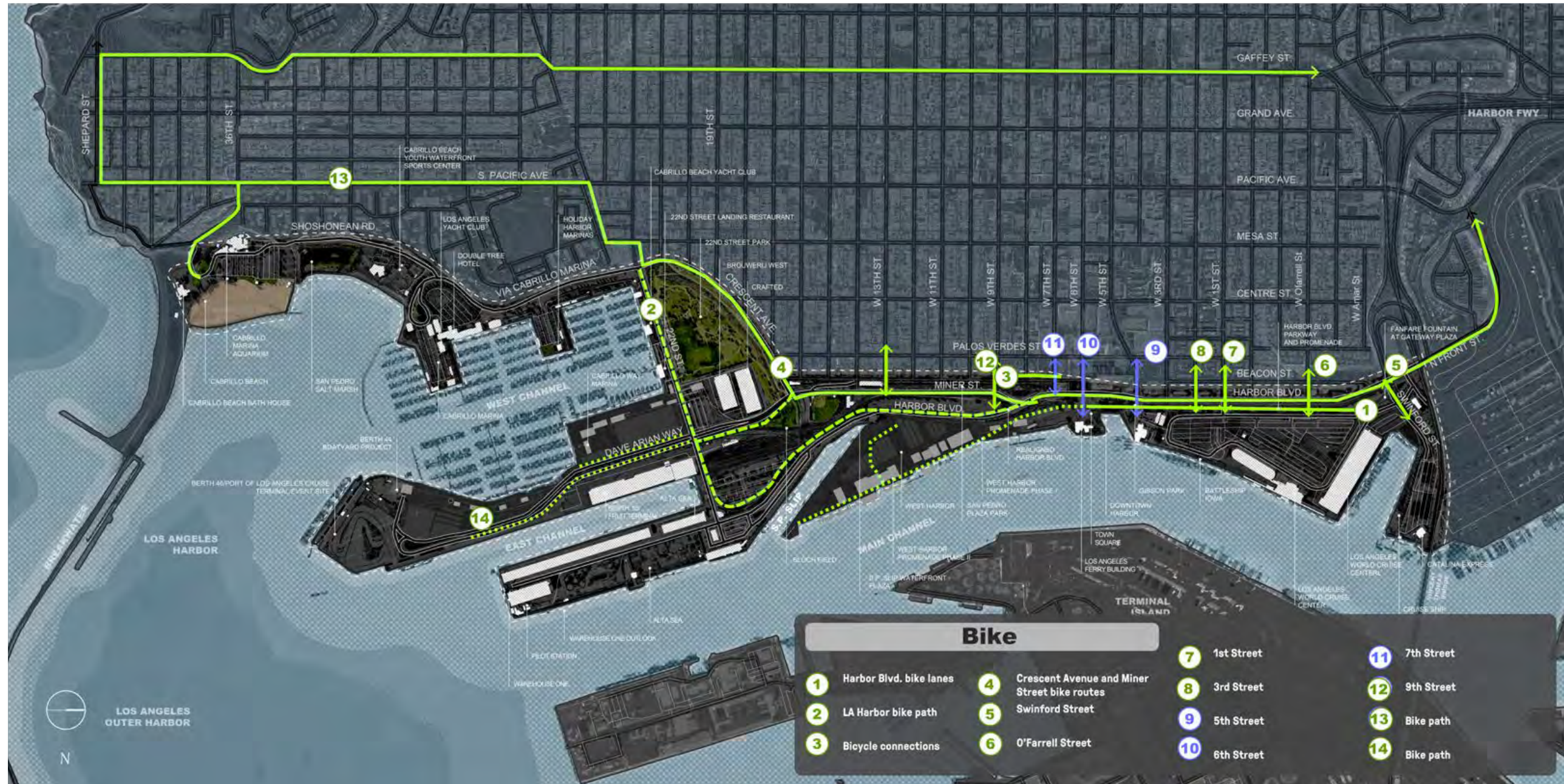
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DIRECT SPWCP SCOPE				
1. Harbor Blvd. bike lanes	-	LA Waterfront Urban Linkages: San Pedro Waterfront	• Dedicated bicycle lanes relocated to the Harbor Promenade on the east side of the Boulevard	Potential Development
2. LA Harbor bike path	2009	San Pedro Waterfront Project (FEIS/FEIR)	• Continuous bike path	Completed, and Potential Development
3. Bicycle connections	2009	San Pedro Waterfront Project (FEIS/FEIR)	• Connect the current end of the bike path at 9th and Beacon to extend along Beacon Street and connect to 7th Street down to the waterfront bike connections from Western Avenue along 1st Street	Potential Development
4. Crescent Avenue and Miner Street bike routes	2009	San Pedro Waterfront Project (FEIS/FEIR)	• Connect to the Harbor Boulevard bike path, and along 17th Street, which could connect to Crescent Avenue and Miner Street bike routes	Potential Development
5. Swinford Street	2009	San Pedro Waterfront Project (FEIS/FEIR)	• Bicycle and pedestrian connections at Swinford Street	Potential Development
6. O'Farrell Street	2009	San Pedro Waterfront Project (FEIS/FEIR)	• Bicycle and pedestrian connections at O'Farrell Street	Potential Development
7. 1 <sup>st</sup> Street	2009	San Pedro Waterfront Project (FEIS/FEIR)	• Bicycle and pedestrian connections at 1 <sup>st</sup> Street	Potential Development
8. 3 <sup>rd</sup> Street	2009	San Pedro Waterfront Project (FEIS/FEIR)	• Bicycle and pedestrian connections at 3 <sup>rd</sup> Street	Potential Development
9. 5 <sup>th</sup> Street	2009	San Pedro Waterfront Project (FEIS/FEIR)	• Bicycle and pedestrian connections at 5 <sup>th</sup> Street	Completed
10. 6 <sup>th</sup> Street	2009	San Pedro Waterfront Project (FEIS/FEIR)	• Bicycle and pedestrian connections at 6th Street	Completed
11. 7 <sup>th</sup> Street	2009	San Pedro Waterfront Project (FEIS/FEIR)	• Bicycle and pedestrian connections at 7 <sup>th</sup> Street	Completed
12. 9 <sup>th</sup> Street	2009	San Pedro Waterfront Project (FEIS/FEIR)	• Bicycle and pedestrian connections at 9th Street	Potential Development

13. Bike path	2014	Port Master Plan; Port of Los Angeles	• Proposed bike path	Potential Development
14. Bike path	2005	San Pedro Waterfront and Promenade Master Development Plan (B to B)	• Proposed bike path	Potential Development



Deferred
  Potential Development
  In Progress
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  Completed





Pedestrian

Pedestrian connectors and promenades focus on the primary pedestrian routes within the waterfront, excluding the California Coastal Trails. The Coastal Trails have been reviewed separately.

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Deferred
Potential Development
In Progress
Under Construction
Completed

NAME	DATE *	SOURCE **	SCOPE	STATUS
DIRECT SPWCP SCOPE				
1. Los Angeles Cruise Ship Promenade	-	https://www.lawaterfront.org	<ul style="list-style-type: none"><li>Located at the intersection of Swinford Street and Harbor Boulevard</li><li>First dedicated open space and public boardwalk at the Port</li><li>Includes four acres of prime waterfront property</li></ul>	Completed, 2004
2. 1 <sup>st</sup> Street	2009	San Pedro Waterfront Project (FEIS/FEIR)	<ul style="list-style-type: none"><li>Pedestrian access at the intersection with destination landmarks and uses are recommended to be developed</li><li>These connections would serve as pedestrian gathering places and gateways</li></ul>	Ongoing
	2014	Port Master Plan: Port of Los Angeles		
3. 3 <sup>d</sup> Street	2009	San Pedro Waterfront Project (FEIS/FEIR)	<ul style="list-style-type: none"><li>Pedestrian access at the intersection with destination landmarks and uses are recommended to be developed</li><li>These connections would serve as pedestrian gathering places and gateways</li></ul>	Ongoing
4. 5 <sup>th</sup> Street	2005	San Pedro Waterfront Enhancements & Errata (MND)	<ul style="list-style-type: none"><li>Pedestrian access at the intersection with destination landmarks and uses are recommended to be developed</li><li>These connections would serve as pedestrian gathering places and gateways</li><li>Extending the streetscape and promenade enhancements from 5th Street to 7th Street on Harbor Boulevard</li></ul>	Completed, Ongoing
5. 6 <sup>th</sup> Street	2009	San Pedro Waterfront Project (FEIS/FEIR)	<ul style="list-style-type: none"><li>Pedestrian access at the intersection with destination landmarks and uses are recommended to be developed</li><li>These connections would serve as pedestrian gathering places and gateways</li><li>Extending the streetscape and promenade enhancements from 5th Street to 7th Street on Harbor Boulevard</li><li>Crosswalks would be resurfaced with colored concrete</li></ul>	Completed, Ongoing
	2005	San Pedro Waterfront Enhancements & Errata (MND)		
6. 7 <sup>th</sup> Street	2009	San Pedro Waterfront Project (FEIS/FEIR)		Potential Development

	-	LA Waterfront- Urban Linkages: SP Waterfront	<ul style="list-style-type: none"><li>Extending the streetscape and promenade enhancements from 5th Street to 7th Street on Harbor Boulevard</li></ul>	
	2014	Port Master Plan: Port of Los Angeles	<ul style="list-style-type: none"><li>Crosswalks would be resurfaced with colored concrete</li><li>Pedestrian access at the intersection with destination landmarks and uses are recommended to be developed</li><li>These connections would serve as pedestrian gathering places and gateways</li><li>Primary pedestrian and bicycle linkage to the new waterfront development</li><li>View corridor to the water to be enhanced with a short pier extending beyond the typical promenade</li></ul>	
7. 9th Street	2005	San Pedro Waterfront Enhancements & Errata (MND)	<ul style="list-style-type: none"><li>Primary pedestrian and bicycle linkage to the new waterfront development</li><li>View corridor to the water to be enhanced with a short pier extending beyond the typical promenade</li></ul>	Potential Development
	2009	San Pedro Waterfront Project (FEIS/FEIR)	<ul style="list-style-type: none"><li>Pedestrian access at the intersection with destination landmarks and uses are recommended to be developed</li><li>These connections would serve as pedestrian gathering places and gateways (pedestrian bridge or signaled crossing)</li></ul>	
	2014	Port Master Plan: Port of Los Angeles		
8. 10th Street	-	LA Waterfront- Urban Linkages: SP Waterfront	<ul style="list-style-type: none"><li>Linkages crossing over changes in elevation between Harbor Boulevard and the bluff</li></ul>	Potential Development
9. 11th Street	-	LA Waterfront- Urban Linkages: SP Waterfront	<ul style="list-style-type: none"><li>Linkages crossing over changes in elevation between Harbor Boulevard and the bluff</li></ul>	Potential Development
10. 12th Street	-	LA Waterfront- Urban Linkages: SP Waterfront	<ul style="list-style-type: none"><li>Linkages crossing over changes in elevation between Harbor Boulevard and the bluff</li></ul>	Potential Development
11. 13th Street	2009	San Pedro Waterfront Project (FEIS/FEIR)	<ul style="list-style-type: none"><li>Pedestrian access at the intersection with destination landmarks and uses are recommended to be developed</li><li>These connections would serve as pedestrian gathering places and gateways (pedestrian bridge and stairway)</li><li>Buildings or parking structures west of West Harbor under the bluff would have rooftops designed for pedestrian access, viewing areas, and walkways to entice pedestrians to venture down staircases to the waterfront and West Harbor</li></ul>	Potential Development



	-	LA Waterfront- Urban Linkages: SP Waterfront	<ul style="list-style-type: none"> <li>Buildings or parking structures west of West Harbor under the bluff would have rooftops designed for pedestrian access, viewing areas, and walkways to entice pedestrians to venture down staircases to the waterfront and West Harbor</li> <li>Pedestrian bridge at 13th Street spanning Harbor Boulevard</li> </ul>	
	2014	Port Master Plan: Port of Los Angeles		
12.	22 <sup>nd</sup> Street	2009	San Pedro Waterfront Project (FEIS/FEIR)	Potential Development
		2014	Port Master Plan: Port of Los Angeles	
13.	W. O'Farrell St.	2018	Harbor Blvd Seamless Study	Potential Development
			<ul style="list-style-type: none"> <li>Future gateway</li> <li>A new crosswalk provided at the north side of O'Farrell Street along Harbor Boulevard</li> <li>Pedestrian access at the intersection with destination landmarks and uses are recommended to be developed</li> <li>These connections would serve as pedestrian gathering places and gateways</li> </ul>	
		2005	San Pedro Waterfront and Promenade Master Development Plan (B to B)	
14.	Swinford Street	2005	San Pedro Waterfront Enhancements & Errata (MND)	Potential Development
		2009	San Pedro Waterfront Project (FEIS/FEIR)	
		2014	Port Master Plan: Port of Los Angeles	
			<ul style="list-style-type: none"> <li>Pedestrian ramp would be constructed at the southwest corner of Swinford Avenue and Harbor Boulevard</li> <li>Would be constructed on the small slope adjacent to the existing Caltrans Park-n-Ride area</li> <li>Ramp would consist of color-treated concrete, and new landscaping would be planted</li> <li>Pedestrian access at the intersection with destination landmarks and uses are recommended to be developed</li> <li>These connections would serve as pedestrian gathering places and gateways to the waterfront</li> </ul>	
15.	The Promenade at West Harbor	2009	San Pedro Waterfront Project (FEIS/FEIR)	Phase 1 complete with West Harbor Development 2022
		-	LA Waterfront Urban Linkages: San Pedro Waterfront	

16.	The Promenade at West Harbor	2009	San Pedro Waterfront Project (FEIS/FEIR)	<ul style="list-style-type: none"> <li>Thirty-foot zone of continuous promenade edge along the West Harbor development</li> </ul>	Phase 2 Under Construction
17.	The Promenade at S.P. Slip	-	LA Waterfront Urban Linkages: San Pedro Waterfront	<ul style="list-style-type: none"> <li>Promenade edge will be approximately 30 feet wide alongside the water's edge and provide expansive views to the channel</li> <li>Will provide a walking edge combined with public seating, art, lighting, and landscape elements</li> <li>Existing S.P. Slip and fishing vessels are to be maintained and will operate in conjunction with any future waterfront uses</li> <li>30 floating docks would be installed to improve access to</li> <li>fishing vessels</li> </ul>	Potential Development
		2005	San Pedro Waterfront Enhancements & Errata (MND)	<ul style="list-style-type: none"> <li>Existing S.P. Slip and fishing vessels are to be maintained and will operate in conjunction with any future waterfront uses</li> <li>30 floating docks would be installed to improve access to fishing vessels</li> </ul>	
18.	Waterfront Promenade	2009	San Pedro Waterfront Project (FEIS/FEIR)	<ul style="list-style-type: none"> <li>A continuous 8-mile-long, 30' wide promenade, alternative routes where loading vessels or other maritime activities occur</li> </ul>	Potential Development
19.	Waterfront Promenade	2009	San Pedro Waterfront Project (FEIS/FEIR)	<ul style="list-style-type: none"> <li>A continuous 8-mile-long, 30' wide promenade, alternative routes where loading vessels or other maritime activities occur</li> </ul>	Under Construction
20.	Waterfront Promenade	2009	San Pedro Waterfront Project (FEIS/FEIR)	<ul style="list-style-type: none"> <li>A continuous 8-mile-long, 30' wide promenade, alternative routes where loading vessels or other maritime activities occur</li> </ul>	Completed
21.	Gateway Plaza and Fanfare Fountains	-	LAwaterfront.org	<ul style="list-style-type: none"> <li>Promenade that runs parallel to Harbor Boulevard, from Swinford Street to 5th Street in San Pedro</li> <li>Contains a bike lane, pedestrian walkway, pocket parks, lighting, landscaping, irrigation, signage, and public art</li> <li>2nd Street and Harbor Boulevard features an interactive fountain</li> <li>Located at the bottom of the Harbor Boulevard exit off the I-110 freeway</li> <li>Features choreographed water jets synchronized to music and lights</li> </ul>	Completed, 2006
22.	Downslope trail near Bloch Field	2009	San Pedro Waterfront Project (FEIS/FEIR)	<ul style="list-style-type: none"> <li>Upgrading of the unimproved downslope trail near Bloch Field from Harbor Boulevard to the 13th Street/Sampson Way intersection</li> </ul>	Potential Development
		2005	San Pedro Waterfront Enhancements & Errata (MND)	<ul style="list-style-type: none"> <li>Installing a pedestrian path over the railroad crossing</li> </ul>	



23.	Harbor Blvd. Streetscapes	2005	San Pedro Waterfront Enhancements & Errata (MND)	<ul style="list-style-type: none"><li>Existing lighting and associated traffic signals from Swinford Avenue to 7th Street would be upgraded</li></ul>	Potential Development
24.	Berth 78 Access	2005	San Pedro Waterfront Enhancements & Errata (MND)	<ul style="list-style-type: none"><li>Pedestrian pathway and vehicular access road would be extended west from Berth 78 through the parking lot toward 13th Street and Sampson Way</li></ul>	Under construction
25.	SP Slip Connection	2005	San Pedro Waterfront Enhancements & Errata (MND)	<ul style="list-style-type: none"><li>Pedestrian improvements would extend from the southern boundary of the SP Slip, south along Signal Street from its intersection with 22nd Street, and to the waterline south of Warehouse No. 1</li></ul>	Potential Development
26.	Cabrillo Beach Improvements	2005	San Pedro Waterfront Enhancements & Errata (MND)	<ul style="list-style-type: none"><li>Improvements to the pedestrian pathway along Shoshonean Way</li><li>Improvements to the existing sidewalk along Cabrillo Beach, resulting in a 30' - 60' walkway</li><li>Hardscaped path constructed between the beach and Cabrillo Marine Aquarium</li><li>Improvements would consist of a dual-level promenade</li><li>The lower area would be paved over the existing riprap above the high-water mark, and the upper passive boardwalk with seat walls would be located adjacent to the parking area</li><li></li></ul>	Potential Development
INDIRECT PROJECT SCOPE					
27.	Front Street Beautification	-	LAWaterfront.org	<ul style="list-style-type: none"><li>The Front Street Beautification Project broke ground on March 9, 2023</li><li>Designed to enhance connectivity and public access to the LA Waterfront for both the communities of Wilmington and San Pedro</li></ul>	Under Construction, Est. 2024
		2005	Los Angeles Harbor Area - California Coastal Trail Access Analysis	<ul style="list-style-type: none"><li></li></ul>	
28.	North Gaffey Street Beautification	-	LAWaterfront.org	<ul style="list-style-type: none"><li>Multi-Use concrete path includes drought tolerant landscape (no lawn), lighting, security cameras, emergency call-boxes, fencing, trash cans and rockscape</li></ul>	Under Construction Est. 2024
		2005	Los Angeles Harbor Area - California Coastal Trail Access Analysis		
29.	Avalon Promenade and Gateway	-	LAWaterfront.org	<ul style="list-style-type: none"><li>Pedestrian bridge along Avalon Boulevard to provide pedestrian access to the future Wilmington Waterfront Promenade</li></ul>	Under Construction
30.	Harry Bridges Beautification	2015-2022	Public Access Investment Plan (PAIP) Program Planning	<ul style="list-style-type: none"><li>Harry Bridges Boulevard widened and realigned</li><li>The roadway remains a two-lane highway in each direction with a landscaped median strip</li></ul>	In progress
31.	Wilmington Marina Parkway	2015-2022	Public Access Investment Plan (PAIP) Program Planning	<ul style="list-style-type: none"><li>Access to the Wilmington Marina Parkway</li></ul>	Completed 2014

				<ul style="list-style-type: none"><li>Three acres of landscaped promenade along Anchorage and Shore roads, just west of the Terminal Island Freeway SR-103 in Wilmington</li></ul>	
32.	Wilmington Waterfront Pedestrian Bridge	2015-2022	Public Access Investment Plan (PAIP) Program Planning	<ul style="list-style-type: none"><li>Walkway will connect Banning's Landing Community Center along the waterfront to open space to the north near Harry Bridges Boulevard, spanning over railroad tracks</li></ul>	In progress



■ Deferred   
 ■ Potential Development   
 ■ In Progress   
 ■ Under Construction   
 ■ Completed





Pedestrian | Coastal Trails

The California Coastal Trail is a continuous public right-of-way along the California coastline; the trail is available for hiking, biking and other complementary modes of non-motorized transportation. The California Coastal Trail through San Pedro, Wilmington, and the harbor area of Long Beach splits into two branches called the Lower and Upper Coastal Trails. The Lower Coastal Trail typically follows the coastline adjacent to the water’s edge or as close as possible. The Upper Coastal Trails are parallel to the Lower Coastal Trail and slightly inland, connecting the heart of the residential and commercial communities.

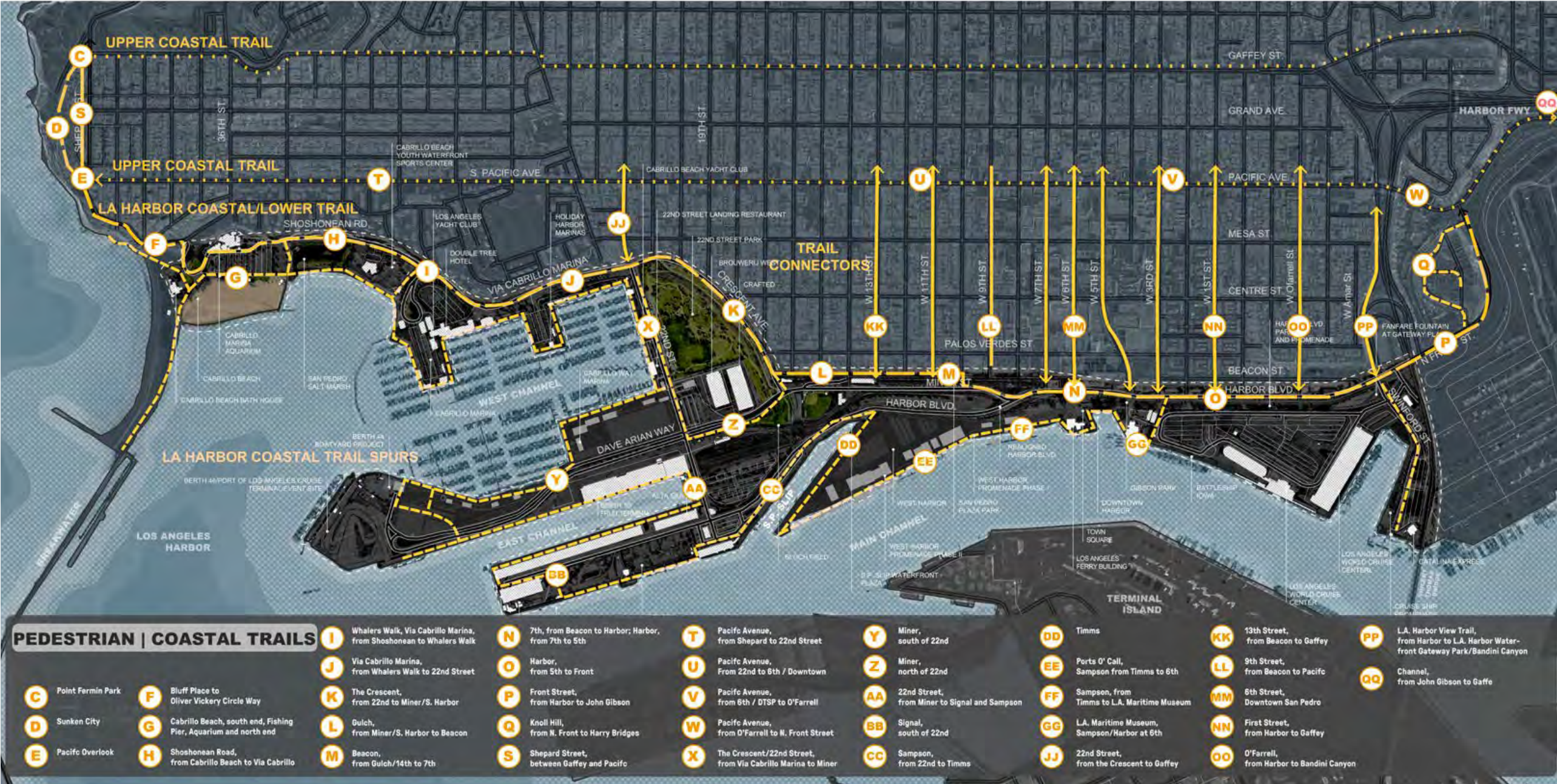
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Deferred Potential Development In Progress Under Construction Completed

NAME	DATE*	SOURCE**	SCOPE	STATUS
DIRECT SPWCP SCOPE				
1. Proposed Coastal Trail Improvements	2005	Los Angeles Harbor Area - California Coastal Trail Access Analysis	<div><div>Lower Coastal Trail</div><div>A. Palos Verdes Drive/Western, from Shoreline Park to White Point</div><div>B. Paseo del Mar, from White Point to Gaffey/Point Fermin</div><div>C. Point Fermin Park</div><div>D. Sunken City</div><div>E. Pacific Overlook</div><div>F. Bluff Place to Oliver Vickery Circle Way</div><div>G. Cabrillo Beach, south end, Fishing Pier, Aquarium and north end</div><div>H. Shoshonean Road, from Cabrillo Beach to Via Cabrillo</div><div>I. Whalers Walk, Via Cabrillo Marina, from Shoshonean to Whalers Walk</div><div>J. Via Cabrillo Marina, from Whalers Walk to 22nd Street</div><div>K. The Crescent, from 22nd to Miner/S. Harbor</div><div>L. Gulch, from Miner/S. Harbor to Beacon</div><div>M. Beacon, from Gulch/14th to 7th</div><div>N. 7th, from Beacon to Harbor; Harbor, from 7th to 5th</div><div>O. Harbor, from 5th to Front</div><div>P. Front Street, from Harbor to John Gibson</div><div>Q. Knoll Hill, from N. Front to Harry Bridges</div><div>R. John Gibson, from N. Front to Harry Bridges Parkway/Wilmington Buffer</div><div>Upper Coastal Trail</div><div>S. Shepard Street, between Gaffey and Pacific</div><div>T. Pacific Avenue, from Shepard to 22nd Street</div><div>U. Pacific Avenue, From 22nd to 6th / Downtown</div></div>	Ongoing

		<div><div>V. Pacific Avenue, from 6th / Downtown San Pedro to O’Farrell</div><div>W. Pacific Avenue, from O’Farrell to N. Front Street/Knoll Hill</div><div>Spur Roads</div><div>X. The Crescent/22nd Street, from Via Cabrillo Marina to Miner</div><div>Y. Miner, south of 22nd</div><div>Z. Miner, north of 22nd</div><div>AA. 22nd Street, from Miner to Signal and Sampson</div><div>BB. Signal, south of 22nd</div><div>CC. Sampson, from 22nd to Timms</div><div>DD. Timms</div><div>EE. Ports O’ Call, Sampson from Timms to 6th</div><div>FF. Sampson, from Timms to L.A. Maritime Museum</div><div>GG. L.A. Maritime Museum, Sampson/Harbor at 6th</div><div>Connectors</div><div>HH. Western Avenue, From Palos Verdes (25th) to Friendship Park and Averill Park</div><div>II. Stephen M. White Way (36th Street), from Pacific to Oliver Vickery Circle Way/Cabrillo Beach Entrance</div><div>JJ. 22nd Street, from the Crescent to Gaffey</div><div>KK. 13th Street, from Beacon to Gaffey</div><div>LL. 9th Street, from Beacon to Pacific</div><div>MM. 6th Street, Downtown San Pedro</div><div>NN. First Street, from Harbor to Gaffey</div><div>OO. O’Farrell, from Harbor to Bandini Canyon</div><div>PP. L.A. Harbor View Trail, from Harbor to L.A. Harbor Waterfront Gateway Park/Bandini Canyon</div><div>QQ. Channel, from John Gibson to Gaffe</div></div>	
2014	Port Master Plan: Port of Los Angeles	<div><div>Existing and proposed</div><div>Connections to larger non-vehicular transportation network</div><div>Connections to existing Upper and Harbor Costal Trails with future spurs</div><div>Improvements to the west side of Harbor Blvd., extending the California Coastal Trail to Wilmington, and pedestrian walkways, viewing area, and picnic tables along Cabrillo Beach fishing pier</div></div>	



Deferred Potential Development In Progress Under Construction Completed





Public Transit | Bus

No substantial information available in previous planning documents or development opportunities.

Public Transit | Red Trolley

The Red Trolley has had a long history within the Port. The Red Car line operated from 2003 to 2015 as an attraction in San Pedro along the railroad right of way on rails. The rubber tire Red Trolley is the current operation. Other potential developments have been explored over time such as light rails or through some other mode, which could be a rubber tire trolley system available for hiking, biking and other complementary modes of non-motorized transportation.

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Deferred

Potential Development

In Progress

Under Construction

Completed

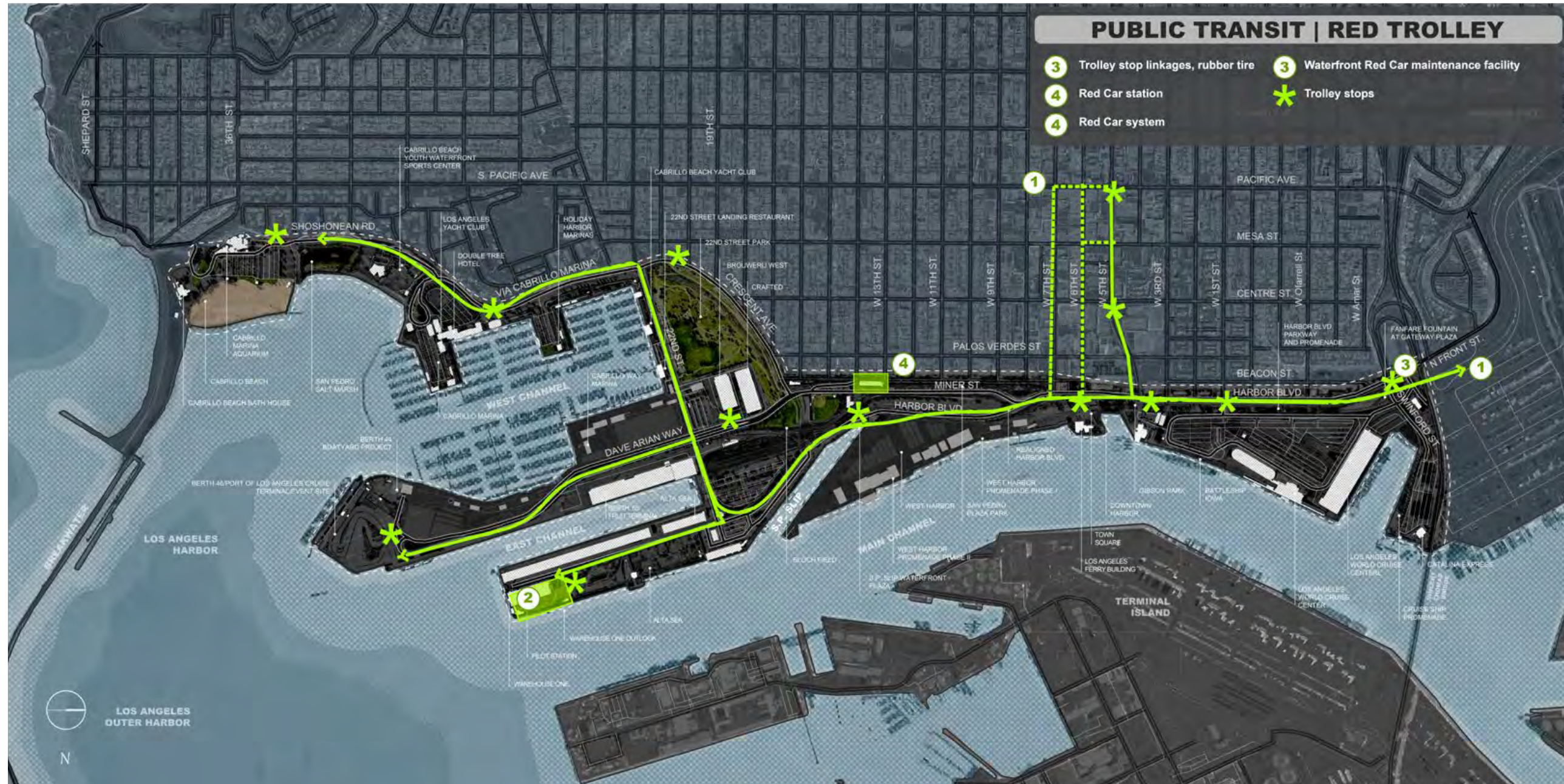
NAME		DATE*	SOURCE**	SCOPE	STATUS
DIRECT SPWCP SCOPE					
1.	Trolley stop linkages, rubber tire	2005	San Pedro Waterfront and Promenade Master Development Plan (B to B)	<ul style="list-style-type: none"> <li>An intermodal center introduced to link regional transportation systems, meant to be located at the north end of the project area where it would link the Red Car Line with Metro A Line (Blue)/ Metro C Line (Green), light rail, local and regional bus lines, and the I-110 transit corridor, cruise ship terminal, high-speed ferry, water taxis, hotel shuttles and more</li> </ul>	Potential Development
2.	Red Car Station	2005	San Pedro Waterfront and Promenade Master Development Plan (B to B)	<ul style="list-style-type: none"> <li>Red Car Museum and Station/Maintenance Facility</li> </ul>	Potential Development
3.	Red Car System	2009	San Pedro Waterfront Project (FEIS/FEIR)	<ul style="list-style-type: none"> <li>Trolley extended along the waterfront with stops at the Inner Harbor cruise terminal/Gateway Fanfare Fountain, Downtown Harbor, Ports O' Call, San Pedro Park, City Dock No. 1, Outer Harbor Park/cruise facilities, 22nd Street Park, and Cabrillo Beach</li> <li>Areas along the waterfront will be designated for water taxi stop</li> <li>Potential for making the Red Car system part of the larger regional transportation network</li> <li>Several alignments were identified for connecting the Red Car system via North Gaffey Street or Wilmington to the proposed expansion of the Metro light rail system</li> </ul>	Potential Development
		-	LA Waterfront Urban Linkages: San Pedro Waterfront	<ul style="list-style-type: none"> <li>Shares the right-of-way with other vehicular traffic</li> <li>Allow greater flexibility of operation during major events and peak periods on the waterfront</li> <li>Recommended for the entire length of Harbor Blvd.</li> </ul>	Potential Development
4.	Waterfront Red Car	2009	San Pedro Waterfront Project (FEIS/FEIR)	<ul style="list-style-type: none"> <li>7,600 square foot Waterfront Red Car Maintenance Facility with a 20,000 square foot exterior Red Car service yard</li> </ul>	Potential Development



	Maintenance Facility			<ul style="list-style-type: none"><li>• South of 7th Street</li></ul>	Potential Development
5.	Trolley stops	2005	San Pedro Waterfront and Promenade Master Development Plan (B to B)	<ul style="list-style-type: none"><li>• Linking attractions throughout the length of Harbor Blvd.</li></ul>	
INDIRECT SPWCP SCOPE					
6.	The Wilmington Extension	2014	Port Master Plan; Port of Los Angeles	<ul style="list-style-type: none"><li>• Enhance linkages between the San Pedro and Wilmington development along the waterfront area</li><li>• Located within or adjacent to the John S. Gibson Boulevard right-of-way, using either a median or the current freight corridor on the east side of the street</li></ul>	Potential Development



Deferred
  Potential Development
  In Progress
  Under Construction
  Completed





Boat | Water Taxi

Although a water taxi is not currently operating on the waterfront, several planning documents note areas along the waterfront that can be designated for water taxi stops.

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Deferred Potential Development In Progress Under Construction Completed

NAME	DATE*	SOURCE**	SCOPE	STATUS
DIRECT SPWCP SCOPE				
1. Water taxi stops	2009	San Pedro Waterfront Project (FEIS/FEIR)	<ul style="list-style-type: none"><li>Areas along the waterfront designated as taxi stops, connected to the Waterfront Red Car Line</li></ul>	Potential Development
2. Water taxi stops	2005	San Pedro Waterfront and Promenade Master Development Plan (B to B)	<ul style="list-style-type: none"><li>Areas near major attractions</li></ul>	Potential Development



Deferred Potential Development In Progress Under Construction Completed





Boat: Public Access and Recreation

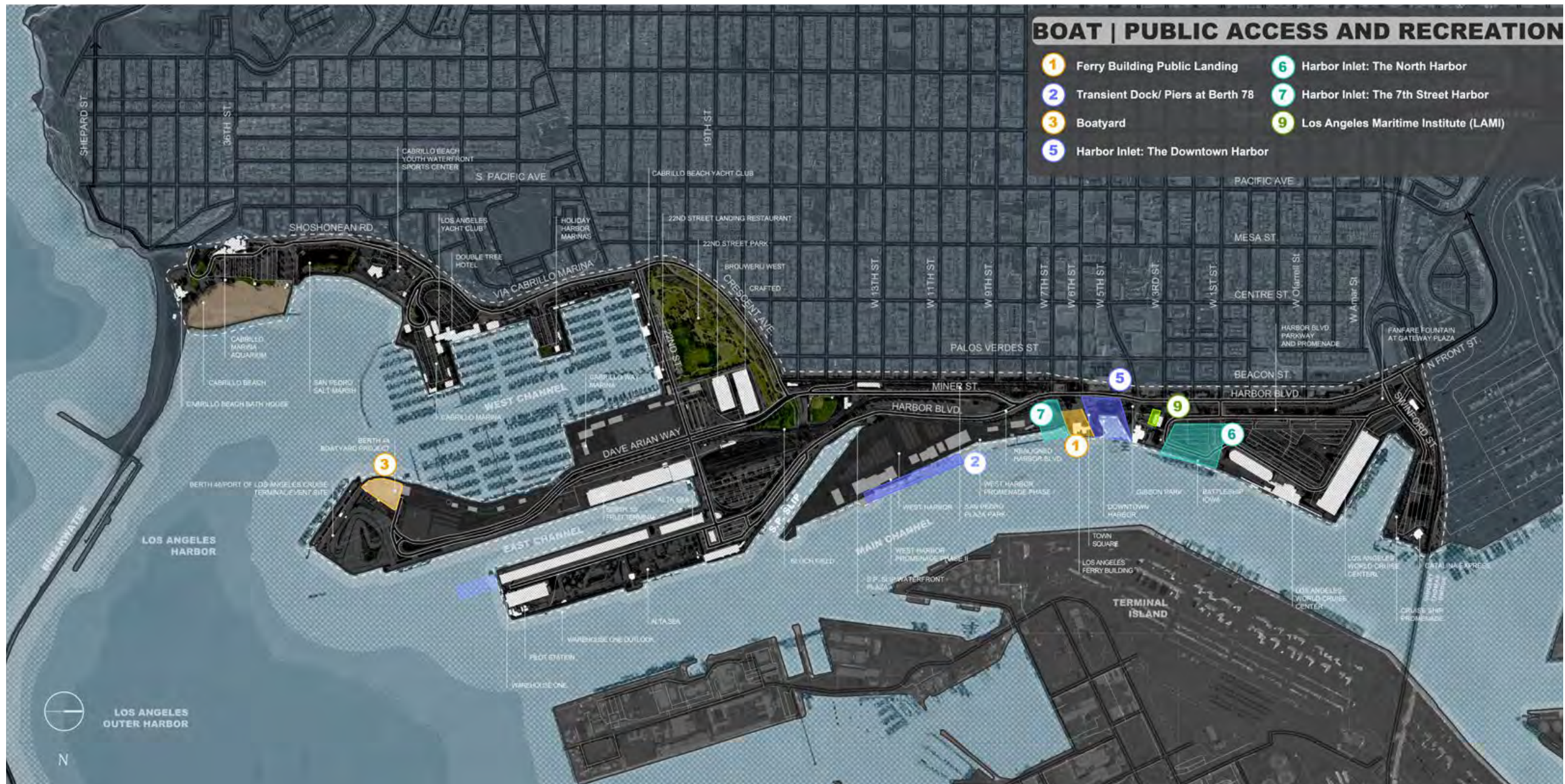
Public access and recreation for boats include uses that are accessible to the public whether on land or in the water, i.e. harbor inlets and public boatyards.

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NAME	DATE*	SOURCE**	SCOPE	STATUS
DIRECT SPWCP SCOPE				
1. Ferry Building Public Landing	- 2015-2022	LAwaterfront.org Public Access Investment Plan (PAIP) Presentation	<ul style="list-style-type: none"><li>Increased water activity and public use in an area adjacent to the Town Square</li></ul>	In Progress
2. Transient Dock/ Piers at Berth 78	- 2005	LAwaterfront.org San Pedro Waterfront Enhancements & Errata (MND)	<ul style="list-style-type: none"><li>Berth 84/ West Harbor Transient Dock</li><li>1,200 linear feet of courtesy dock</li><li>Enhancements at Berth 78, an existing mudflat area</li><li>Includes constructing two new piers (20 feet wide and 30 feet wide) from the new Paseo out to the pierhead line in the Main Channel</li></ul>	Completed, 2021
3. Boatyard	2022	List of Current Developments screenshot	<ul style="list-style-type: none"><li>Modern boatyard for recreational boats and commercial vessels at Berth 44, over 3.5 acres</li></ul>	In Progress, Negotiating Lease
4. Recreational Uses	2005	San Pedro Waterfront and Promenade Master Development Plan (B to B)	<ul style="list-style-type: none"><li>Recreation includes: boating, kayaking, sportfishing, surfing, swimming, and wind surfing</li><li>Facilities include Marine Aquarium, Maritime Museum, and Top Sail Youth Program</li></ul>	Ongoing
5. Harbor Inlet: The Downtown Harbor	2005  2009  -  -	San Pedro Waterfront and Promenade Master Development Plan (B to B) San Pedro Waterfront Project (FEIS/FEIR) LA Waterfront Urban Linkages: San Pedro Waterfront LAwaterfront.org	<ul style="list-style-type: none"><li>New harbor inlet for vessels to dock along with 700 linear feet of promenade</li><li>Additional short-term public docks were anticipated with developer improvements</li><li>Between Fire Station and LA Maritime Museum</li><li>Accommodate the Los Angeles Maritime Institute's Top Sail Youth Program vessels, Port vessels, and other visiting ships</li><li>Includes a harbor inlet for visiting and recreational vessels, plaza, and pedestrian promenade that features trees and landscaping, decorative lighting, benches, a picnic area, and an overlook pier</li></ul>	Completed 2014
6. Harbor Inlet: The North Harbor	2005  2009	San Pedro Waterfront and Promenade Master Development Plan (B to B) San Pedro Waterfront Project (FEIS/FEIR)	<ul style="list-style-type: none"><li>Includes a 5.0-acre water cut located at Berths 87-90 to accommodate the Crowley and Millennium tugboats and the historic S.S. Lane Victory merchant marine vessel</li><li>Recommended to be deferred and in the interim, use Berth 87 for cruise passenger parking</li></ul>	Potential Development, Deferred

7.	Harbor Inlet: The 7th Street Harbor	2009	San Pedro Waterfront Project (FEIS/FEIR)	<ul style="list-style-type: none"><li>Include a 0.32-acre water cut for visiting public vessels, including tall ships, near the Los Angeles Maritime Museum</li><li>Features the 7th Street Pier, a public dock for short-term berthing of visiting vessels</li></ul>	Potential Development, Deferred
8.	Recreational boating facilities demand	2014	Port Master Plan: Port of Los Angeles	<ul style="list-style-type: none"><li>Within Los Angeles County a total of 47 marinas: 14 in San Pedro Bay, 13 are with the Port</li><li>3,685 slips</li><li>Vacancy rate of 21.5%</li><li>Supply of recreational boating facilities is sufficient to meet regional demand</li></ul>	Recreational Boating Supply is Sufficient
9.	Los Angeles Maritime Institute (LAMI)	2009	San Pedro Waterfront Project (FEIS/FEIR)	<ul style="list-style-type: none"><li>LAMI will be relocated to the existing Crowley building in the Downtown Harbor area</li></ul>	Potential Development
INDIRECT PROJECT SCOPE					
10.	Wilmington Youth Sailing Center	2005	San Pedro Waterfront and Promenade Master Development Plan (B to B)	<ul style="list-style-type: none"><li>Water activity and an institutional use to activate the Wilmington Waterfront</li></ul>	In Progress







Boat: Cruise Ships

The cruise ship activity is centered around the existing Inner Harbor Terminal and potential for expansion at the Outer Harbor Terminal

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Deferred Potential Development In Progress Under Construction Completed

NAME	DATE*	SOURCE**	SCOPE	STATUS
DIRECT SPWCP SCOPE				
1. Improvements to Inner Harbor Terminals (First Phase)	2009	San Pedro Waterfront Project (FEIS/FEIR)	<ul style="list-style-type: none"><li>Provide improvements to the Inner Harbor</li><li>Inner Harbor cruise terminal should be the highest priority vs. Outer Harbor cruise terminal</li><li>Inner Harbor terminal to remain open once the Outer harbor terminal is created</li></ul>	Preparing RFP
	2022	Cruise Development Study	<ul style="list-style-type: none"><li>Redevelopment and operations of Inner Harbor Cruise Terminal with minimum of two 1,200' length overall (LOA) berths with Battleship Iowa relocation</li></ul>	
2. World Cruise Center Renovation and Expansion	-	https://www.lawaterfront.org/	<ul style="list-style-type: none"><li>Renovation and expansion of the Port of Los Angeles World Cruise Center including interior and exterior upgrades designed for more efficient passenger processing</li></ul>	Completed 2003
3. Outer Harbor Cruise Facilities (Second Phase)	2005	SP Waterfront and Promenade Master Development Plan (B to B)	<ul style="list-style-type: none"><li>Outer Harbor district potential, additional expansion opportunity site for cruise operations at Berths 69-71</li></ul>	Preparing RFP
	2005	San Pedro Waterfront and Promenade Master Development Plan (B to B)	<ul style="list-style-type: none"><li>Expansion of cruise operations through Outer Harbor cruise terminal</li><li>Two new Outer Harbor cruise terminals totaling up to 200,000 square feet</li><li>Main Channel berths contain a “notch” between Berth 92 and Berth 87 which doesn’t provide adequate space</li><li>Construction of these terminals would be phased, based on market conditions</li><li>Recommended that the first Outer Harbor cruise terminal and berth would be built at Berths 45-47, using the existing supertanker landing</li><li>Second terminal and berth area at Kaiser Point, Berths 49-50</li></ul>	
	2014	Port Master Plan: Port of Los Angeles	<ul style="list-style-type: none"><li>Two cruise terminals at Berths 45-47 and Berths 49-50 in the Outer Harbor to accommodate the berthing of a Freedom Class</li></ul>	


		<ul style="list-style-type: none"><li>Implementation of this would be initiated upon demand for additional cruise facilities</li></ul>	
2022	Development Opportunity	<ul style="list-style-type: none"><li>Development and operations of two new berth cruise terminal on 12-acre site, optional operations of existing World Cruise Center</li></ul>	
2022	Cruise Development 2022.11.7	<ul style="list-style-type: none"><li>Volume growing back to pre-2010 levels</li><li>Ship size is growing<ul style="list-style-type: none"><li>A. 2018 - POLA market was to add new ships in 2020 and 2021</li><li>B. 2020 - COVID</li><li>C. 2022 - Recovery &amp; Royal Caribbean year-round ship</li></ul></li><li>Existing terminals are not designed for the volume of passengers and size of ships</li><li>Development and operations of Outer Harbor Cruise Terminal with two 1,200 LOA berths</li><li>Densified parking development at 22nd Street</li></ul>	
	Developer Pamphlet	<ul style="list-style-type: none"><li>Berth 46 and 50 for cruise business</li><li>13 acres of land, 14 acres with off-site parking</li><li>Berth 46: 900' concrete wharf</li><li>Berth 50: 1,400' of wood wharf</li></ul>	





Deferred

 Potential Development

 In Progress

 Under Construction

Completed



### 1 Improvements to Inner Harbor Terminals (First Phase)

## 2 World Cruise Center Renovation and Expansion

### 3 Outer Harbor Cruise Facilities (Second Phase)



Boat | Private

Private boating refers to fueling stations, slips for fishing, private boating facilities, and commercial/industrial boats.

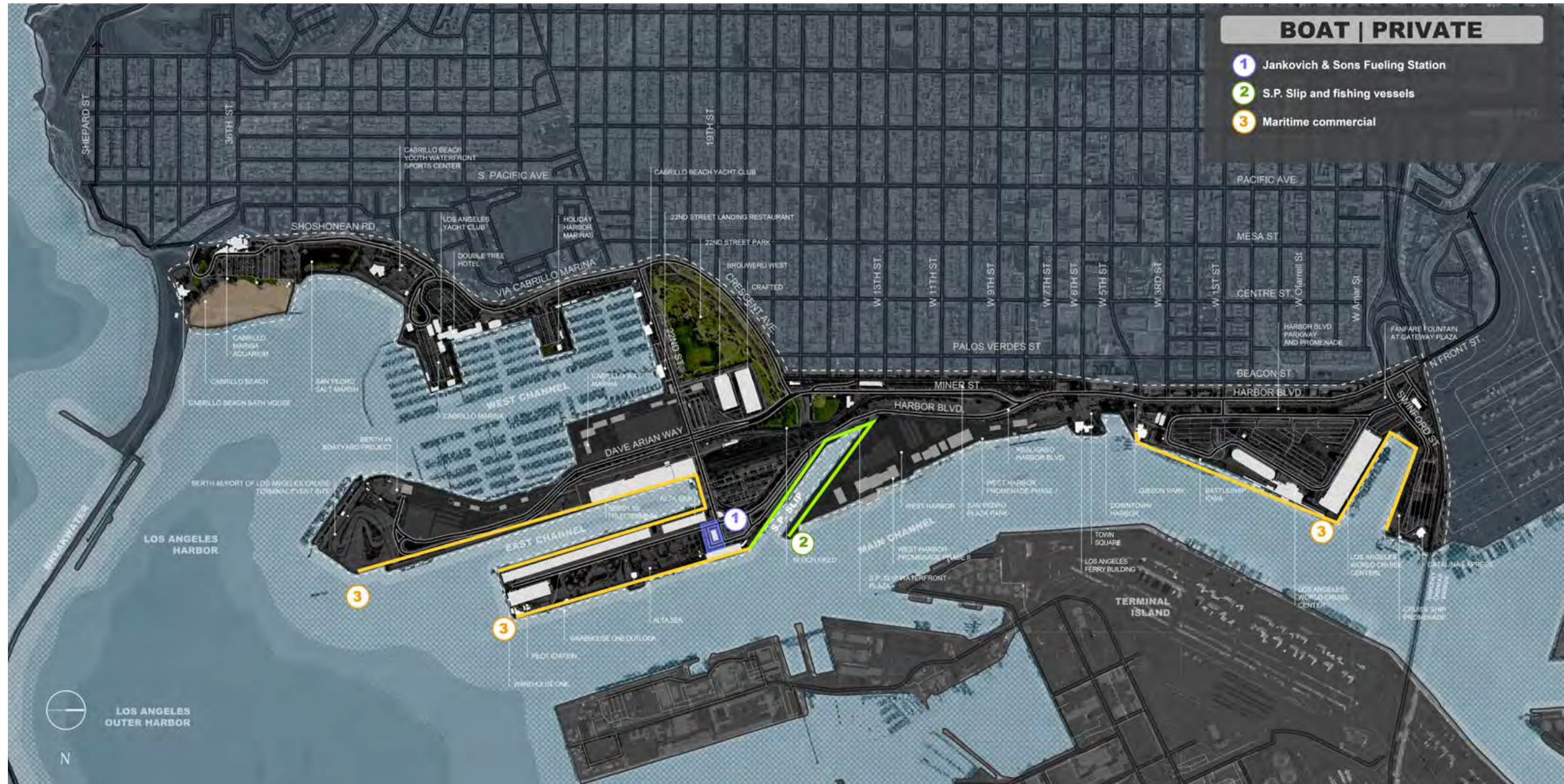
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NAME	DATE*	SOURCE**	SCOPE	STATUS
DIRECT SPWCP SCOPE				
1. Jankovich & Sons Fueling Station	2009	San Pedro Waterfront Project (FEIS/FEIR)	<ul style="list-style-type: none"><li>New fueling station</li><li>Originally to be built at Berth 240 but now at Berth 72</li></ul>	Completed, 2021
2. S.P. Slip and fishing vessels	-	LA Waterfront Urban Linkages: San Pedro Waterfront	<ul style="list-style-type: none"><li>S.P. Slip and fishing vessels are to be maintained and will operate with future waterfront uses</li></ul>	Continued Operation with West Harbor Development, Potential Development
	2005	San Pedro Waterfront Enhancements & Errata (MND)	<ul style="list-style-type: none"><li>Enhancements adjacent to the SP Slip would consist of pedestrian walkway improvements with lighting and graphics, such as storyboards and point-of-interest signs</li></ul>	
	2005	San Pedro Waterfront and Promenade Master Development Plan (B to B)	<ul style="list-style-type: none"><li>The pedestrian walkway would extend from the southern terminus of the SP Slip near Berth 72</li><li>Promenade approximately 10 feet wide to accommodate pedestrians and to facilitate the fishing fleet's continued use of the area for dockside work</li><li>Two existing restrooms along the SP Slip would also be upgraded</li></ul>	
3. Maritime commercial	2005	San Pedro Waterfront and Promenade Master Development Plan (B to B)	<ul style="list-style-type: none"><li>Proposed water use plan</li></ul>	Ongoing
4. Commercial fish landings	2014	Port Master Plan: Port of Los Angeles	<ul style="list-style-type: none"><li>Given the lack of growth in this industry, it does not seem likely that there will be additional demand for commercial fishing facilities at the Port over the next few decades</li></ul>	Deferred
5. Boating facilities	2014	Port Master Plan: Port of Los Angeles	<ul style="list-style-type: none"><li>Of the 14 marinas in San Pedro Bay, 13 are with the Port, currently 3,685 slips and 21.5% vacancy rate at time of study</li><li>The supply of recreational boating facilities is sufficient to meet regional demand</li></ul>	Deferred
INDIRECT PROJECT SCOPE				
6. Demand for cargo facilities	2014	Port Master Plan: Port of Los Angeles	<ul style="list-style-type: none"><li>The Port will continue to be a major waterborne containerized trade gateway due to:<ul style="list-style-type: none"><li>Increasing containerization of goods movement</li><li>The rise of Asia as a trading partner for the U.S.</li><li>The trend towards larger container ship sizes</li></ul></li></ul>	Ongoing

				<ul style="list-style-type: none"><li>Faster times to market via land-bridge service compared to all-water</li></ul>	Potential Development
7.	Containership emissions	2022	2021 Inventory of Air Emissions	<ul style="list-style-type: none"><li>Reduced near shore emissions are beneficial and effective for air quality</li><li>Modeling studies show that ships closest to shore have greater impact on air quality</li></ul>	



Deferred
  Potential Development
  In Progress
  Under Construction
  Completed





CONNECTIVITY ELEMENTS REVIEW: AMENITIES

Art

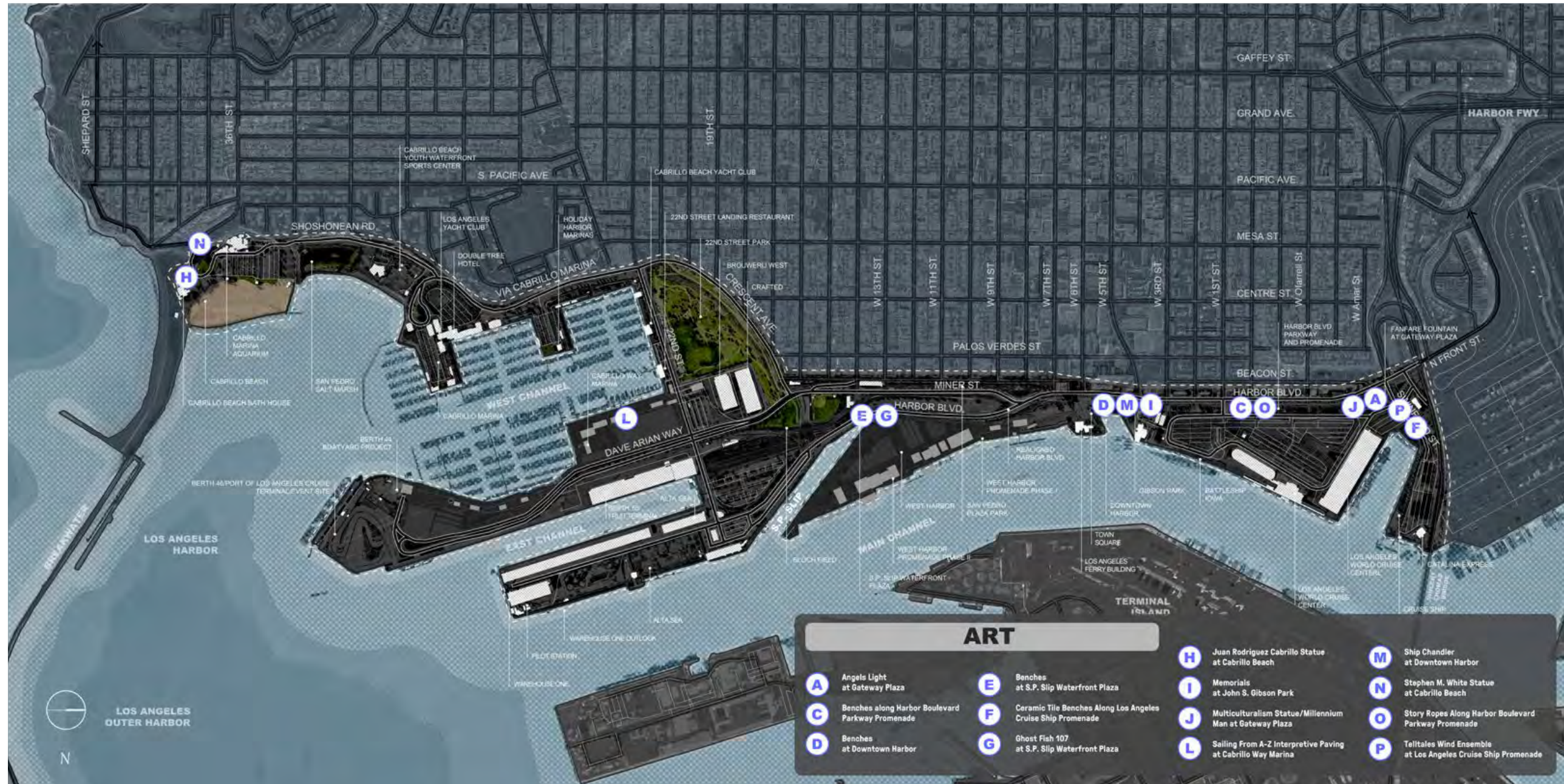
In summary, this matrix contains the Arts Oversight Board and existing art installations at the Port.

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Deferred Potential Development In Progress Under Construction Completed

NAME	DATE*	SOURCE**	SCOPE	STATUS
DIRECT SPWCP SCOPE				
Arts Oversight Board	2005	San Pedro Waterfront and Promenade Master Development Plan (B to B)	<ul style="list-style-type: none"><li>Establishing an Arts Oversight Board to be responsible in advising the Port in the establishment and maintenance of public art on the waterfront</li></ul>	Completed
Art Installations at the Port	-	Lawaterfront.org	<ul style="list-style-type: none"><li>A. Angels Light at Gateway Plaza</li><li>B. Angels Beacon at Liberty Plaza</li><li>C. Benches Along Harbor Boulevard Parkway Promenade</li><li>D. Benches at Downtown Harbor</li><li>E. Benches at S.P. Slip Waterfront Plaza</li><li>F. Ceramic Tile Benches Along Los Angeles Cruise Ship Promenade</li><li>G. Ghost Fish 107 At S.P. Slip Waterfront Plaza</li><li>H. Juan Rodriguez Cabrillo Statue at Cabrillo Beach</li><li>I. Memorials at John S. Gibson Park</li><li>J. Multiculturalism Statue/Millennium Man at Gateway Plaza and Fanfare Fountains</li><li>K. Phineas Banning Statue at Banning's Landing Community Center</li><li>L. Sailing From A-Z Interpretive Paving at Cabrillo Way Marina</li><li>M. Ship Chandler at Downtown Harbor</li><li>N. Stephen M. White Statue at Cabrillo Beach</li><li>O. Story Ropes Along Harbor Boulevard Parkway Promenade</li><li>P. Telltales Wind Ensemble at Los Angeles Cruise Ship Promenade</li></ul>	Completed Installations
INDIRECT SPWCP SCOPE				
Art Installations at the Port	-	Lawaterfront.org	<ul style="list-style-type: none"><li>Japanese American Fishing Village Memorial on Terminal Island</li><li>Wilmington Waves at Wilmington Waterfront Park</li></ul>	Completed Installations



Deferred
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  Completed





Open Space

Open space refers to any large gathering space whether it be a park, lawn, beach, plaza, or amphitheater.

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Deferred Potential Development In Progress Under Construction Completed

NAME		DATE *	SOURCE **	SCOPE	STATUS
DIRECT SPWCP SCOPE					
1.	West Harbor (North Park and Amphitheater)	2022	West Harbor Modification Project (IS/NOP)	<ul style="list-style-type: none"><li>• Eight acres of outdoor recreation tenants, park, leisure spaces multi-purpose plaza with landscaping, hardscape, outdoor furniture, and lighting directly on the waterfront</li></ul>	Under Construction, Estimated 2024
		-	LA Waterfront Urban Linkages: San Pedro Waterfront	<ul style="list-style-type: none"><li>• 3-acre waterfront park adjacent to the Town Square in front of the existing Maritime Museum</li><li>• Anticipated to host small concerts in an informal and 'soft' landscaped environment that takes advantage of the limited slope for amphitheater/terraced seating opportunities</li></ul>	
		2009	San Pedro Waterfront Project (FEIS/FEIR)	<ul style="list-style-type: none"><li>• Formerly Fisherman's Park</li><li>• 3 acres of lawn including a 500-seat amphitheater</li></ul>	
		2022	West Harbor Modification Project (IS/NOP)	<ul style="list-style-type: none"><li>• 6,200-seat amphitheater</li><li>•</li></ul>	
		Lawaterfront.org			
2.	Bloch Field	-	LA Waterfront Urban Linkages: San Pedro Waterfront	<ul style="list-style-type: none"><li>• Open space plan</li></ul>	Potential Development
3.	San Pedro Park, informal amphitheater south of CRAFTED	2009	San Pedro Waterfront Project (FEIS/FEIR)	<ul style="list-style-type: none"><li>• Designed to include an informal amphitheater for harbor viewing, waterfront events, and concerts with lawn seating for approximately 3,000 people</li><li>• Could include botanical and culturally themed gardens, an overlook for harbor viewing, a sculpture garden/public art, children's play areas and possible water features</li></ul>	Deferred, Potential for Parking
		2005	San Pedro Waterfront and Promenade Master Development Plan (B to B)		
4.	Outer Harbor Park: park near Berths 45-50	2014	LAWaterfront.org	<ul style="list-style-type: none"><li>• Outdoor event venue and cruise ship dock with a concrete wharf, paved on-site parking, and electrical, water, and sewer connections</li><li>• 12-acre site for concerts, festivals, or sporting</li><li>• SS Lane Victory Merchant Marine Museum and Memorial, open to the public year-round</li></ul>	Existing
5.	Outer Harbor Park: park near Berths 45-50	2009	San Pedro Waterfront Project (FEIS/FEIR)	<ul style="list-style-type: none"><li>• Approximately 6 acres at the Outer Harbor and would complement the proposed Outer Harbor Cruise Terminals</li></ul>	Potential Development

	2014	Port Master Plan: Port of Los Angeles		
	2005	San Pedro Waterfront and Promenade Master Development Plan (B to B)		
	2005	San Pedro Waterfront and Promenade Master Development Plan (B to B)		
6. John S. Gibson Jr. Park	2009	San Pedro Waterfront Project (FEIS/FEIR)	• Main memorial with site upgrades	Potential Development
	2005	Los Angeles Harbor Area - California Coastal Trail Access Analysis		
7. Town Square	-	LAWaterfront.org	• One-acre public plaza • New public promenade that runs parallel to the Los Angeles Main Channel • Creates a revitalized, attractive, and easily accessible pedestrian-oriented plaza in front of the Maritime Museum • Includes public seating, landscaping, hardscaping, signage, architectural finishes, handrails and lighting	Completed, 2021
	2015-2022	Public Access Investment Plan (PAIP) Program Planning		
	2005	San Pedro Waterfront Enhancements & Errata (MND)		
	2020	San Pedro Waterfront Berths 74-84 Promenade and Town Square		
8. Salt Marsh Improvements	-	Enhancing a Great Waterfront Destination: San Pedro Waterfront Project	• Located on the plan only	Potential Development
9. Plaza Park	2009	San Pedro Waterfront Project (FEIS/FEIR)	• Current grade differential between the waterfront and downtown San Pedro south of 7th Street creates a barrier for pedestrians to access the waterfront below the bluff.	Complete 2019
			• New access from the park to the waterfront with water views, benches and grassy areas	
10. Harbor Blvd. Parkway Improvements	2015/2022	Public Access Investment Plan (PAIP) Program Planning	• Adds 15,600 square feet of open space and amenities to the existing Harbor Boulevard Parkway	Approved for development 2022
			• Provides the local community and residents of the redeveloped Rancho San Pedro with additional open-space and direct access to LA Waterfront amenities • Current access from 1st Street and 3rd Street is impeded by fencing • Located across from HACLA's Ranch San Pedro public housing complex	



11.	22nd Street Landing Area	2005	San Pedro Waterfront Enhancements & Errata (MND)	<ul style="list-style-type: none"><li>• 200 West 22nd Street</li><li>• Consists of green open space, parking, and pedestrian improvements</li><li>• Landing area in two separate lots that would contain 450 and 350 parking spaces</li></ul>	Complete 2008
		2005	San Pedro Waterfront and Promenade Master Development Plan (B to B)		
12.	22nd Street Park	-	LAWaterfront.org	<ul style="list-style-type: none"><li>• 18-acre park overlooking marinas and the Port's Outer Harbor in San Pedro</li><li>• Provides walking and biking trails, shade trees, a bocce ball court, restrooms, ample parking and more than four-acres of flat grassy area for recreation</li></ul>	Complete 2010
		2005	Los Angeles Harbor Area - California Coastal Trail Access Analysis		
13.	Cabrillo Beach Improvements	2005	San Pedro Waterfront Enhancements & Errata (MND)	<ul style="list-style-type: none"><li>• Improvements to the pedestrian pathway along Shoshonean Way</li><li>• Improvements to the existing sidewalk along Cabrillo Beach, resulting in a 30'- 60' walkway</li><li>• Hardscaped path constructed between the beach and Cabrillo Marine Aquarium</li><li>• Improvements would consist of a dual-level promenade</li><li>• The lower area would be paved over the existing riprap above the high-water mark, and the upper passive boardwalk with seat walls would be located adjacent to the parking area</li><li>• Enhancing the vehicular/bus/boat/ trailer parking area and re-striping the parking lot along the breakwater</li></ul>	Potential Development
14.	S.P. Slip Waterfront Plaza	-	LAWaterfront.org	<ul style="list-style-type: none"><li>• Landscaped plaza encircled by a wooden promenade and features the "Ghost Fish 107" sculpture</li><li>• Teak bench seating by San Pedro woodworker Harold Greene</li></ul>	Completed 2012
INDIRECT SPWCP SCOPE					
15.	Wilmington Waterfront Park	-	LAWaterfront.org	<ul style="list-style-type: none"><li>• 30-acre landscaped area that continues along Harry Bridges Boulevard, from Figueroa Street to Lagoon Avenue</li><li>• A nine-block-long pedestrian and bicycle promenade connects the east to the west end</li><li>• Features landscaping, paths and walkways, benches, water features, pedestrian bridges, restrooms, drinking fountains, lookout binoculars, a children's playground, and community buildings and public amphitheater</li><li>• Open to the public and serves as an ideal space for family gatherings, sports, performance arts, walking, bicycling, and community events.</li></ul>	Completed 2011
		2015-2022	Public Access Investment Plan (PAIP) Program Planning		



Deferred
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Attractions and Landmarks

Attractions are identified as a single use amenity, like AltaSea, as opposed to a mixed-use use development. Landmarks are historically or culturally rich attractions.

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Deferred Potential Development In Progress Under Construction Completed

NAME	DATE*	SOURCE**	SCOPE	STATUS
DIRECT SPWCP SCOPE				
1. Convention Center	-	LA Waterfront Urban Linkages: San Pedro Waterfront	<ul style="list-style-type: none"><li>75,000 square feet of Convention Center if there is market demand</li><li>Additional development in the future such as hotel and other support uses may be incorporated into the bluff parking structure</li></ul>	Removed from West Harbor development
2. Catalina Sea and Air Terminal/ Catalina Express	2009 -	San Pedro Waterfront Project (FEIS/FEIR) LWaterfront.org	<ul style="list-style-type: none"><li>Relocated to adjacent building that housed former seaplane hangers</li><li>Operates a passenger ferry terminal with helicopter service</li><li>Located at Berth 92</li><li>Offers two restaurants: Catalina Bistro and Express Grill</li><li>Round trip tours to Catalina Island are available daily</li></ul>	Completed 2012
3. Warehouse 9/ Brouwerij West	2009 2016	San Pedro Waterfront Project (FEIS/FEIR) LWaterfront.org	<ul style="list-style-type: none"><li>Low-intensity community serving commercial or educational reuse</li><li>Full-production craft brewery inside historic Warehouse #9 next door to CRAFTED</li><li>Sustainable, solar powered 26,000 square foot space</li></ul>	Completed 2016
4. Warehouse 10/ CRAFTED	2009 -	San Pedro Waterfront Project (FEIS/FEIR) LWaterfront.org	<ul style="list-style-type: none"><li>Low-intensity community serving commercial or educational reuse</li><li>Converted by Sarita Monica's Bergamot Station Arts Center redeveloper</li><li>Marketplace comprises local artists, handmade goods, gourmet concessions, live music and entertainment, with an indoor venue</li><li>110,000 square feet, featuring 500 vendor stalls an outdoor courtyard</li></ul>	Completed 2012
5. Maritime Museum	2005 2005	San Pedro Waterfront Enhancements & Errata (MND) San Pedro Waterfront and Promenade Master Development Plan (B to B)	<ul style="list-style-type: none"><li>Improvements to foundation, facade, and a new deck with views of the Main Channel</li><li></li></ul>	Potential Development

6.	Maritime Exposition Building Complex	2005	San Pedro Waterfront Enhancements & Errata (MND)	<ul style="list-style-type: none"><li>International showroom of trade and commerce including exhibit space, meetings, and conference rooms</li><li>Location: north of Fire Station #112, between north harbor and Downtown Harbor</li></ul>	Potential Development
		2005	San Pedro Waterfront and Promenade Master Development Plan (B to B)	<ul style="list-style-type: none"><li></li></ul>	
7.	Battleship Iowa	-	LWaterfront.org	<ul style="list-style-type: none"><li>Only Navy battleship on the west coast</li><li>Interactive Naval museum and living memorial honoring the U.S. Navy and other military branches through exhibits and special events</li><li>Offers tours, educational programs, and overnight stays</li></ul>	Completed 2012
8.	Cabrillo Marine Aquarium Upgrades	-	Portoflosangeles.org	<ul style="list-style-type: none"><li>Improvements made to enhance the visitor experience with new artwork, paint, and flooring, have already been completed</li><li>Additional improvements include renovations to aquarium classrooms, with new flooring, paint and window treatments</li></ul>	Complete, Ongoing
9.	AltaSEA Phase 1	2014 2012 2009	Port Master Plan: Port of Los Angeles City Dock No. 1 Marine Research Center Project (FEIR) San Pedro Waterfront Project (FEIS/FEIR)	<ul style="list-style-type: none"><li>35-acre campus</li><li>Urban marine research center</li><li>Includes the reuse of existing transit sheds at Berths 57-60 to accommodate a marine research laboratory, classroom and meeting spaces; wharf retrofits; new building at Berth 56 with classrooms and a lecture hall/auditorium; the relocation of the Southern California Marine Institute (SCMI) facility; the development of an interpretive center; establishment of a marine science business park/incubator space at Berths 58-60; integration with and development of the waterfront promenade along the water's edge; and, development of a new facility for the National Oceanic and Atmospheric Administration (NOAA) operations at Berths 70-71</li><li>Public will have continuous access to Wharf Plaza and will see the waterfront and can observe the research and museum vessels docked at the wharf</li></ul>	Under Construction, Estimated 2023
		-	LWaterfront.org		

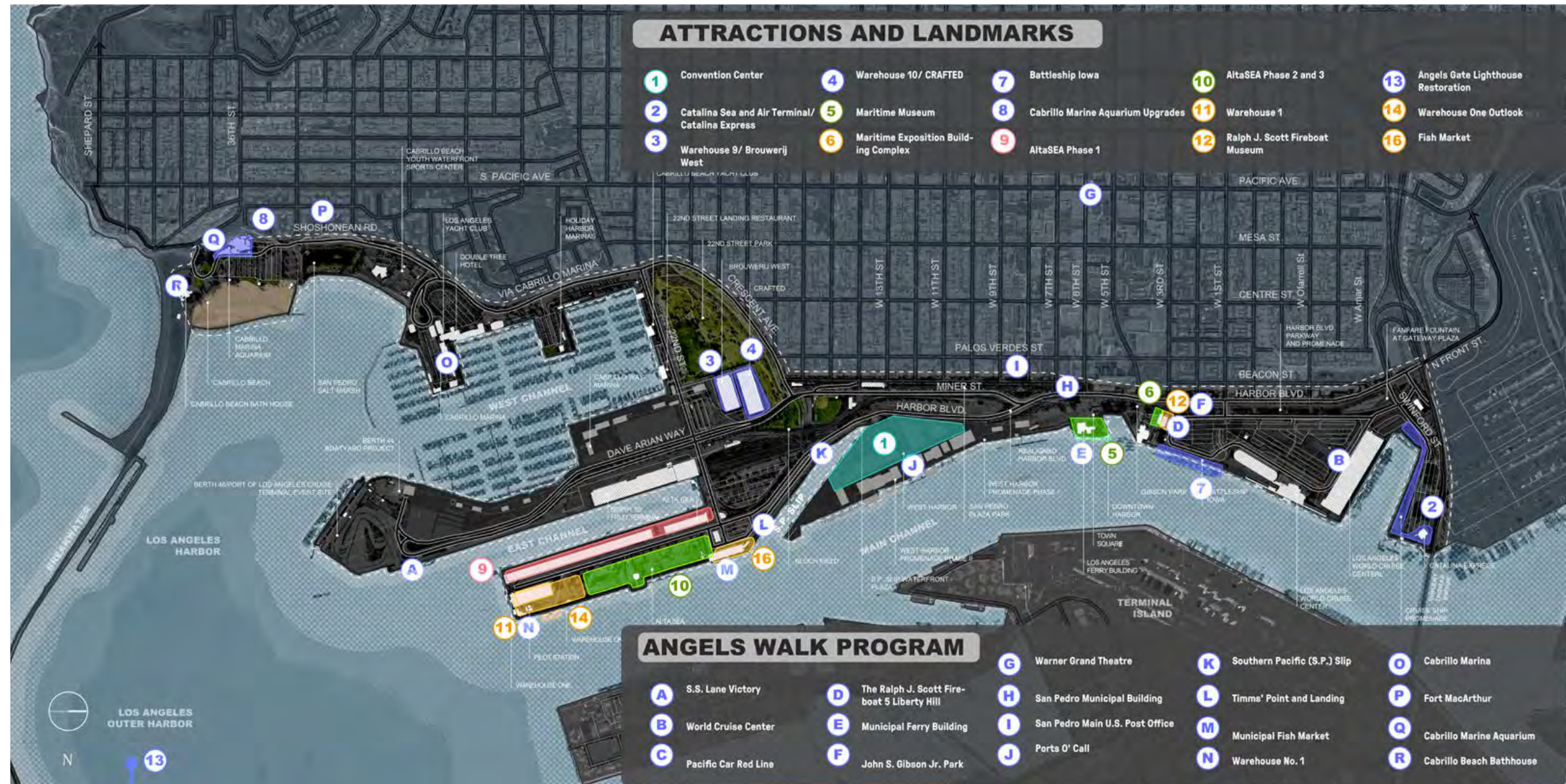


	2015-2022	Public Access Investment Plan (PAIP) Program Planning	<ul style="list-style-type: none"> <li>Offers science-based understanding of the ocean; incubator and ocean-related business; new ocean-related education programs that accelerate scientific collaboration, and job creation</li> <li>Built on a historic pier at City Dock No. 1 with access to the deep ocean</li> </ul>	
10. AltaSEA Phase 2 and 3	2012	City Dock No. 1 Marine Research Center Project (FEIR)	<ul style="list-style-type: none"> <li>Develop east of Signal Street</li> <li>Research facility, wharf maintenance, 5-story wave tank, additional opportunity space</li> </ul>	Potential Development
	2009	San Pedro Waterfront Project (FEIS/FEIR)	<ul style="list-style-type: none"> <li>The Westway Terminal located at Berths 70-71 will be demolished. Potential future uses of the site include institutional/research and development</li> </ul>	
11. Warehouse 1	2005	San Pedro Waterfront and Promenade Master Development Plan (B to B)	<ul style="list-style-type: none"> <li>A site for temporary art exhibit, museums, etc.</li> </ul>	Circulate RFI for Internal Review
	2022	List of Current Developments screenshot	<ul style="list-style-type: none"> <li>Commercial development of 460,000 square feet</li> <li>National Register of Historic Places</li> <li>Requires State Land coordination on uses without express trust authorization</li> </ul>	
	2015-2022	Public Access Investment Plan (PAIP) Program Planning	<ul style="list-style-type: none"> <li></li> </ul>	
	-	Development Los Angeles Warehouse #1: Redevelopment and Adaptive Re-use Opportunity	<ul style="list-style-type: none"> <li>Public-private partnership to re-imagine the building</li> <li>Potential uses include office, creative office, hospitality, dining, entertainment, food and other marine-related or visitor-serving adaptive commercial use</li> <li>6 stories tall, 460,000 square feet of interior space</li> <li>122,000 site</li> <li></li> </ul>	
12. Ralph J. Scott Fireboat Museum	2005	San Pedro Waterfront and Promenade Master Development Plan (B to B)	<ul style="list-style-type: none"> <li>10,000-square-foot multi-level display structure will be built to house the Ralph J. Scott Fireboat near the entrance to the Downtown Harbor</li> </ul>	Restoration In Progress
	2009	San Pedro Waterfront Project (FEIS/FEIR)	<ul style="list-style-type: none"> <li>Displays of historical events and artifacts involving the Ralph J. Scott included</li> <li>3rd Street and Harbor Boulevard</li> </ul>	
13. Angels Gate Lighthouse Restoration	-	LWaterfront.org	<ul style="list-style-type: none"> <li>Located on the San Pedro Breakwater</li> <li>Has marked the entrance to the Port of Los Angeles since 1913</li> <li>National Register of Historic Places</li> </ul>	Completed 2012

				<ul style="list-style-type: none"> <li>Only lighthouse on the West Coast that emits a green light to differentiate itself from other lighthouses</li> </ul>	Completed 2009
14. Warehouse One Outlook	-	LWaterfront.org		<ul style="list-style-type: none"> <li>Views of the Port</li> <li>Adjacent to the historic Municipal Warehouse No. 1, the oldest warehouse at the Port of Los Angeles</li> <li>Offers free parking, a lighted outlook platform, and benches to enjoy the view</li> </ul>	
15. Angels Walk LA Program	2005	San Pedro Waterfront Enhancements & Errata (MND)		<ul style="list-style-type: none"> <li>Highlights local landmarks and provides a clearly defined pedestrian corridor</li> <li>4.3 mile walk</li> <li>Stanchions placed at points of interest along the walk and call out specific views from given locations and notable facts about the area.</li> <li>Stanchions placed in the following locations: <ul style="list-style-type: none"> <li>A. S.S. Lane Victory</li> <li>B. World Cruise Center</li> <li>C. Pacific Car Red Line</li> <li>D. The Ralph J. Scott Fireboat 5 Liberty Hill</li> <li>E. Municipal Ferry Building</li> <li>F. John S. Gibson Jr. Park</li> <li>G. Warner Grand Theatre</li> <li>H. San Pedro Municipal Building</li> <li>I. San Pedro Main U.S. Post Office</li> <li>J. Ports O' Call</li> <li>K. Southern Pacific (S.P.) Slip</li> <li>L. Timms' Point and Landing</li> <li>M. Municipal Fish Market</li> <li>N. Warehouse No. 1</li> <li>O. Cabrillo Marina</li> <li>P. Fort MacArthur</li> <li>Q. Cabrillo Marine Aquarium</li> <li>R. Cabrillo Beach Bathhouse</li> </ul> </li> </ul>	Completed, Ongoing
	-	<a href="https://www.angelswalkla.org/">https://www.angelswalkla.org/</a>			
16. Fish Market	-	LA Waterfront Urban Linkages: San Pedro Waterfront		<ul style="list-style-type: none"> <li>To be maintained and will operate in conjunction with any future waterfront uses and is seen as a vital contribution to the authentic working waterfront</li> </ul>	Currently operating, long term operation unknown



Deferred
  Potential Development
  In Progress
  Under Construction
  Completed





Housing

While housing is not the primary focus of the SPWCP, future mixed use and multifamily developments will influence future connectivity. A list of future developments from the Port is provided along with more detail from Rancho San Pedro public housing complex.

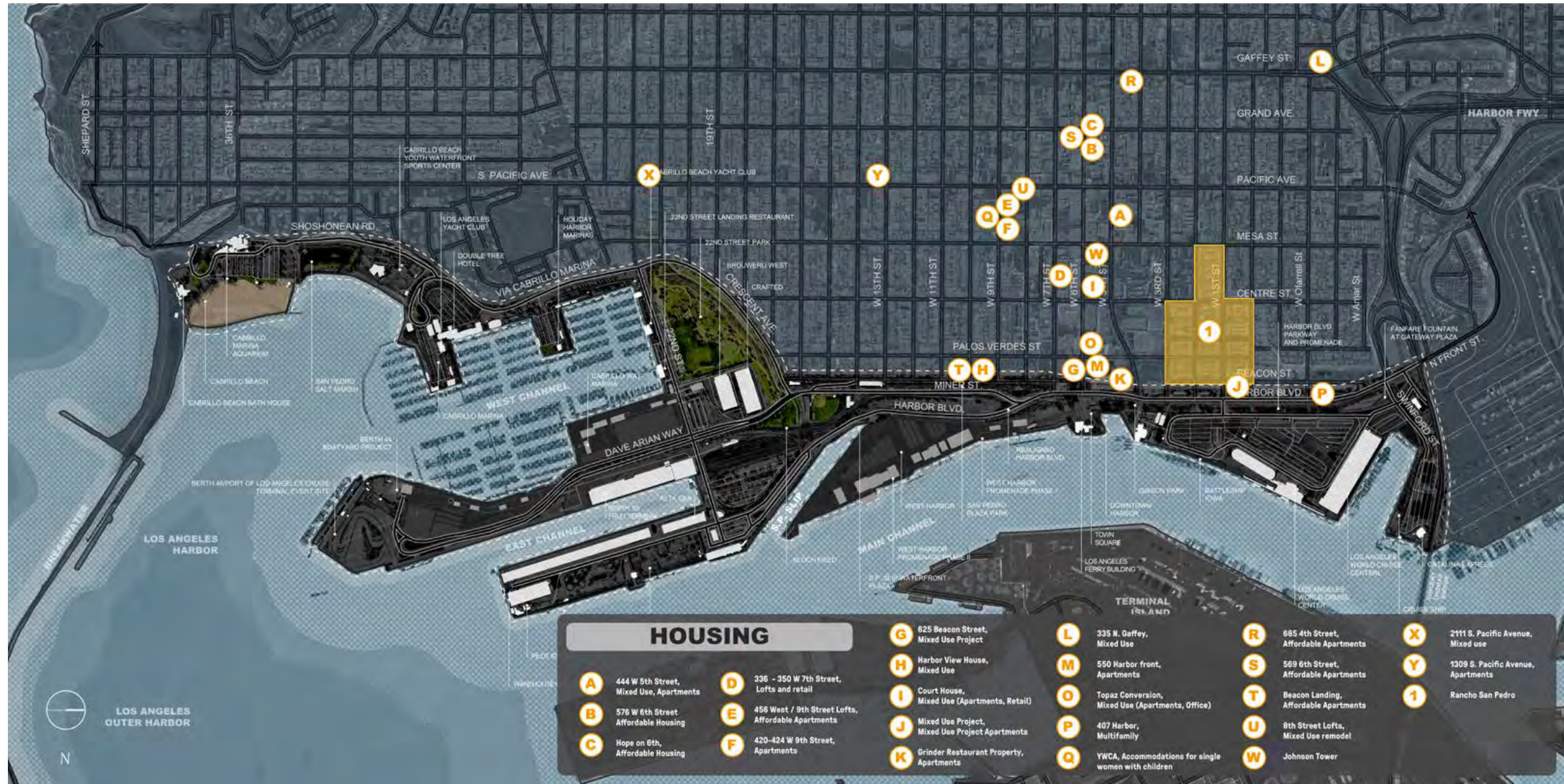
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NAME	DATE*	SOURCE**	SCOPE	STATUS
INDIRECT SPWCP SCOPE				
1. Rancho San Pedro public housing complex	2015–2022	Public Access Investment Plan (PAIP) Program Planning	<ul style="list-style-type: none"><li>HACLA is redeveloping the 478-unit Rancho San Pedro public housing complex with One San Pedro</li><li>21-acre site with new mixed-income and mixed-use urban village with a higher unit density than the current development</li></ul>	In Progress, Estimated by 2039 in Phases
2. Additional housing developments	2022	Port San Pedro Residential Data	<ul style="list-style-type: none"><li>~6,000 additional units downtown, location and type of unit<ul style="list-style-type: none"><li>A. 444 W 5th Street, Mixed Use, Apartments</li><li>B. 576 W 6th Street, Affordable Housing</li><li>C. Hope on 6th, Affordable Housing</li><li>D. 336 – 350 W 7th Street, Lofts and retail</li><li>E. 456 West / 9th Street Lofts, Affordable Apartments</li><li>F. 420-424 W 9th Street, Apartments (Transit Oriented Community)</li><li>G. 625 Beacon Street, Mixed Use Project</li><li>H. Harbor View House, Mixed Use (Apartments, Retail, Entertainment)</li><li>I. Court House, Mixed Use (Apartments, Retail)</li><li>J. Mixed Use Project, Mixed Use Project Apartments, 12,000 sq ft amenities, cafes, bistros, restaurants)</li><li>K. Grinder Restaurant Property, Apartments (with some retail on ground floor)</li><li>L. 335 N. Gaffey, Mixed Use</li><li>M. 550 Harbor front, Apartments</li><li>N. Ponte Vista ,Single family homes, townhomes and apartments</li><li>O. Topaz Conversion, Mixed Use (Apartments, Office)</li><li>P. 407 Harbor. Multifamilv</li></ul></li></ul>	Ongoing

	T. Beacon Landing, Affordable Apartments	
	U. 8th Street Lofts, Mixed Use (Lofts, Retail, Restaurant) remodel	
	V. Liberty Lofts,	
	W. Johnson Tower, Johnson Tower	
	X. 2111 S. Pacific Avenue, Mixed use	
	Y. 1309 S. Pacific Avenue, Apartments	



Deferred
  Potential Development
  In Progress
  Under Construction
  Completed





Mixed-Use

Amenities that provide a variety of uses are considered mixed-use. For example, West harbor offers restaurants, shopping, markets, outdoor space, etc.

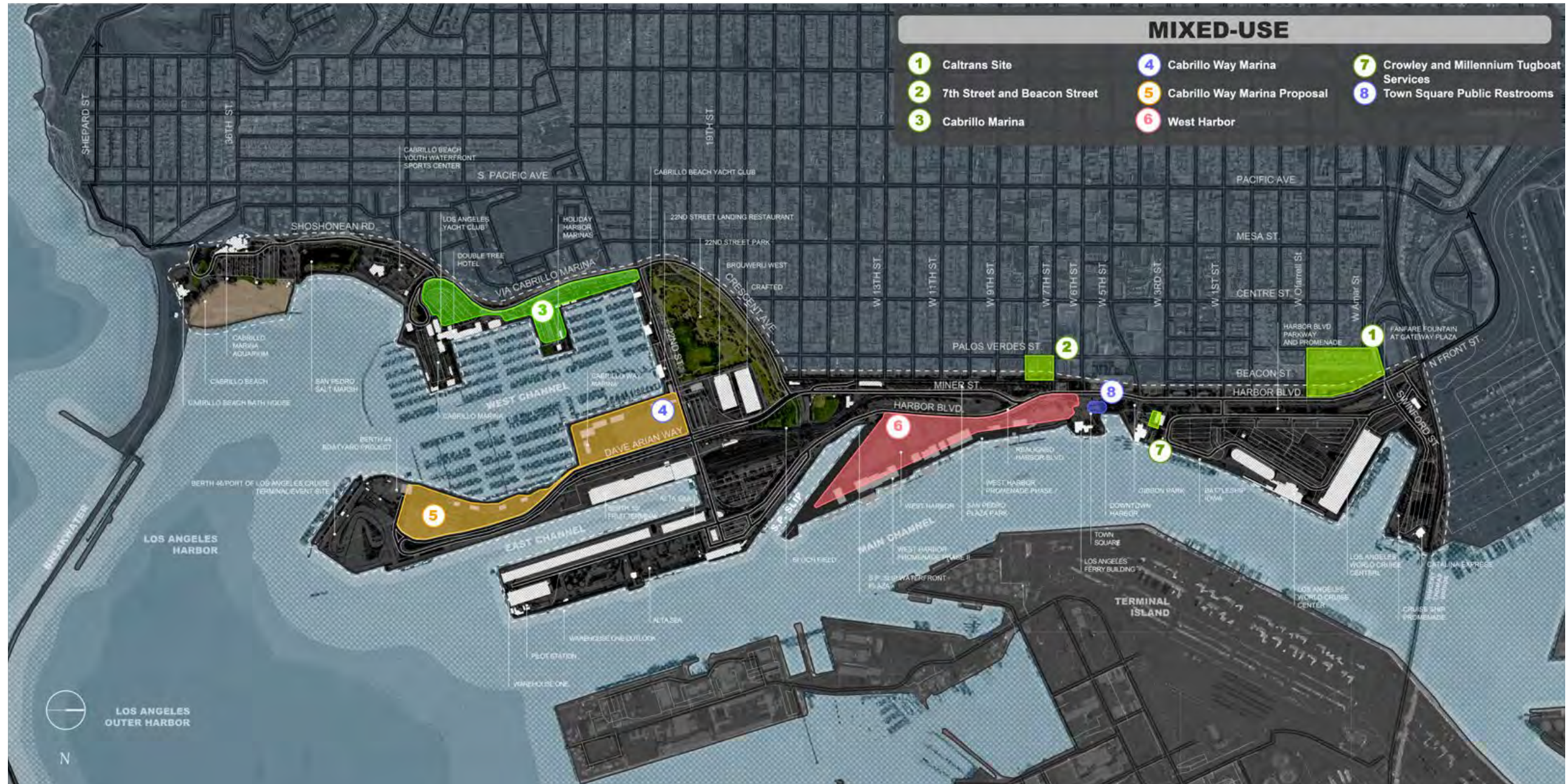
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Deferred Potential Development In Progress Under Construction Completed

NAME	DATE*	SOURCE**	SCOPE	STATUS
DIRECT SPWCP SCOPE				
1. Caltrans Site	2008	Harbor Blvd. Seamless Study	<ul style="list-style-type: none"><li>Mixed use with retail, residential, and parking</li><li>West Ofarrell Street and Harbor Boulevard to North Beacon Street</li><li>Includes three alternates</li></ul>	Potential Development
2. 7 <sup>th</sup> Street and Beacon Street			<ul style="list-style-type: none"><li>Mixed use with retail, residential, and parking</li><li>Contains two alternates</li></ul>	Potential Development
3. Cabrillo Marina	-	LA Waterfront Urban Linkages: San Pedro Waterfront	<ul style="list-style-type: none"><li>90,00 sf of commercial development</li></ul>	Potential Development
4. Cabrillo Way Marina	-	LWaterfront.org	<ul style="list-style-type: none"><li>~ 700-slip marina covering 87 acres of land and water</li><li>Operated by Westrec Marinas offering wet slips and dry boat storage, and parking</li></ul>	Completed 2011
5. Cabrillo Way Marina Proposal	2022	List of Current Developments screenshot	<ul style="list-style-type: none"><li>Phased development of new 60,000 square feet commercial development and two hotels</li></ul>	In Progress, Conducting Draft CEQA Initial Study Complete and Pending Developer Review
	-	Cabrillo Way Marina: Commercial Development and Marina Acquisition Opportunity	<ul style="list-style-type: none"><li>12 acres</li><li>90,000 square feet of marina support and commercial uses</li><li>Additional parking at Miner Street and 22<sup>nd</sup> Street</li></ul>	
	2015-2022	Public Access Investment Plan (PAIP) Program Planning	<ul style="list-style-type: none"><li>redevelopment of dry storage, boat slips, boat hosts with new restaurants, retail, clubs, and restrooms</li></ul>	
	-	Proposal for Cabrillo Way Marina: Bellwether Financial Group	<ul style="list-style-type: none"><li>Connected waterfront promenade</li><li>Marina complex, dry storage, wet slips, commercial development, additional parking, new developments</li></ul>	
6. West Harbor		LWaterfront.org	<ul style="list-style-type: none"><li>42 acres of restaurants, shopping, fresh markets, office space, and a waterfront promenade with outdoor space and an open-air amphitheater for live entertainment</li><li>Construction of the city improvements includes town square for public gatherings, events and parking, restroom facility, floating docks, and landscape/hardscape improvements</li></ul>	Under Construction, Estimated 2024
	2022	West Harbor Modification Project (IS/NOP)	<ul style="list-style-type: none"><li>Proposed modification includes a 6,200-seat outdoor amphitheater and entertainment lawn</li></ul>	

			venue replacing the previously analyzed 100-foot diameter Ferris wheel with a tower attraction/observation deck approximately 150 feet tall by 50 feet wide	
	2014	Port Master Plan: Port of Los Angeles	<ul style="list-style-type: none"><li>Commercial, retail, restaurant uses, and conference center</li></ul>	
	2009	San Pedro Waterfront Project (FEIS/FEIR)		
	2005	San Pedro Waterfront Enhancements & Errata (MND)		
	-	LA Waterfront Urban Linkages: San Pedro Waterfront	<ul style="list-style-type: none"><li>The park, Town Square, café, and development of West Harbor (Port's O' Call)</li></ul>	
7. Crowley and Millennium Tugboat Services	2009	San Pedro Waterfront Project (FEIS/FEIR)	<ul style="list-style-type: none"><li>Two new 10,000 square foot office buildings located at the proposed North Harbor needed for Crowley and Millennium tug companies.</li><li>3rd St. And Harbor Blvd.</li></ul>	Potential Development
8. Town Square Public Restrooms	-	LWaterfront.org	<ul style="list-style-type: none"><li>Provides amenity for visitors and events between San Pedro Public Market and Downtown San Pedro</li></ul>	Completed 2021
9. SpaceX	-	Cabrillo Way Marina: Commercial Development and Marina Acquisition Opportunity	<ul style="list-style-type: none"><li>12.5 acres lease in the Port of Los Angeles to manufacture the Starship spacecraft</li><li>Near Cabrillo Way Marina</li></ul>	Terminated
10. Electrical Upgrades	-	LWaterfront.org	<ul style="list-style-type: none"><li>Electrical upgrades mandated by the Department of Water &amp; Power to support the potential new uses, West Harbor and AltaSea</li></ul>	Ongoing
INDIRECT SPWCP PROJECT SCOPE				
11. Wilmington Waterfront Promenade	-	LWaterfront.org	<ul style="list-style-type: none"><li>~1,300 feet long waterfront promenade</li><li>Project improvements to the eight-acre site include landscaping, irrigation, signage, lighting, site furnishings, bike racks and public drinking fountains</li><li>Pedestrian plaza, parking lot, realignment of Water Street adjacent to the railroad tracks and parking northwest of Banning's Landing Community Center</li></ul>	Under Construction, Estimated 2023
12. Avalon Promenade and Gateway	-	LWaterfront.org	<ul style="list-style-type: none"><li>Construction of a pedestrian bridge along Avalon Boulevard to provide pedestrian access to the future Wilmington Waterfront Promenade</li><li>Provide access for visitors to the northern park to move southward</li></ul>	Ongoing



Deferred
  Potential Development
  In Progress
  Under Construction
  Completed





Events and Activities

The primary event listed is future events at the Amphitheater at West Harbor. Year-round events are available on the website.

*\*Date refers to the date of the document listed*  
*\*\*Source refers to the specific source reviewed for the scope*

Deferred Potential Development In Progress Under Construction Completed

NAME	DATE*	SOURCE**	SCOPE	STATUS
DIRECT SPWCP SCOPE				
1. Intent of future events at amphitheater	2022	West Harbor Modification Project (IS/NOP)	<ul style="list-style-type: none"><li>• Host approximately 100 paid events annually</li><li>• From April through November</li><li>• No more than one event per day is expected</li><li>• Concerts would typically start between 7:00 p.m. and 8:00 p.m. and last approximately 3 hours</li></ul>	Under Construction, Estimated 2024
2. Current events (Common Events Based on 2022)	-	Lawaterfront.org	<div>A. Historic Downtown San Pedro Local Harvest Farmers Market- 6th Street between Pacific Avenue and Mesa Street, every Friday</div> <div>B. Lunar New Year- Virtual, first week of February</div> <div>C. San Pedro Farmers Market- 638 S Beacon St., every Friday</div> <div>D. 1st Thursday Art walks- first Thursday evening of each month, 390 W. 7th St.</div> <div>E. Harbor Cup Regatta- March 11 to 13, 3011 Miner St.</div> <div>F. CMC Grimp Day: Battleship IOWA- Mar 24 to 26, 250 S Harbor Blvd.</div> <div>G. Los Angeles Walk-N-Roll- April 9, 2293 Miner St.</div> <div>H. LA Fleet Week - May 27 to 30, 3011 Miner St.</div> <div>I. LA Maritime Institute Festival of Sail- May 27 to 30, 504 S Harbor Blvd.</div> <div>J. HKM Concert &amp; Car Show- July 30, 3011 Miner St.</div> <div>K. Holidays By The Sea and Holiday Harbor Afloat Parade, December 3, 600 Sampson Way</div> <div>L. Spirit of San Pedro Holiday Parade- December 4, Pacific Ave. and 6th Street</div>	Ongoing



Deferred
  Potential Development
  In Progress
  Under Construction
  Completed





# PLANNING ELEMENTS REVIEW

## Design Guidelines

Two planning documents cover design guidelines in great detail, LA Waterfront Design Guidelines in 2004 and 2014. These highlight lighting, architectural design, open space and signage. While design guidelines are not specifically within scope of the SPWCP, they should be considered with planning efforts for cohesiveness.

The lighting sections cover recommendations, selection, lighting goals, general and technical guidelines, style guidelines, pedestrian lighting, specialty lighting, and vehicular lighting.

The architectural sections cover architectural goals, architectural design guidelines, pedestrian orientation setbacks and setbacks, building orientation, building façade, building form, height, historic context, vehicle circulation parking and access, vehicle access, loading and service access, building design precedent, building heights setbacks and setbacks, street-level treatment, and building elements and materials

Open space sections cover public realm goals, general public realm guidelines, public realm style guidelines, circulation, promenade, rights-of-way, bicycle facilities, open space, parks, plazas, children’s playgrounds/tot lots, landscape elements and plant materials, site furnishings, paving, walls, fences and railings, bollards, water features, and public art.

The signage sections cover signage goals, general signage guidelines, general technical guidelines, signage style guidelines, vehicle signage, pedestrian signage, identity signage, pedestrian signage, vehicular signage, identity signage, sign standards, and district signage recommendations.

Harbor Boulevard design guidelines are available in the ‘Harbor Blvd Seamless Study’.



### Vehicle Signage

#### V1: Vehicle Directional

**Applicable Areas**

Large vehicle signs provide direction at key intersections along the entire waterfront corridor and on key arterials in Wilmington and San Pedro, guiding motorists to waterfront amenities, community buildings, and Port-owned parking areas. These signs are primarily targeted to faster moving traffic and direct drivers to primary destinations along the waterfront. Primary vehicle directional signage should be followed up by secondary directional signage

**Design**

10' tall by 6' 3" wide 3/16" thick painted aluminium sign cabinet with reflective vinyl type messages and 16" painted aluminium bar mechanically fastened to cabinet channel cap attached to existing 8" diameter steel post with 1/4" thick 6" x 2" stainless steel channel mechanically fastened to sign panels at a total height of 18'. Painted aluminium disks with applied vinyl arrows indicating direction of locations attached flush to painted aluminium bars.



Vehicle Directional

LA Waterfront Design Guidelines in 2014



Implementation

The following plans emphasize key considerations including the importance of aligning public and private stakeholders, retaining and building upon existing elements of the port, and utilizing diverse sources of funding. Elements of an implementation plan should also consider a) specific recommendations for both short-term and long-term projects and b) articulation of how proposed actions align with Coastal Commission and other State and local regulations.

2014 Port Master Plan: Port of Los Angeles

- Provides development guidelines to make sure that the implementation of the Plan is in accordance with other regulations like the Coastal Act and State guidelines. Development guidelines include different permit requirements based on Coastal Commission regulations
- Distinguishes different Planning Areas and their distinct Planning Frameworks
- Major developments may require a public hearing

2008 Harbor Blvd Seamless Study

- Explores coordination on Port-initiated public improvements and projects along Harbor Boulevard and lays the groundwork for future joint development projects between the Port and CRA
- Makes recommendations for streetscape elements, including lighting, furniture, landscape and street crossing treatments. These elements will also guide projects like the Downtown Harbor and Sampson Way Realignment, as soon as the entitlement process allows
- Analysis of the parking and size of development possible at the Caltrans site provides basis for a Memorandum of Understanding that declares the policy intent and steps necessary to implement the joint development project

2005 San Pedro Waterfront and Promenade Master Development Plan (B to B)

- Implementation of the plan is phased over 30 years
- Requires coordination between public and private funding as well as additional regulatory bodies

LA Waterfront Urban Linkages: San Pedro Waterfront

- An Urban Design Plan that complements the San Pedro Waterfront and Promenade Master Development Plan (B to B) plan and details a framework that builds on preceding completed enhancements and anticipates future planned infrastructure improvements
- Implementation actions include ingress, egress, circulation, type and relationship of land use, parking, transportation, and linkages to the waterfront
- Outlines near-term and long-term enhancements for separate areas along the waterfront

2005 San Pedro Waterfront Enhancements & Errata (MND)

- Upgrades to pedestrian connections and vehicular safety are consistent with B to B. Elements in this proposed project are expected to remain throughout the buildout of San Pedro Waterfront and Promenade Master Development Plan (B to B)

2017 San Pedro Urban Greening Implementation Plan

- Identifies 32 opportunities from a community-based planning effort
- Each opportunity has an identified location as well as specific implementation recommendations

- Includes an implementation roadmap matrix that identifies landowner/permitting agencies, CEQA, necessary permits, O&M, as well as additional notes

Major Funding Considerations

- Allocation of Public Access Investment Plan (2015)
  - Updates in 2019 and 2022 outlining updates on prioritized projects and alignment with Capital Improvement Program budget cycle
  - Future prioritized projects for investments from the Public Access Investment Plan will be determined through annual review and stakeholder input
- Capital Expenditure Plans
  - Future spending linked up here (2023-2027)

10-YEAR CAPITAL IMPROVEMENT PROGRAM PLANNING													
February 11, 2015													
PROJECT IMPLEMENTATION													
LA Waterfront (San Pedro and Wilmington)	FY 14/15 Current	15/16 Year 1	16/17 Year 2	17/18 Year 3	18/19 Year 4	19/20 Year 5	20/21 Year 6	21/22 Year 7	22/23 Year 8	23/24 Year 9	24/25 Year 10	10 year CIP* (millions)	
Sampson Way & 7th Street Intersection Improvements	X	X	X	X	X							\$13.6	
Town Square at 6th Street		X	X	X	X	X						\$4.1	
Ports O' Call Promenade and Parking		X	X	X	X	X						\$34.5	
Total San Pedro Waterfront												\$52.2	
Wilmington Waterfront Promenade and repurpose or demolition of former Catalina Freight building		X	X	X	X	X	X					\$52.7	
Harry Bridges Blvd. Beautification between Island Ave. and Avalon Blvd.								X	X	X	X	\$17.4	
Wilmington Waterfront Pedestrian Bridge							X	X	X	X		\$14.9	
Total Wilmington Waterfront												\$85.0	
TOTAL												\$137.2	

POTENTIAL ADDITIONAL PROJECTS													
LA Waterfront (San Pedro and Wilmington)	FY 14/15 Current	15/16 Year 1	16/17 Year 2	17/18 Year 3	18/19 Year 4	19/20 Year 5	20/21 Year 6	21/22 Year 7	22/23 Year 8	23/24 Year 9	24/25 Year 10	10 year CIP* (millions)	
Sampson Way Roadway from Harbor Blvd to SP Slip							X	X	X	X		\$8.5	
Sampson Way South Roadway from SP Slip to 22nd Street								X	X	X	X	\$24.5	
Total San Pedro Waterfront												\$33.0	
Avalon Triangle Park									X	X	X	\$8.9	
Total Wilmington Waterfront												\$8.9	
TOTAL												\$41.9	

\*Environmental cleanup is not included in the cost estimates

Screenshot of 2016-2026 CIP



Sustainability

The Port of Los Angeles has developed principles linked to the *Port’s Five-Year Strategic Plan* for environment, economy, and equity. This is meant to be practiced through the planning, design and construction phases. The Port of Los Angeles adopted the *Sustainable City pLAn* for the City of Los Angeles in 2019. The pLAn advances environment, economy and social equity in 14 various categories with short-term, near-term (2025) and long-term (2035) targets. This includes areas such as local solar, energy efficient buildings, carbon and climate leadership, green jobs, preparedness and resiliency, air quality, and environmental justice. Several documents highlight sustainability within San Pedro’s waterfront.

Sustainability has been a priority in many of the past planning documents. The topics covered include:

- Stormwater- landscape and stormwater management plan to treat and capture stormwater on site
- Shoreline- alternative design that provides ecological and recreational benefits
- Site construction- integrating engineering and design team early on in projects and limiting cut and fill
- LEED certification- advancing sustainable practices in buildings
- Recycled water- if available for all landscaping and water feature
- Drought-tolerant plants and shade trees- use as plant palette when possible
- Permeable paving- installed to reduce storm water run-off and improve water quality
- Solar power- incorporated into all new development to the maximum extent feasible
- Photovoltaic panels- incorporated on roofs

Urban Greening

The 2017 ‘San Pedro Urban Greening Implementation Plan’ describes 32 green pathway and outlet opportunities for the Port. These are streets that can have elements such as trees, bioswales, bike facilities, multi-use paths, people-friendly street, stormwater treatment, shade treatments, environmentally sustainable fixtures and designs, and encourage active transportation.

These projects vary in terms of completion. The urban greening opportunities included:

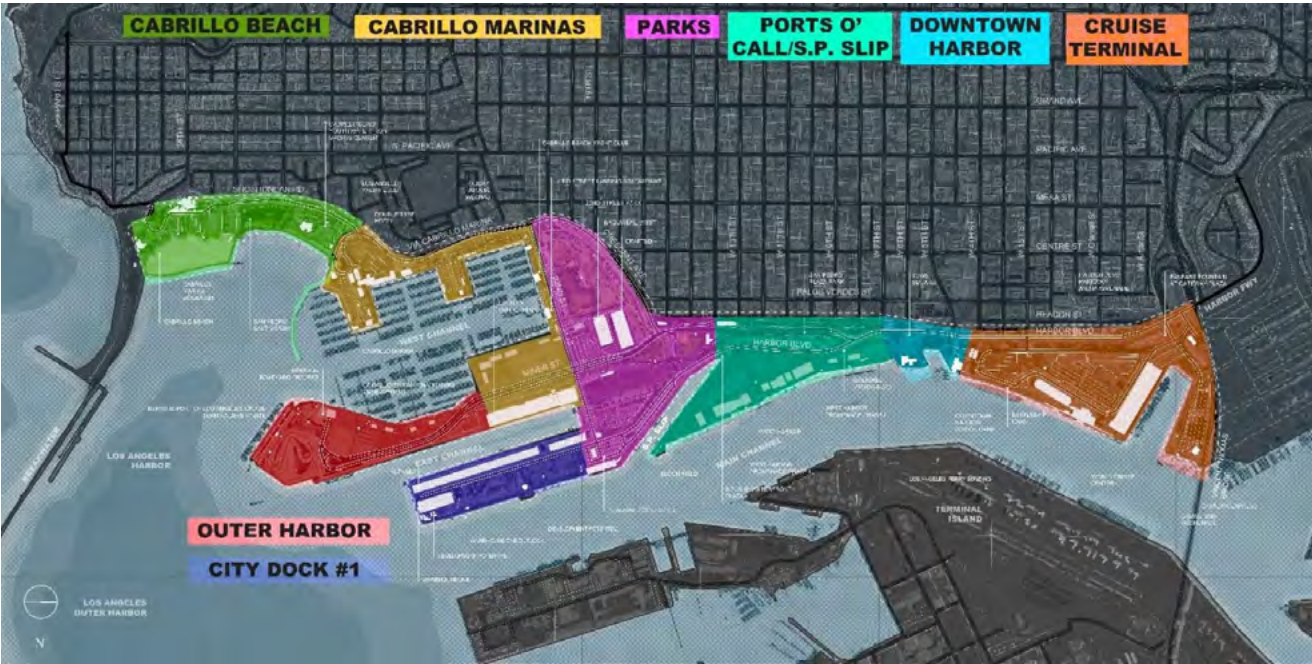
1. Urban forest ecosystem restoration (not in scope)
2. Priority pathways and outlets tree planting strategies, species recommendations by street
3. Western Ave. median tree planting (not in scope)
4. Harbor Blvd. medians turf replacement and beautification
5. Sampson Way realignment, Plaza, and Central Parks
6. North Gaffey Phase 2
7. Front Street Beautification
8. Private property tree adoption program
9. Residential turf replacement program
10. Gaffey great street
11. Interstate 110 Harbor approach beautification
12. N. Pacific to John S. Gibson bicycle parkway connection
13. John S. Gibson parkway enhancement
14. Bandini canyon park to peck park greenway
15. Peck park to Leland Park pedestrian pathway
16. Summerland to Gaffey & Pacific bike connections
17. Leland Park slopes environmental enhancement
18. N. Gaffey pedestrian path - Elberon bridge to Miraflores
19. N. Gaffey –Summerland landscape medians
20. N. Gaffey parkway phase iii w. Channel to Anaheim St. Medians, parkway, pedestrian path
21. Pacific coast trail connections
22. Pacific Avenue metropolitan green street
23. Downtown core green streets
24. Downtown parking & alley paseos
25. W. Channel green street—park Western to N. Gaffey
26. 22nd Ave. Brownfield reclamation
27. Alma Park historic restoration
28. N. Pacific hillside restoration
29. San Pedro Canyon restoration and 1st & 6th Streets green street bioswales and rain gardens
30. S. Pacific Ave. traffic calming green street enhancements
31. San Pedro recycled water connection from Machado Lake/Terminal Island
32. Bandini Canyon/Caltrans/Leland east sub-watersheds storm water capture & re-use



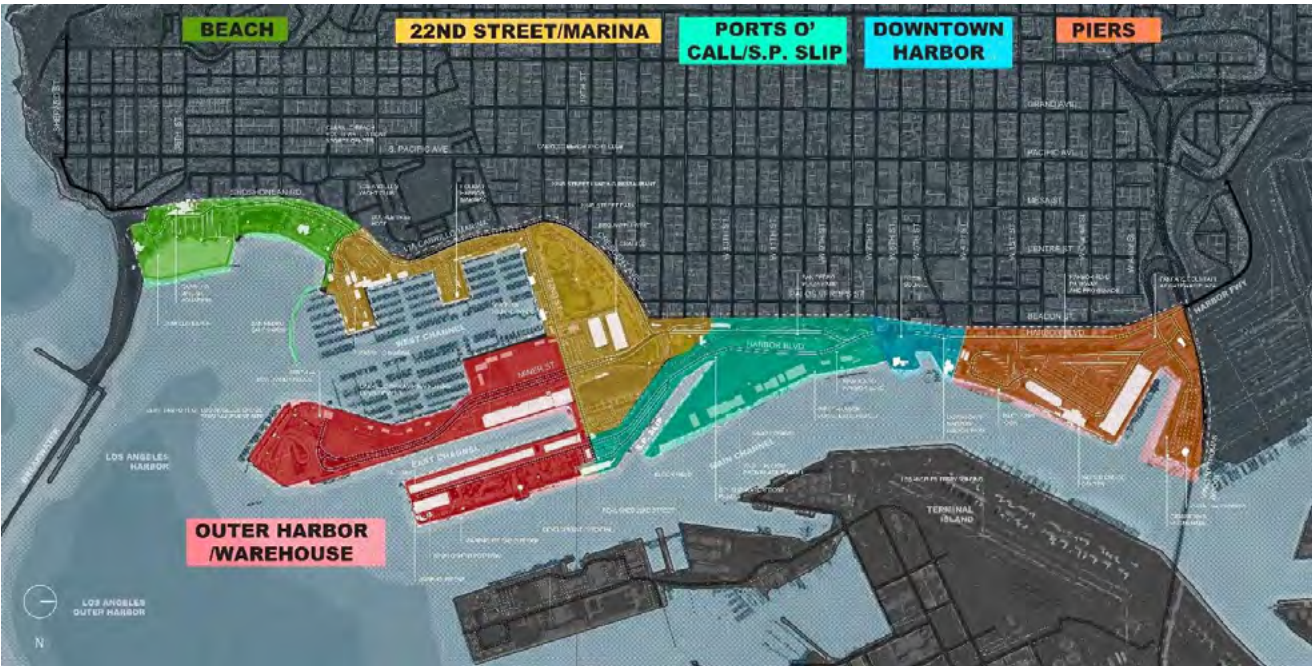
Districts

The San Pedro waterfront has been further divided into waterfront sub-areas or districts in several documents. These district boundaries are generally based on existing character and conditions, primary land uses, public infrastructure, and roadways. Each document has variations in the way the boundaries are drawn.

LA Waterfront Design Guidelines 2014



San Pedro Waterfront and Promenade Master Development Plan (B to B)



LA Waterfront Urban Linkages: San Pedro Waterfront



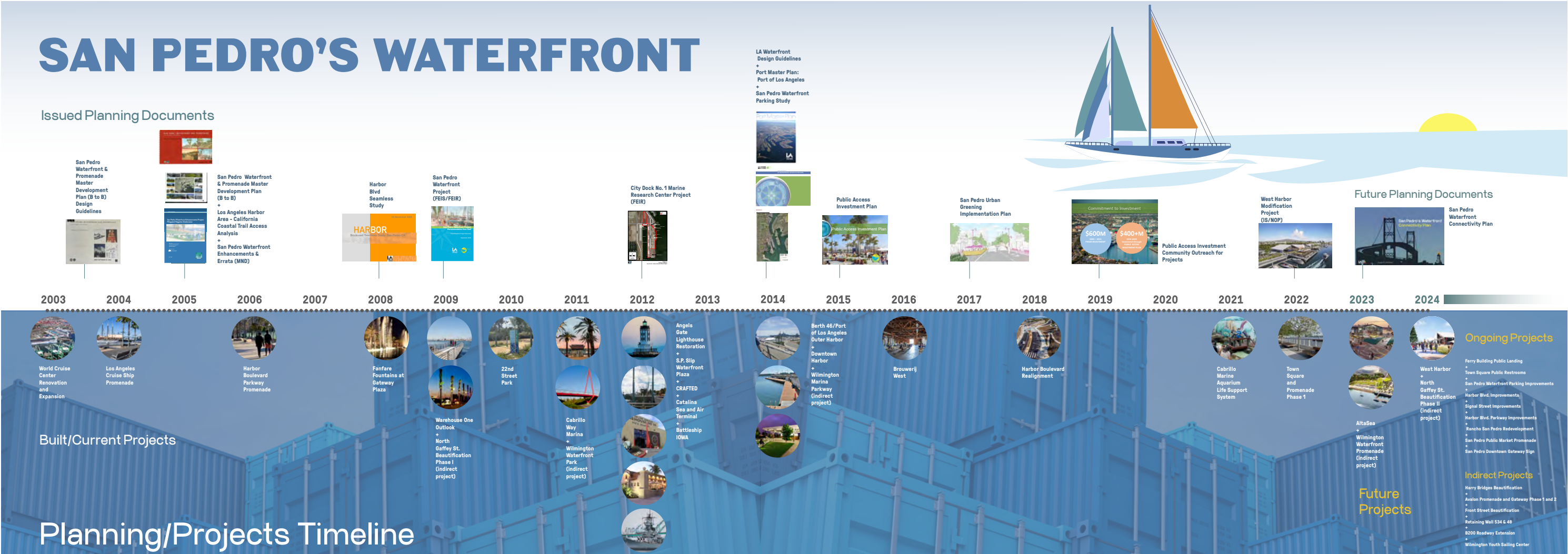


TIMELINE SUMMARY



# Planning Documents and Developments Overlay

The recently completed projects, projects under construction, and future projects are laid on the timeline compared to the past planning documents.





APPENDIX

Documents Reviewed

The below table highlight the primary documents reviewed for this report:

SOURCE	DATE PRODUCED
PLANNING DOCUMENTS	
San Pedro Waterfront and Promenade Master Development Plan (B to B) Design Guidelines	12/2004
Los Angeles Harbor Area - California Coastal Trail Access Analysis	5/2005
San Pedro Waterfront and Promenade Master Development Plan (B to B)	9/2005
Harbor Blvd. Seamless Study	11/2008
LA Waterfront Urban Linkages: San Pedro Waterfront	-
LA Waterfront Design Guidelines	2/2014
San Pedro Waterfront Parking Study	12/2014
Port Master Plan: Port of Los Angeles	9/2014
San Pedro Urban Greening Implementation Plan	12/2017
PROJECT DOCUMENTS	
LA Waterfront Presentation	10/2007
Public Access Investment Plan (PAIP) Executive Director's Report	02/2015
Public Access Investment Plan (PAIP) Program Planning	02/2015
LA Waterfront Opportunity (PAIP)	10/2017
Public Access Investment Plan (PAIP) Presentation	2019
San Pedro Waterfront Berths 74-84 Promenade and Town Square	06/2020
Waterfront Real Estate HACLA Presentation	08/2022
Waterfront Real Estate HACLA Board Report	08/2022
North Gaffney Street Beautification Phase 2	09/2022
Motion for Rancho San Pedro	10/2022
2021 Inventory of Air Emissions	10/2022
Public Access Investment Plan (PAIP) Presentation for Executive Comments	11/2022
Video of Los Angeles Harbor Commission Meeting 11/2/22	11/2022
Proposal for Cabrillo Way Marina: Bellwether Financial Group	-
Cruise Development	11/2022
ENVIRONMENTAL DOCUMENTS	
San Pedro Waterfront Enhancements & Errata (VND)	06/2005
San Pedro Waterfront Project (FEIS/FEIR)	09/2009
City Dock No. 1 Marine Research Center Project (FEIR)	09/2012
West Harbor Modification Project (IS/NOP)	04/2022
WEBSITES	
<a href="https://www.portoflosangeles.org/">https://www.portoflosangeles.org/</a>	-
<a href="https://www.lawaterfront.org/">https://www.lawaterfront.org/</a>	-
VIDEOS	
The LA Waterfront Video	-
ADDITIONAL SOURCE	
Publicity Map	2018
Slip Rates	09/2022
Slip Recon	2022
Port San Pedro Residential Data	12/2022
San Pedro Waterfront Tenant List	12/2022
Daily Trip Distribution: Trips Traveling to the San Pedro Fish Market	-
Enhancing a Great Waterfront Destination: San Pedro Waterfront Project	-
Los Angeles Warehouse #1: Redevelopment and Adaptive Re-use Opportunity	-
Outer Harbor Cruise Terminal: Development Opportunity	-
Cabrillo Way Marina: Commercial Development and Marina Acquisition Opportunity	-



## B. Focus Group Charrette Results





# FOCUS GROUP SUMMARY

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- **Tuesday, Jan. 24, 5:30-8:00 pm**

- The Port Pantry

- **Estimated attendance:**

- 20 people

- **Quantitative activities:**

- Station 1, A Day in the Life: Routes to port indicate frequency of travel
  - Station 2, Priorities for Improvement: Number of recommendations in each category indicates priority of improvement

- **Qualitative activities**

- Station 1, A Day in the Life: Indicates types of improvements wanted
  - Station 2, Priorities for Improvement: Indicates types of improvements prioritized
  - Station 3, Districts & Nodes: Informs of past planning districts

The Focus Group Charrette was a by-invitation-only meeting during the “listen and explore” phase of the Connectivity Plan engagement process. The purpose was to engage with local community leaders, business owners, and others with strong ties to San Pedro prior to hosting a larger public workshop. The planning team used input provided at the charrette to refine the engagement activities for the public Community Workshop held the following month. The charrette also gave participants the opportunity to learn about the Connectivity Plan and bring information back to their local community groups.

The charrette included a presentation about the project, three interactive stations to engage the attendees, and a summary and next steps discussion.





## STATION 1

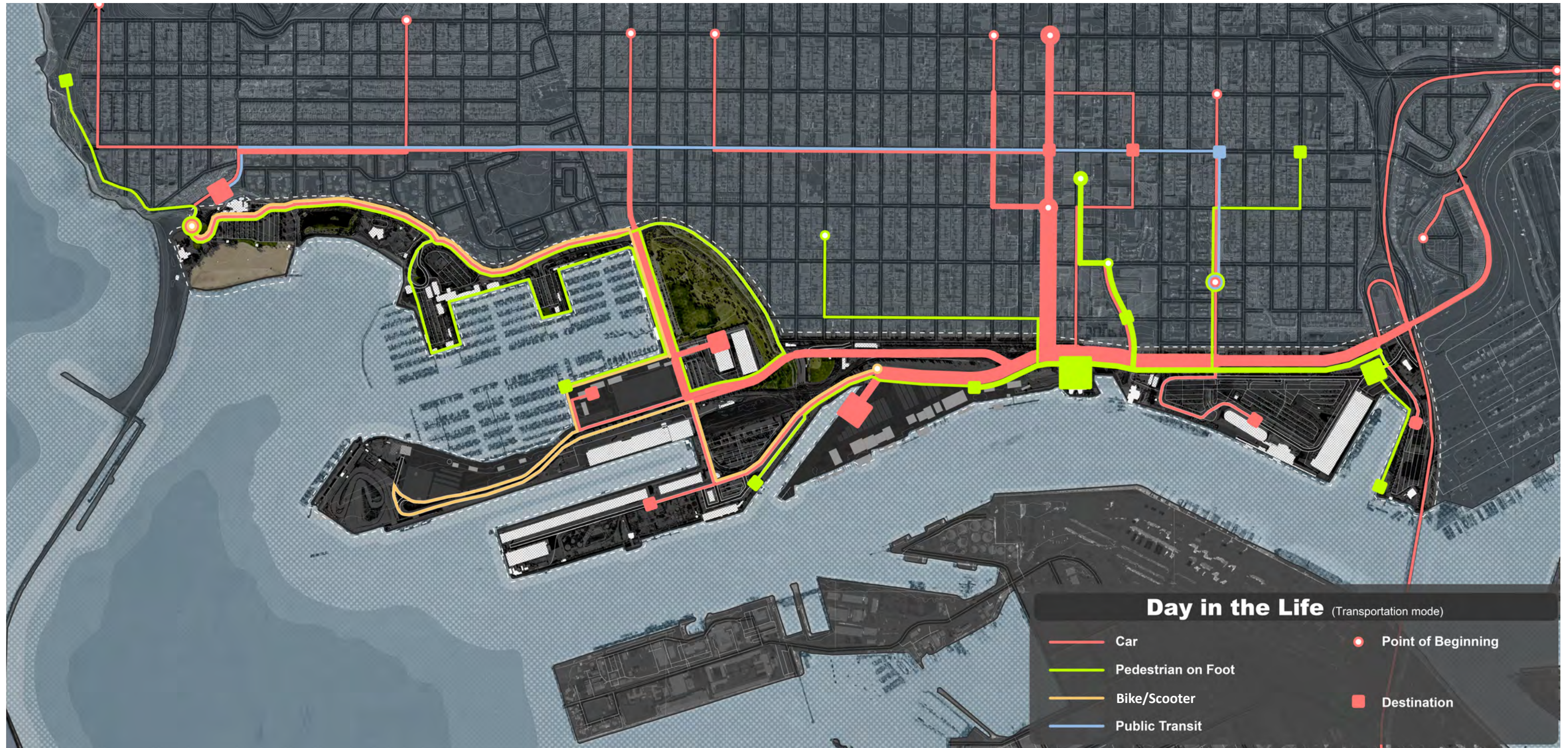
### A DAY IN THE LIFE

This station asked attendees to consider their routes to the port in daily life, what kind of changes they might like to see along those routes, and to describe existing elements that they like. Participants traced their routes on a large map using yarn and pins, with flags attached to the pins containing their comments. These activities helped to determine how people move around the port, and what challenges they currently encounter.



# STATION 1: A DAY IN THE LIFE—HOW DO YOU GET TO THE PORT?

- Attendees used colored yarn to recreate the paths they take to the port, with different colors representing various types of transportation
- Width of lines indicates frequency of use according to the yarn paths traced by participants
- Harbor Blvd, Miner St, and 7th St experience the most vehicular traffic, while 5th St and Harbor Blvd host pedestrians and Via Cabrillo-Marina is multi-modal





# STATION 1: A DAY IN THE LIFE—FLAGGED FOR IMPROVEMENT

- Participants pinned yellow flags to the map with comments about perceived issues and suggested improvements
- Many participants wanted land bridges or other pedestrian access across major arterials
- Participants also wanted more amenities and better wayfinding signage







## STATION 2

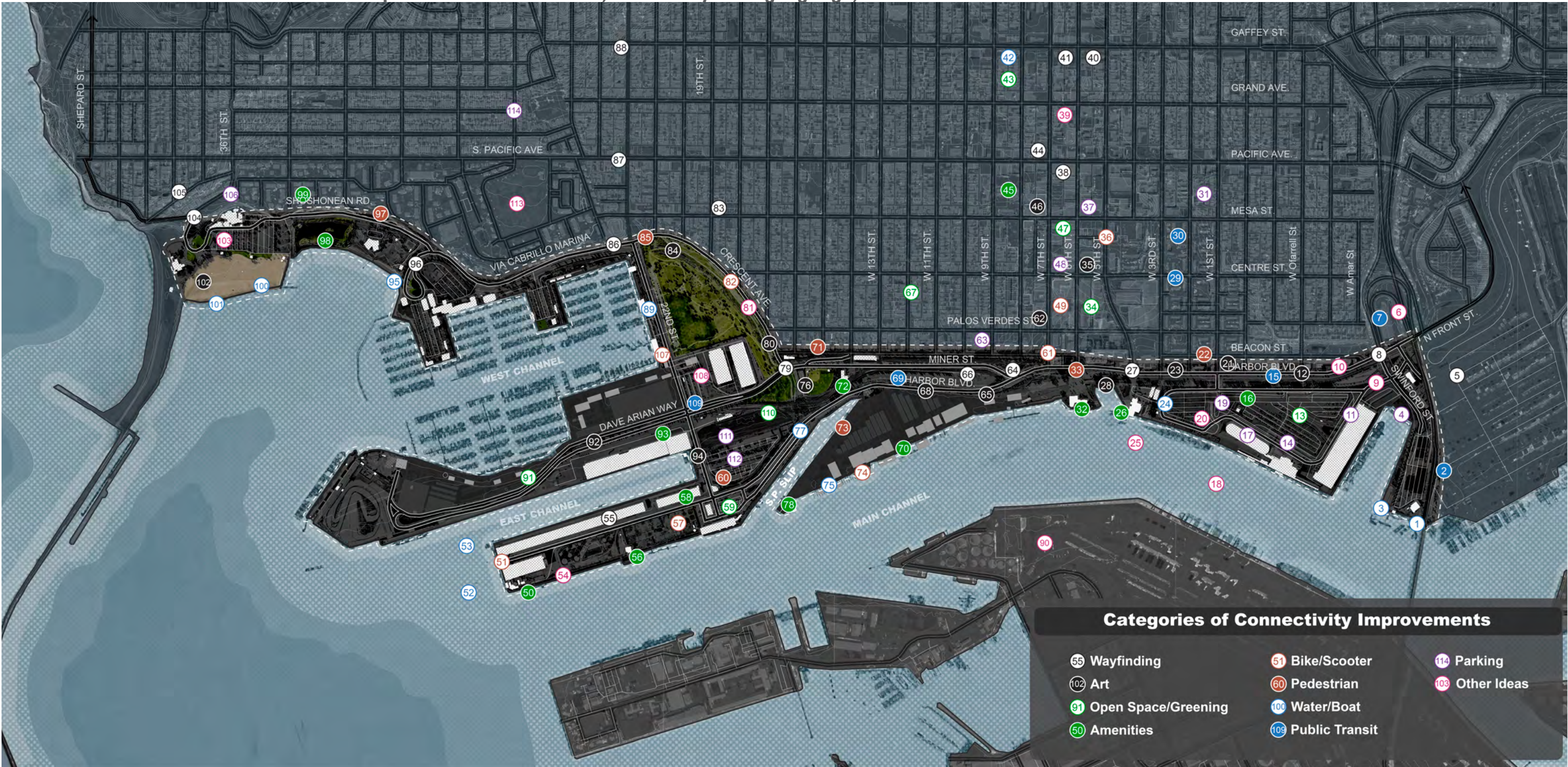
### PRIORITIES FOR IMPROVEMENT

Station 2 asked attendees to identify their priorities for connectivity improvements within San Pedro's waterfront, and invited them to share their visions. Participants chose playing pieces from different categories for improvement, placing them on the map where they would like to see each feature implemented. This activity helped determine the kinds of improvements that may be most needed and valued by the community.



# STATION 2: PRIORITIES FOR IMPROVEMENT

- Each dot indicates a “game piece” that was placed on the map by a participant
- The number within each dot corresponds to a comment on the following page
- Commenters wanted to see more pedestrian connections, better wayfinding signage, and more art





# STATION 2: PRIORITIES FOR IMPROVEMENT - COMMENTS

- Each number corresponds to a “game piece” location on the previous map (only “game pieces” with comments are listed here)
- The Aquarium was frequently cited as needing more signage
- Participants also wanted more public access, green space, and beautification

## WAYFINDING

- 5

Easy connectivity to Wilmington
- 8

Expand Harbor and Gaffey / Direct traffic to those areas
- 27

Aquarium, boat ramp, tide pool, beach (Cabrillo inner and outer)
- 38

Art district
- 44

To the harbor
- 64

Which way to go
- 66

Bridge to connect
- 79

Bridge to connect–aquarium, beach, tide pool
- 86

Signs for beach, tide pool, aquarium, and salt marsh
- 96

Aquarium, boat ramp, tide pool, beach, salt marsh, boat launch
- 104

Aquarium signs throughout city and waterfront

## OPEN SPACE/GREENING

- 13

If this area remains solely for parking - needs more greenery, buffers, beautification
- 34

We need a good central gathering park space downtown

## PUBLIC TRANSIT

- 2

Need transit off of the street connect from , down waterfront to Angel’s gate with frequent + possible up 6th + down 7th
- 29

Encourage improved local routes, Metro Micro Mini programs? Generally around SP but to major commercial + residential
- 30

Monitors / voice displaying route

## BIKE/SCOOTER

- 36

Transit into downtown

51

Skateboard subtle elements + way out that keeps them from damaging seating

57

Furnish bike path

61

Waterfront promenade needs to better connect for walkers/bikers similar to strand. Needs bike vs. pedestrian walks from bridge to break.
- 74

Bikes on the promenade

82

Bike path for 22nd st park

107

Bike lane

## ART

- 12

Exciting, enjoy / keeps them going
- 28

Large scale sculpture trail
- 46

Arts district
- 62

Landmark to downtown link
- 65

Large scale sculpture trail
- 68

Art to make it ped-friendly
- 76

Large scale sculpture trail
- 80

Large scale sculpture trail
- 84

Large scale sculpture trail
- 92

Large scale sculpture trail

## PEDESTRIAN

- 22

Better ped connections and barriers so parking + traffic doesn’t go into neighborhood
- 33

Bridge across harbor blvd.
- 60

Furnish promenade
- 71

Translate alternative languages, wayfinding, simplified visual for public events
- 73

Connect the promenade
- 85

Highlight species
- 97

Congested parking transaction, greening, not nice

## AMENITIES

- 16

More destinations + daily points of interest in “safeway area”
- 18

More destinations + daily points of interest in “safeway area”
- 26

Remove tug boat dock so can use downtown Harbor
- 32

Restaurant in Ferry Building
- 45

Well-lit, well-maintained parking with wayfinding
- 50

Need to come to + good signage
- 56

Explanations of what seeing - harbor, ships, terminal isle, Japanese history
- 58

More along paths and other activities
- 70

Places on waterfront to buy a cup of coffee!
- 78

History of how San Pedro was founded
- 98

Salt marsh -new fence -lights -restoration and master plan -improve fence - expand the entrance and signs to connect with aquarium

## PARKING

- 4

More parking
- 11

More parking for Catalina and cruise ship
- 14

Confusing parking signage
- 17

Improve flow and look of / add wayfinding! / parking structure throughout waterfront
- 37

Get rid of meters - ALL!
- 48

No parking in DTSP
- 106

Getting here
- 112

No parking for cruise
- 115

Off map - access via freeway - too hard with truck traffic

## OTHER IDEAS

- 6

Open property gateway
- 9

Move from cruise ship
- 10

Relocate Fanfare to West Harbor
- 18

Water taxis
- 20

Get rid of surface parking. Move into structures & activate this space! Business! Recreation!
- 25

Downtown Harbor needs to be fixed!
- 39

Main veins 6th and 7th
- 54

More public use facing the water, open space, pedestrian use
- 81

Ped to
- 90

Turn Terminal Island into Can Wharf or Roosevelt Island
- 103

References to native people, change the name of Cabrillo to reflect other histories and people
- 108

This lot needs work-beautify!
- 113

Make open space public

## WATER/BOAT

- 1

Need a way to get more people through SP on the waterfront, parks and ride
- 75

Commercial vessel access
- 95

Public access for commercial + SUP
- 101

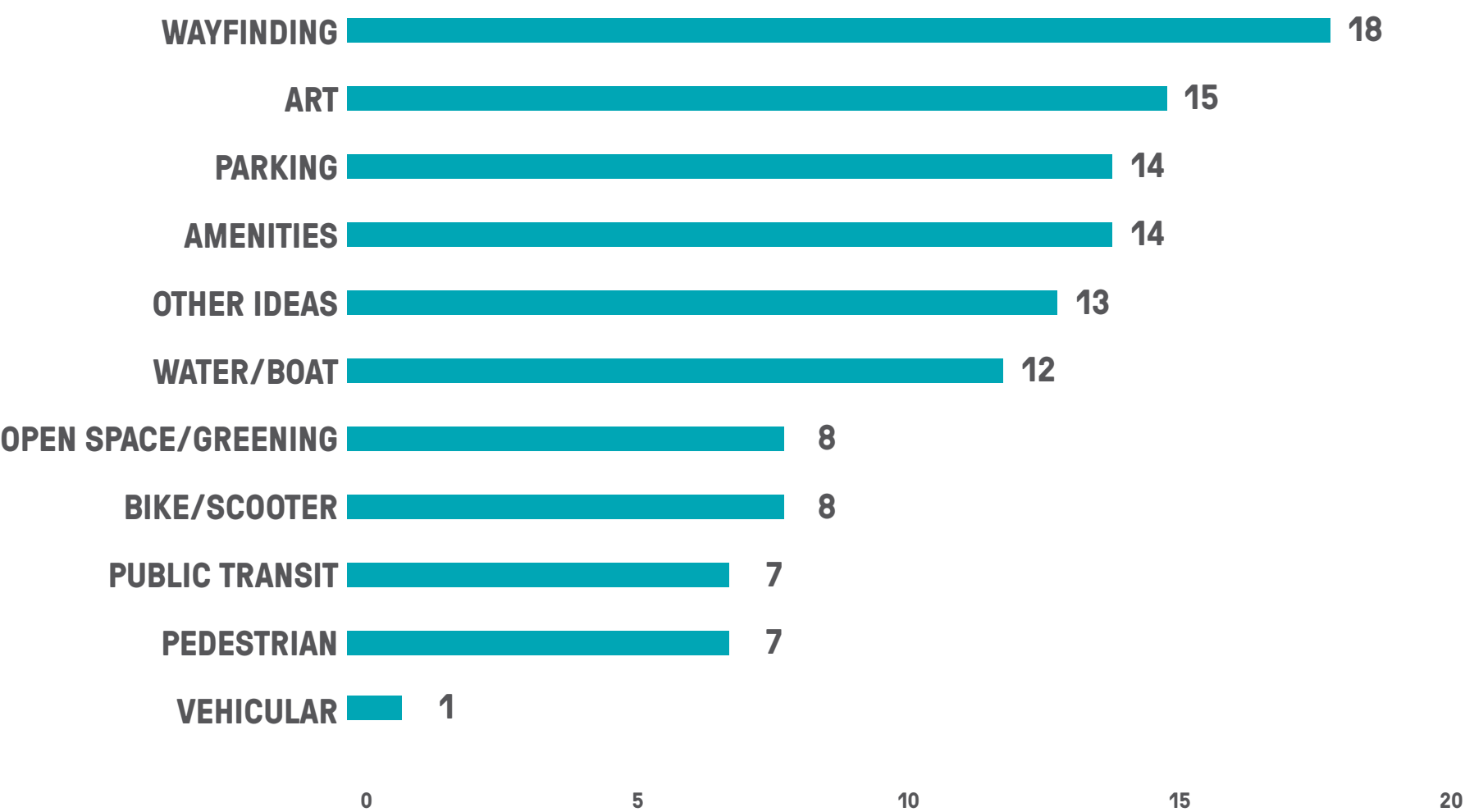
Local cheap water electric taxi from south area to north area for easier beach access



# STATION 2: CATEGORY RESPONSES

- “Wayfinding” was the category selected most by participants
- “Art,” “Parking,” “Amenities,” and “Other Ideas” were also popular

*Q: What types of improvements would you like to see at San Pedro’s waterfront?*







## STATION 3 DISTRICTS & NODES

Station 3 focused on conversations about districts and how they could enhance wayfinding and placemaking. On a map showing district boundaries from previous waterfront plans, participants marked borders based on their experiences, and also shared comments about historical places, landmarks, and how they perceive the relationship of the waterfront to the adjacent neighborhoods. The goal of Station 3 was to help the planning team understand the community's point of view regarding districts and nodes in San Pedro's waterfront.



# STATION 3: DISTRICTS & NODES—WHERE DO YOU ENVISION DISTRICT BOUNDARIES?

- The color blocks summarize the demarcation of potential districts as provided by the charrette participants
- Participants suggested using historical neighborhoods as a basis for district identity; this preference is indicated in the circles
- Participants generally felt that districts within the waterfront should differ from adjacent areas of San Pedro, although there was some overlap







# EVENT PHOTOS

## FOCUS GROUP

## CHARRETTE



# FOCUS GROUP



*Introductory Presentation*



*Station 3: Districts & Nodes*



*Station 1: A Day in the Life*



*Station 1: A Day in the Life*



*Station 2: Priorities for Improvement*



## FOCUS GROUP

## Focus Group Guest List

**Sergio Carrillo**, Council District 15  
**Ray Regalado**, Northwest SP Neighborhood Council President  
**Doug Epperhart**, Coastal SP Neighborhood Council President  
**Matthew Quiocho**, Central SP Neighborhood Council President  
**Diana Nave**, Neighborhood Council Planning Committee  
**Javier Gonzalez-Camarillo**, Neighborhood Council Planning Committee  
**Elise Swanson**, President and CEO, SP Chamber of Commerce  
**Yolanda Regalado**, Business Improvement District (PBID) President  
**Eric Eisenberg**, Business Improvement District  
**Alan Johnson**, PBID/West Harbor  
**Jonathan Williams**, CEO, Battleship Iowa  
**Danny Salas**, Owner, Harbor Breeze  
**Terry Tamminen**, CEO, AltaSea  
**Vicki Wawerchak**, Cabrillo Marine Aquarium Exhibits Curator  
**Jose Bacallao**, Cabrillo Marine Aquarium Exhibits Director  
**Greg Bombard**, Owner, Catalina Express  
**William Collier**, Catalina Express  
**Jenny Scanlon**, HACLA  
**Lauren Johnson**, West Harbor  
**Valerie James**, West Harbor

**Gerdo Aquino**, SWA Group  
**Ying-yu Hung**, SWA Group  
**Jana Wehby**, SWA Group  
**Valerie Clarke**, SWA Group  
**Yanhao Chai**, SWA Group  
**Ellysa Tabada**, SWA Group

**Michael Galvin**, Port of Los Angeles  
**Michael Cham**, Port of Los Angeles  
**Augie Bezmalinovich**, Port of Los Angeles



### Station 1: A Day in the Life



### Station 3: Districts & Nodes



## Station 2: Priorities for Improvement



C. Community  
Workshop &  
Pop-up Results





# COMMUNITY WORKSHOP SUMMARY

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- **Thursday, Feb. 23, 6 to 8pm**
  - Port of Los Angeles Boys and Girls Club
- **Estimated attendance: 80**
  - 63 participant IDs were issued; additional attendees did not directly participate with an ID
- **Quantitative activities**
  - Station 1: Participant Survey
  - Station 3: How Do You Get to the Waterfront?
- **Qualitative activities**
  - Station 3: How Do You Get to the Waterfront?
  - Station 4: What Do You Like About the Waterfront Now?
  - Station 5: What Would You Like to Do at the Waterfront in the Future?
- **Information activity**
  - Station 2: Current Happenings
    - Participant feedback was not collected at Station 2; therefore results are not included in this summary document.

Community Workshop #1 was a public meeting in the “Listen and Explore” phase of the Connectivity Plan engagement process. The purpose was to increase awareness in the community about the Plan process and other Port developments, and for the connectivity plan team to hear ideas and perspectives from the community. This feedback was used to inform connectivity recommendations.

The workshop included a presentation about the project, a survey, and five interactive stations to engage the attendees and encourage their input.



# KEY TAKEAWAYS FROM THE COMMUNITY

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- 1. Recreation (walking and biking) and views should continue to be prioritized**
- 2. Lack of parking, park once and stay all day concept**
- 3. Transportation as attraction (trolley and water taxi)**
- 4. Missing connections between amenities**
  - Open space to support connectivity**
- 5. Supporting non-vehicular connectivity**
  - Public transit improvements preferred with more bus stops (outside the Port's responsibility)**
- 6. Improved wayfinding and signage**
- 7. Promenades should prioritize lighting, open space, seating and art**
- 8. Sustainability, climate resiliency, and sea-level rise concerns**
- 9. Understanding current top landmarks, USS IOWA and Maritime Museum**
  - Emphasis on historic buildings and structure**
- 10. Access to more amenities: casual restaurants, food trucks, beer gardens, live concerts, boat tours (whale-watching), youth sailing programs, and beach improvements**





## STATION 1 PARTICIPANT SURVEY

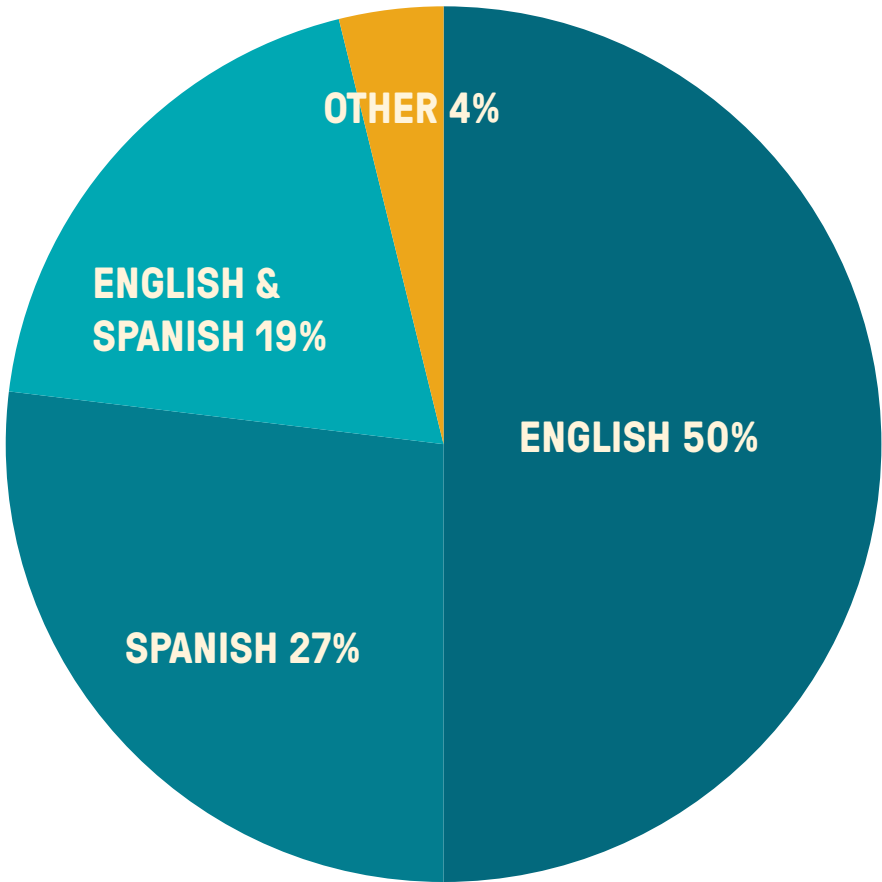
As attendees arrived to the workshop, they were provided with a printed survey, which they were asked to complete and return before participating in the other stations. The survey was developed to collect baseline metrics about those who attended the workshop, and how they currently visit San Pedro's waterfront.



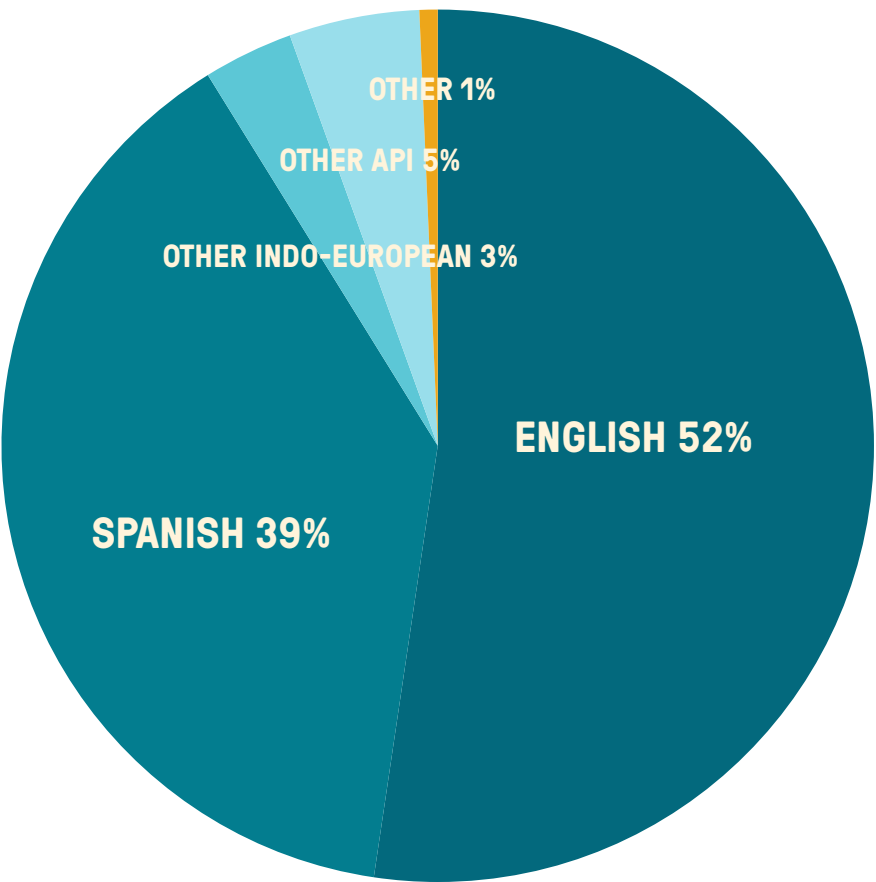
# STATION 1: TELL US MORE ABOUT YOU AND YOUR IDEAS

- 51 surveys were received
- Almost 50% of the survey respondents speak English and Spanish or just Spanish at home
- Survey sample has a higher representation of Spanish speakers than the local community as a whole

*Q1: What are your primary languages spoken at home?*



*San Pedro Languages Spoken*  
*Source: <https://censusreporter.org/>*

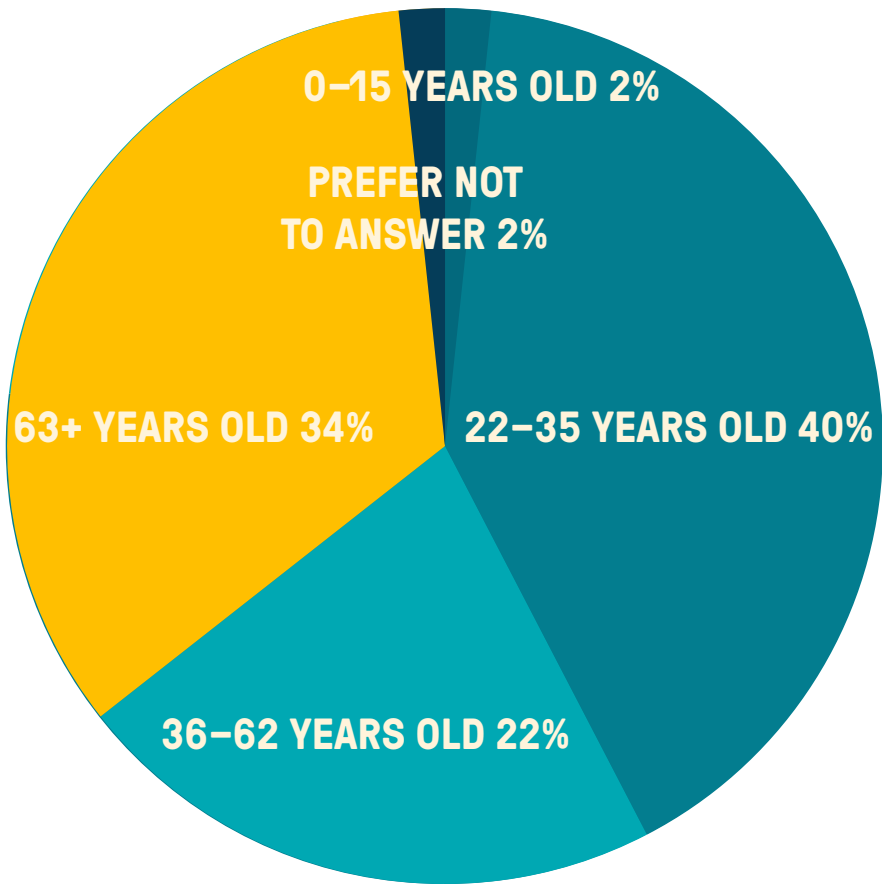




# STATION 1: TELL US MORE ABOUT YOU AND YOUR IDEAS

- Adult age groups were well-represented, with the 22-35 age bracket having the highest representation
- Survey sample includes higher representations of older and younger adults (fewer middle-aged) as compared to the overall age distribution in the local community

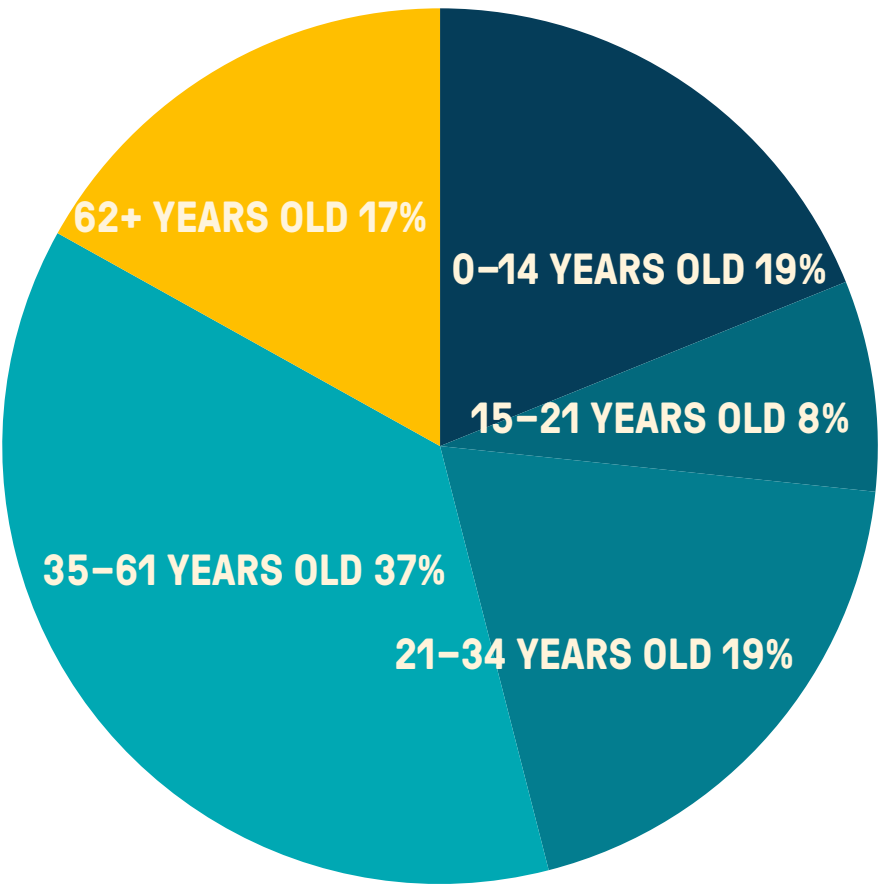
Q2: What is your age bracket?



\* 16-21 years old 0%

San Pedro Age Brackets

Source: <https://censusreporter.org/>

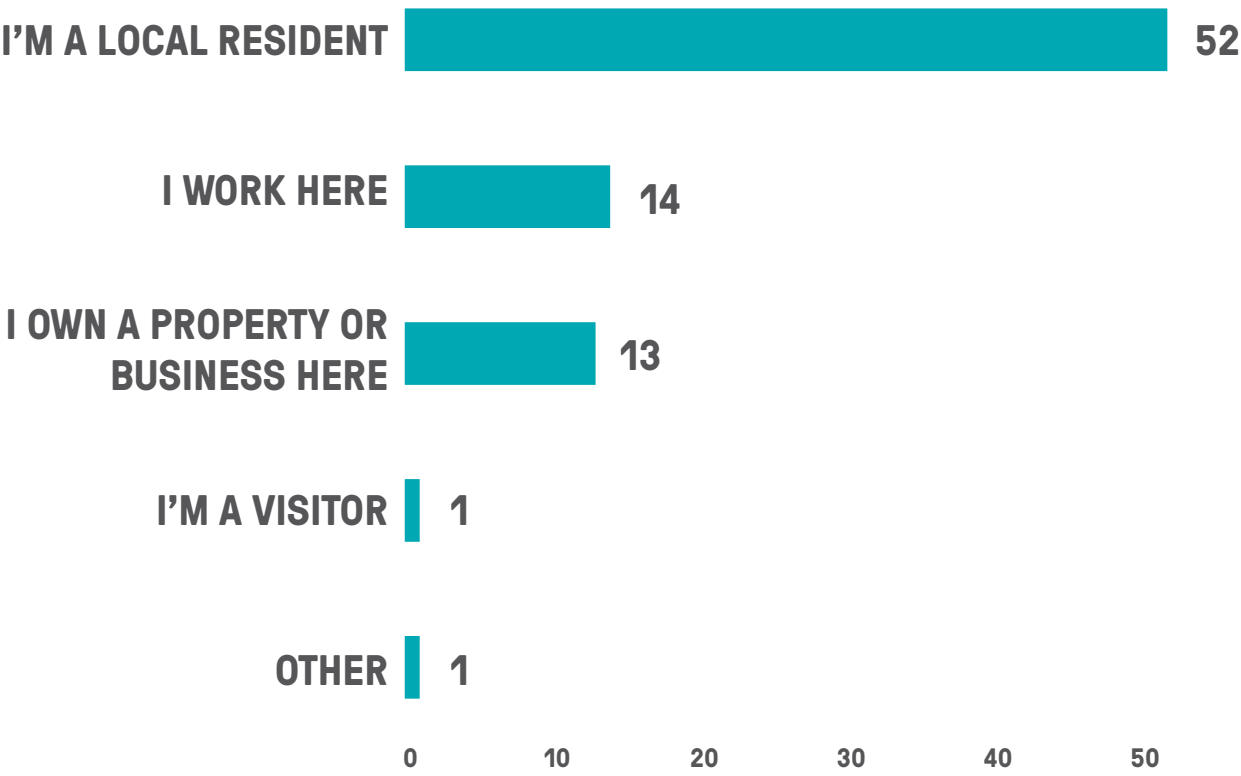




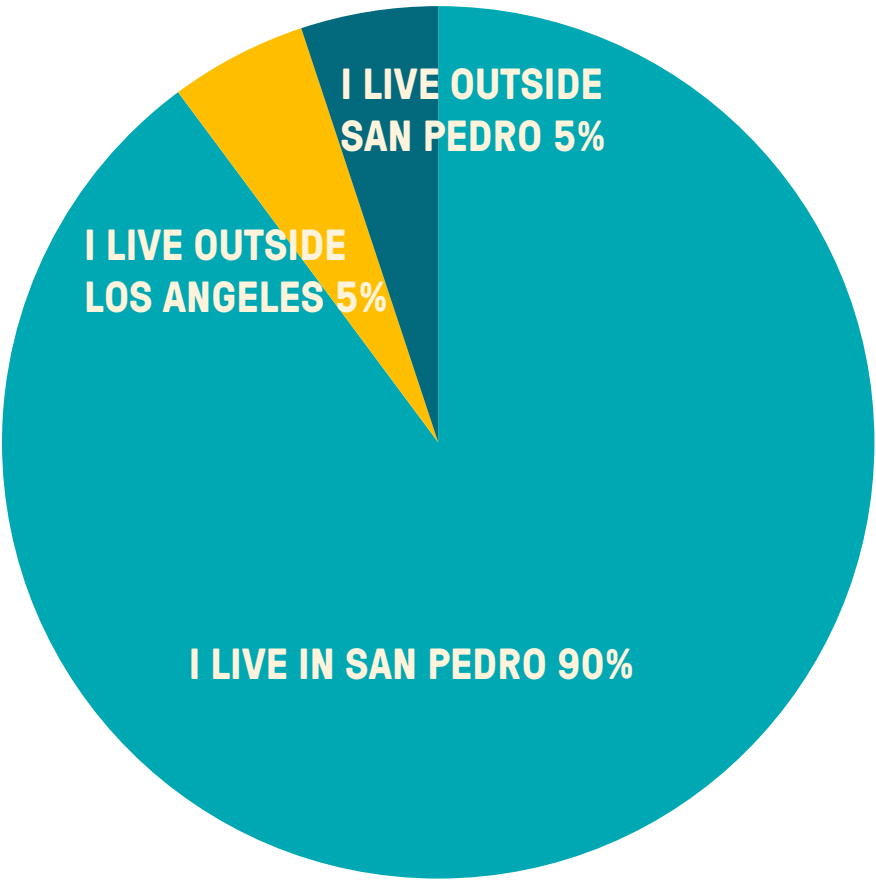
STATION 1: TELL US MORE ABOUT YOU AND YOUR IDEAS

- Most survey respondents described themselves as residents, with 17% working at the waterfront
- 90% live in San Pedro

Q3: Which best describes your relationship to the LA Waterfront? Select all that apply:



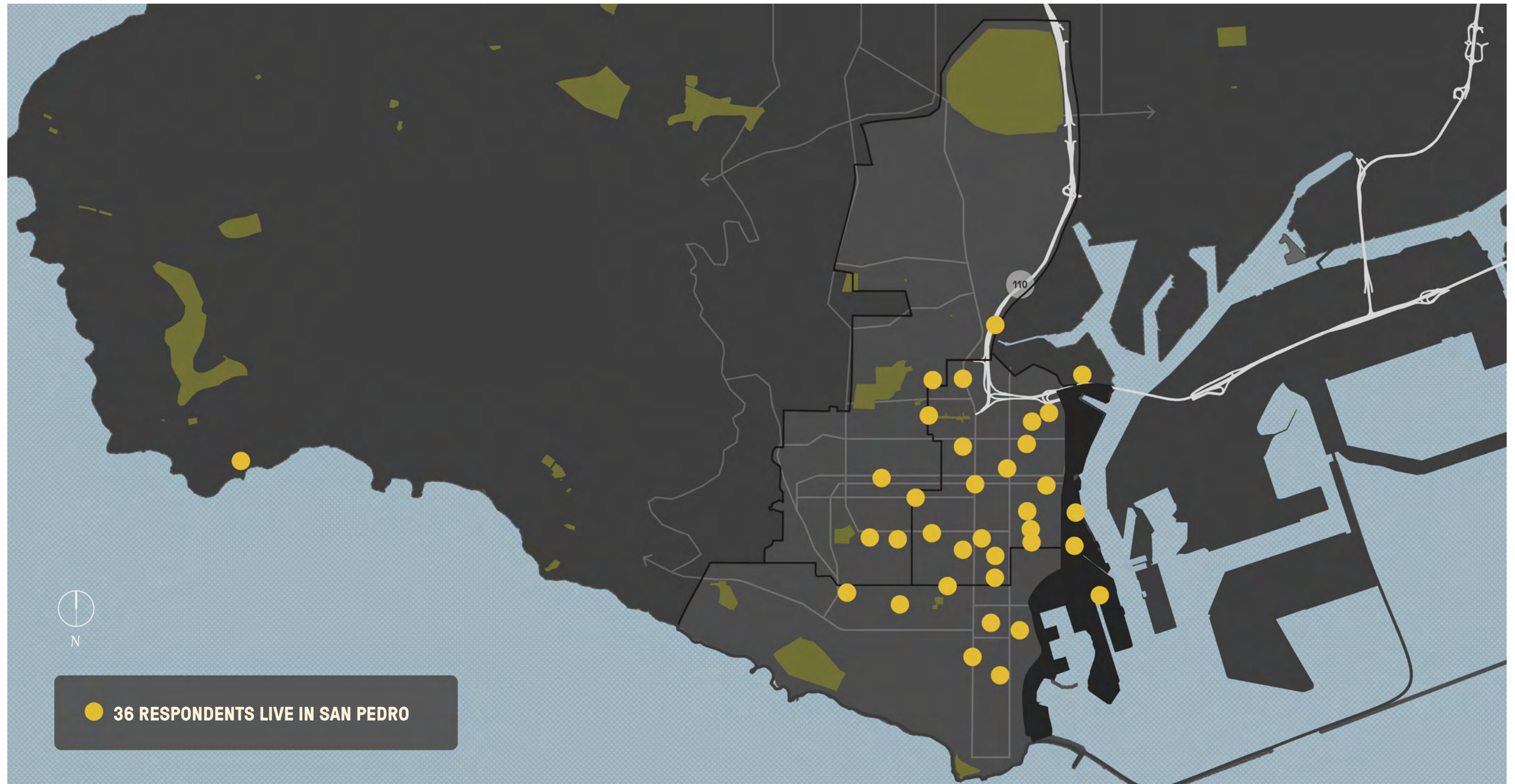
Q5: What neighborhood do you live in?





## STATION 1: TELL US MORE ABOUT YOU AND YOUR IDEAS

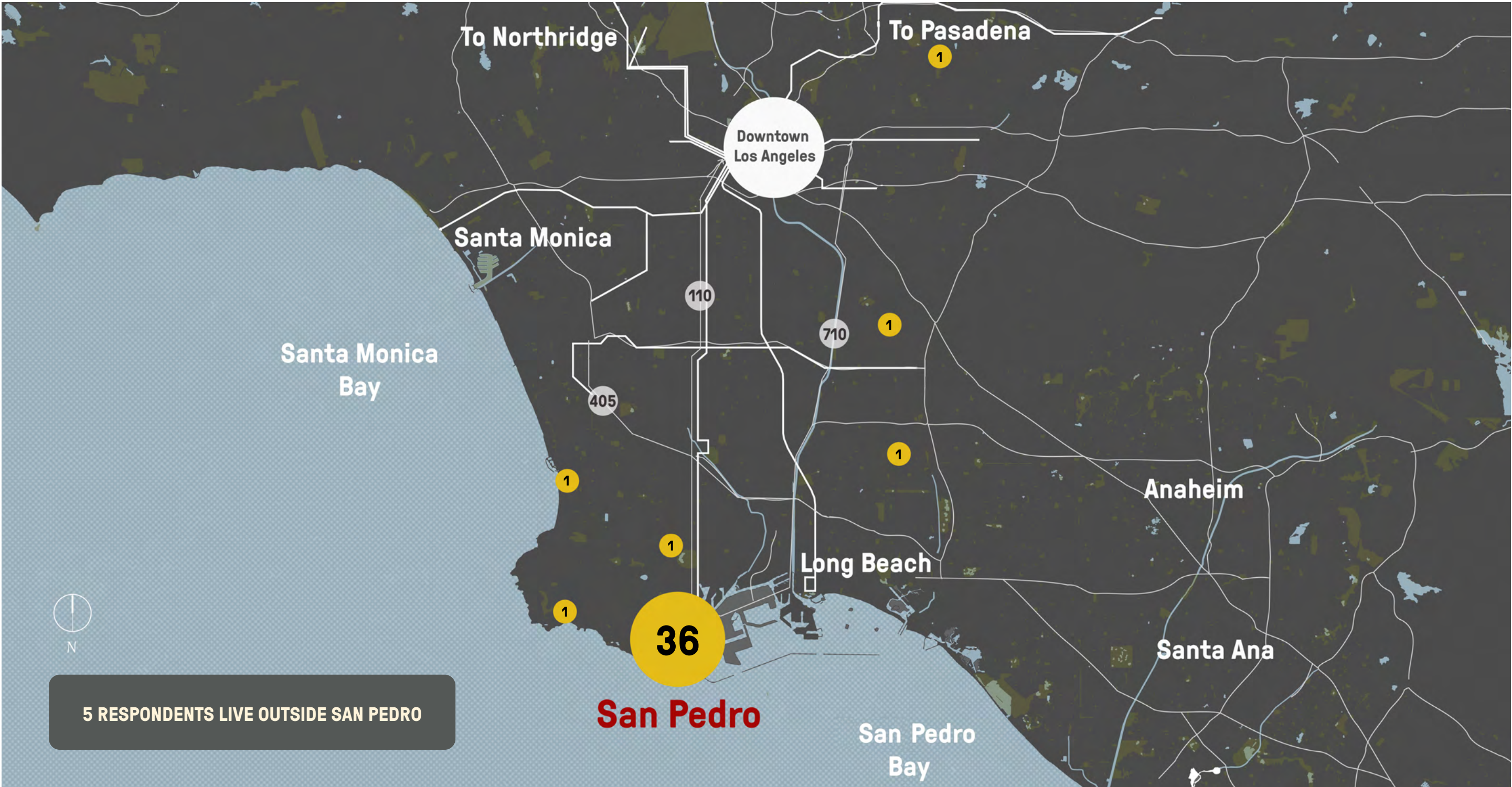
- 90% live in San Pedro





# STATION 1: TELL US MORE ABOUT YOU AND YOUR IDEAS

- 90% live in San Pedro





**STATION 1: TELL US MORE ABOUT YOU AND YOUR IDEAS**

- The top three responses to “reasons to visit the waterfront” were related to “recreation,” “resident,” and “view”

*Q4: What is your primary reason for visiting San Pedro’s waterfront? Please list:*

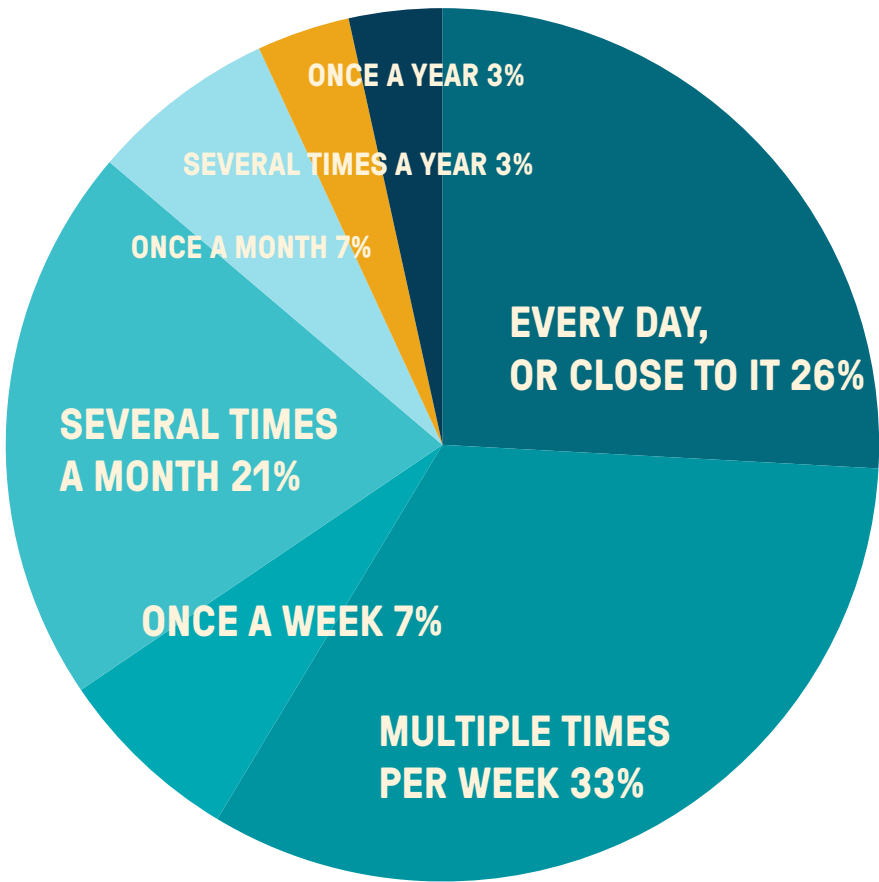




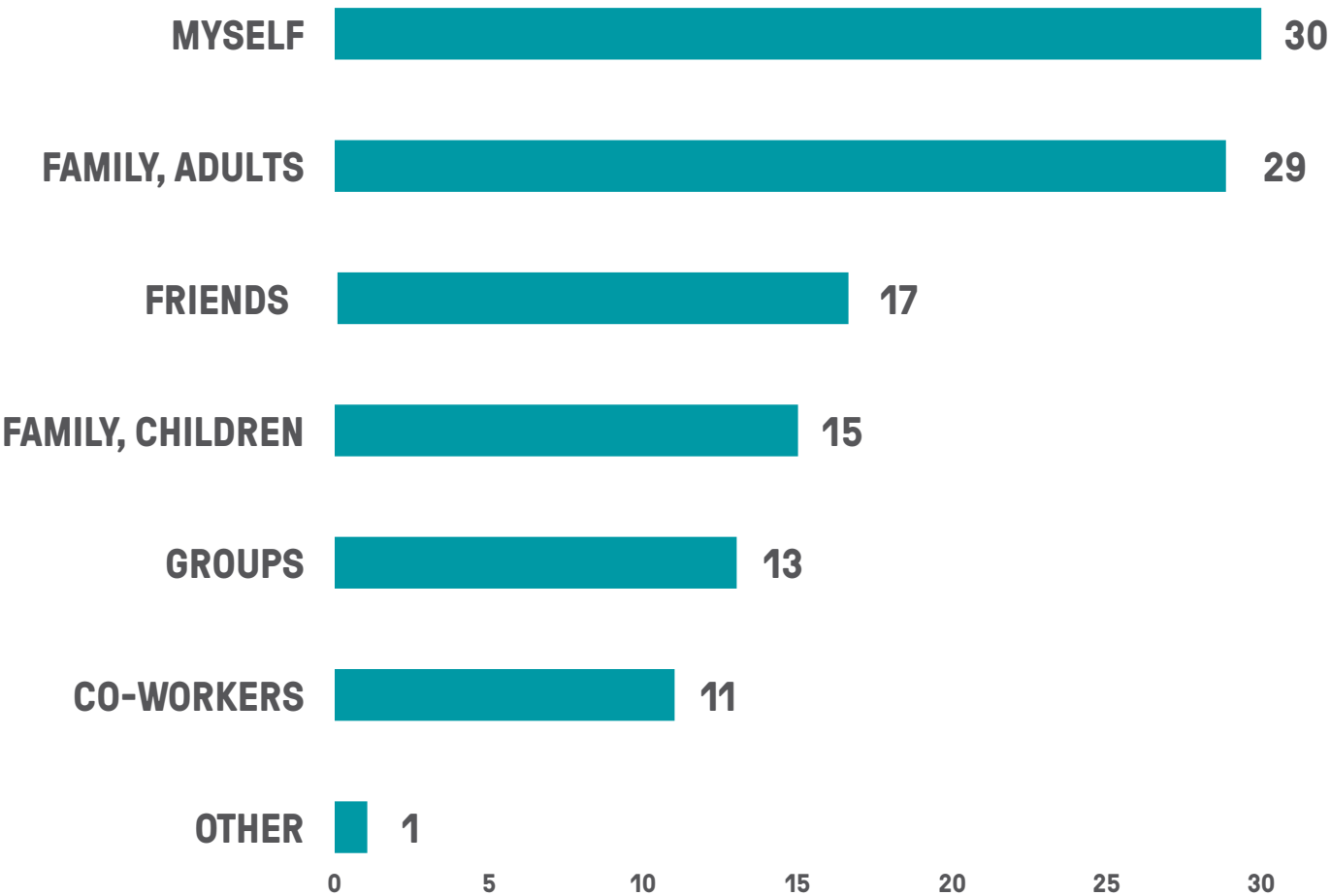
# STATION 1: TELL US MORE ABOUT YOU AND YOUR IDEAS

- Most survey respondents are daily or frequent visitors to the waterfront
- When visiting the waterfront, 25% visit by themselves

*Q6: How often do you visit San Pedro’s waterfront?*



*Q7: Who do you usually visit with? Select all that apply:*

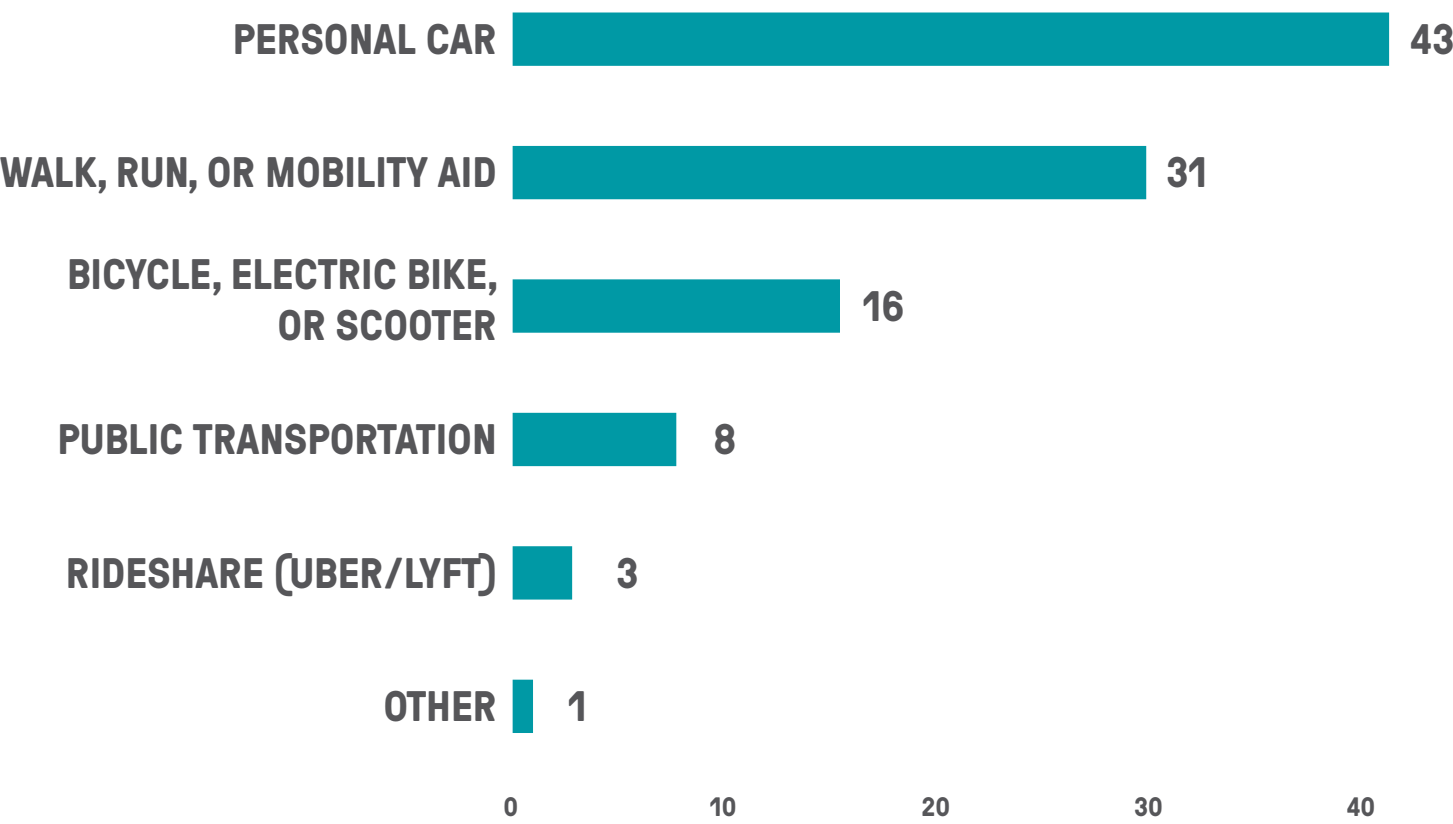




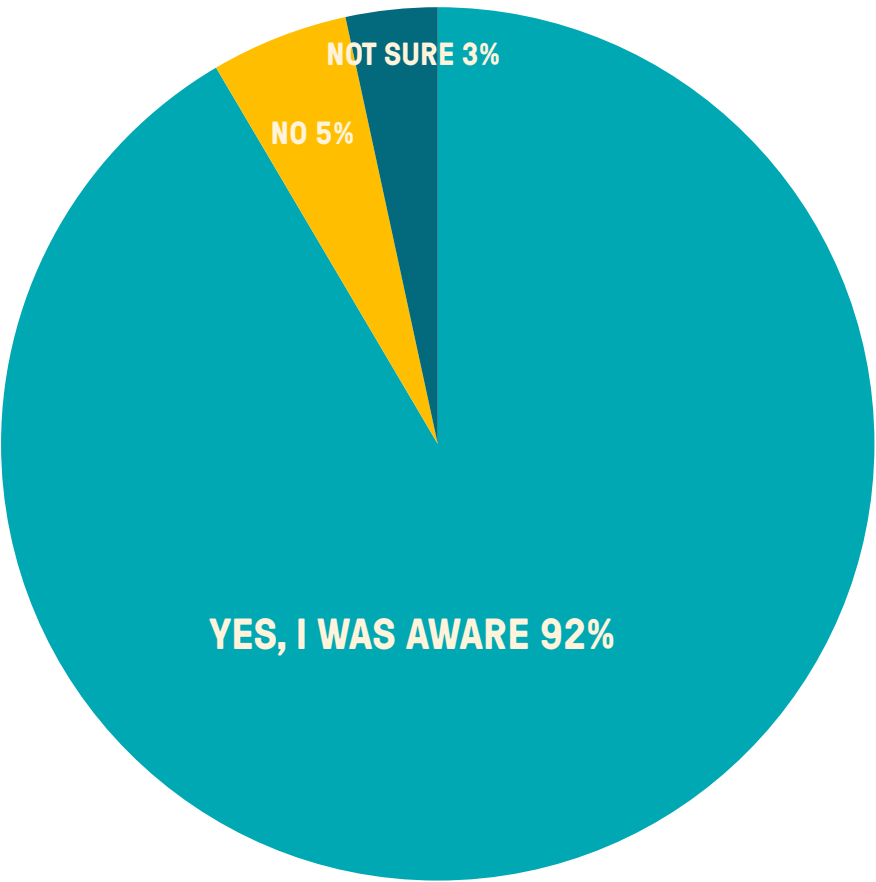
STATION 1: TELL US MORE ABOUT YOU AND YOUR IDEAS

- 46% of respondents use non-motorized methods to get to the waterfront, compared to 40% who use a personal car
- Most respondents (92%) are aware that you can walk or ride bikes along the promenades in San Pedro’s waterfront

Q8: What modes of transportation do you use to get to San Pedro’s waterfront? Select all that apply:



Q9: Did you know you can walk or ride your bike along the promenades in San Pedro’s waterfront?

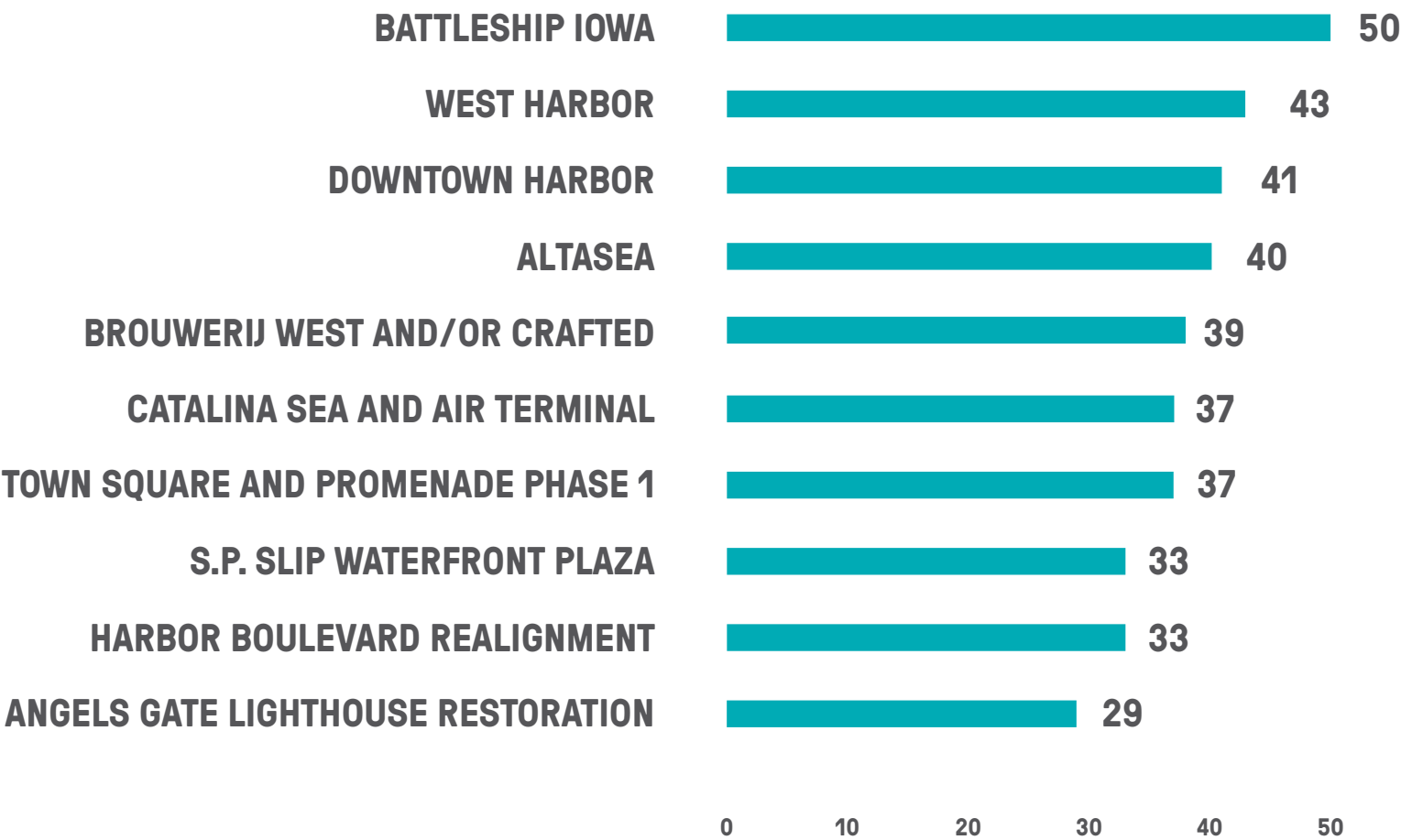




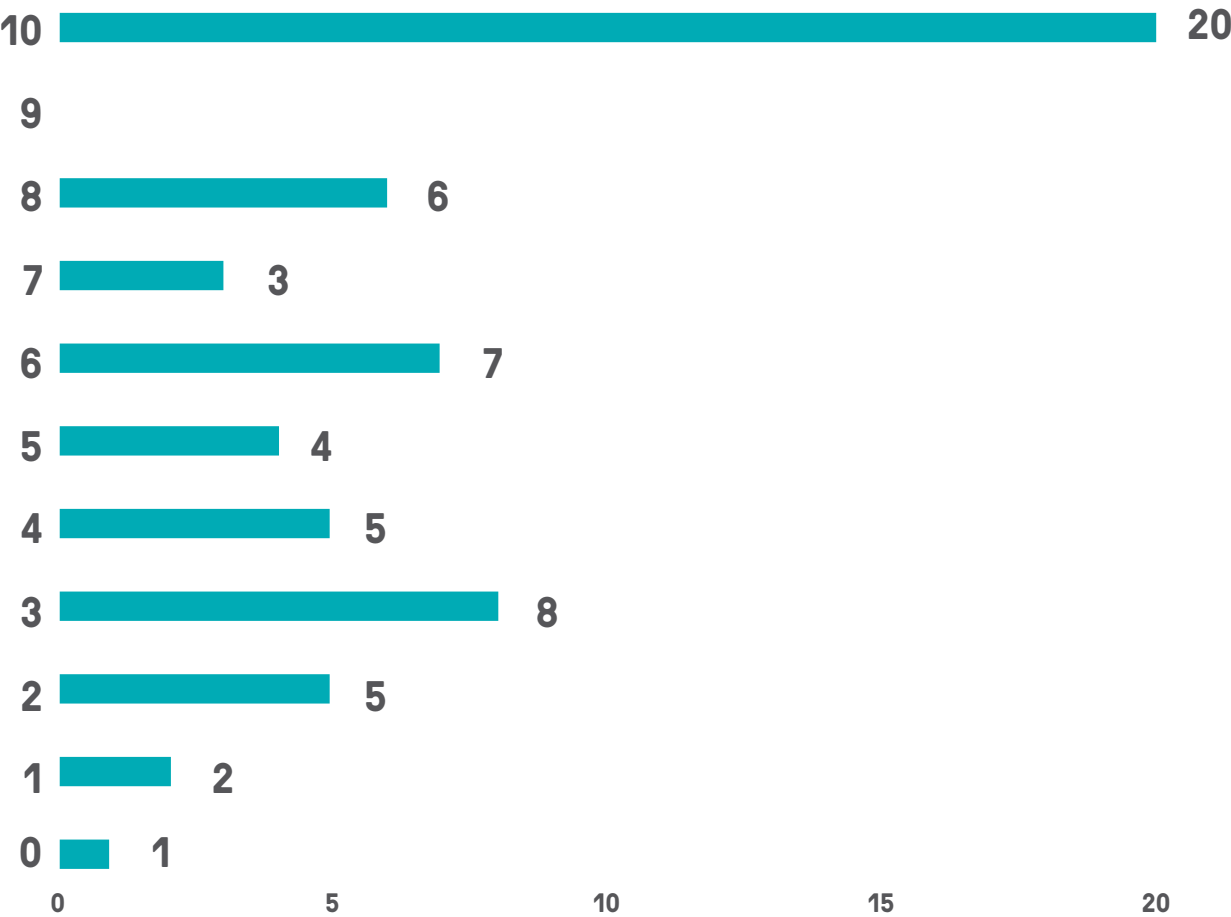
# STATION 1: TELL US MORE ABOUT YOU AND YOUR IDEAS

- Battleship IOWA was the most known attraction at San Pedro’s waterfront, followed by West Harbor and the Downtown Harbor
- More than 75% of survey respondents know about at least 50% of the developments

*Q10: Have you heard about any of the following places or developments, before this workshop?  
Select all that apply:*



*Number of listed developments that participant is aware of:*





The background image shows a community meeting with several people gathered around a large wall-mounted map. A person in a light-colored hoodie is pointing at the map, while others look on. The map appears to be a street map of the waterfront area. The entire image is overlaid with a semi-transparent orange filter.

## STATION 3

### HOW DO YOU GET TO THE WATERFRONT?

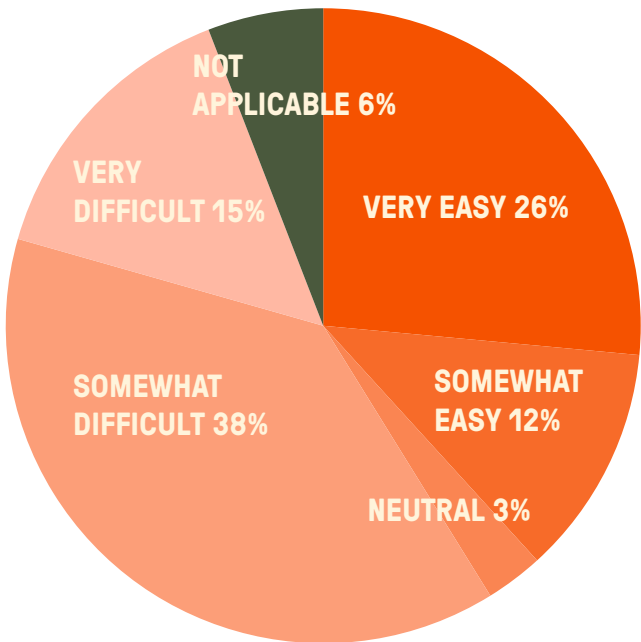
Station 3 collected information about the types of transportation participants use to get to and around the waterfront. Participants traced their routes to the waterfront on 11 x 17-inch maps, and pinned flags to precise locations on a larger, wall-mounted map with comments on their waterfront experiences.



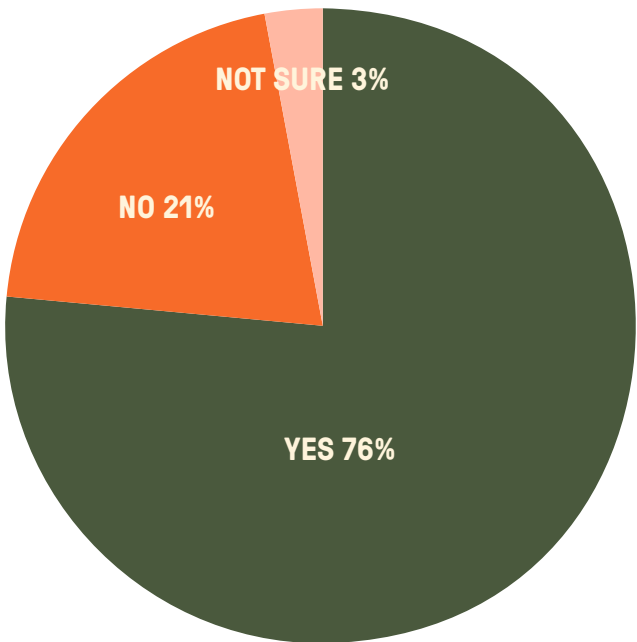
# STATION 3: HOW DO YOU GET TO THE WATERFRONT?

- About 53% of the respondents find it somewhat or very difficult to find parking in San Pedro’s waterfront or downtown San Pedro
- Over 75% of respondents would consider taking public transit if it were more convenient
- Most respondents (65%) find it easy to get around once they are in San Pedro’s waterfront, but the Connectivity Plan can help improve visitors’ navigation
- Wayfinding for parking access will be important to address in the Connectivity Plan, and there may be opportunities to reduce the demand for parking

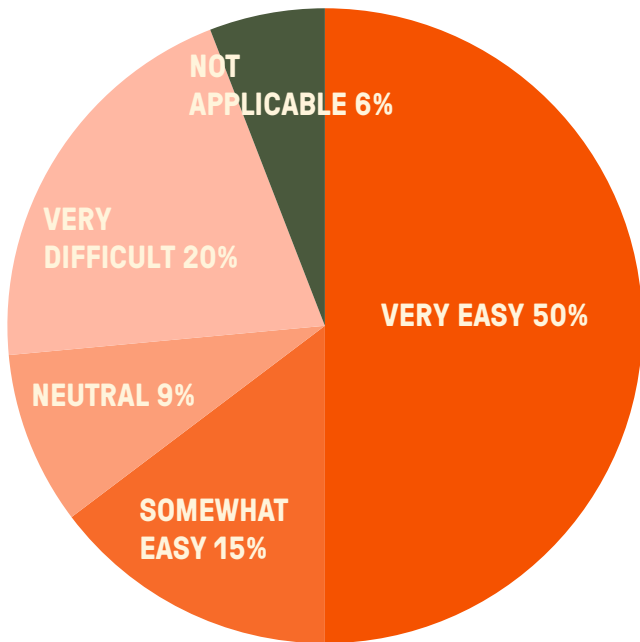
*Q1: If you drive, how easy is it to find available parking when going to San Pedro’s waterfront or downtown San Pedro?*



*Q2: Would you consider taking public transit if it were more convenient?*



*Q3: Once in San Pedro’s waterfront, do you find it easy to find your way around?*

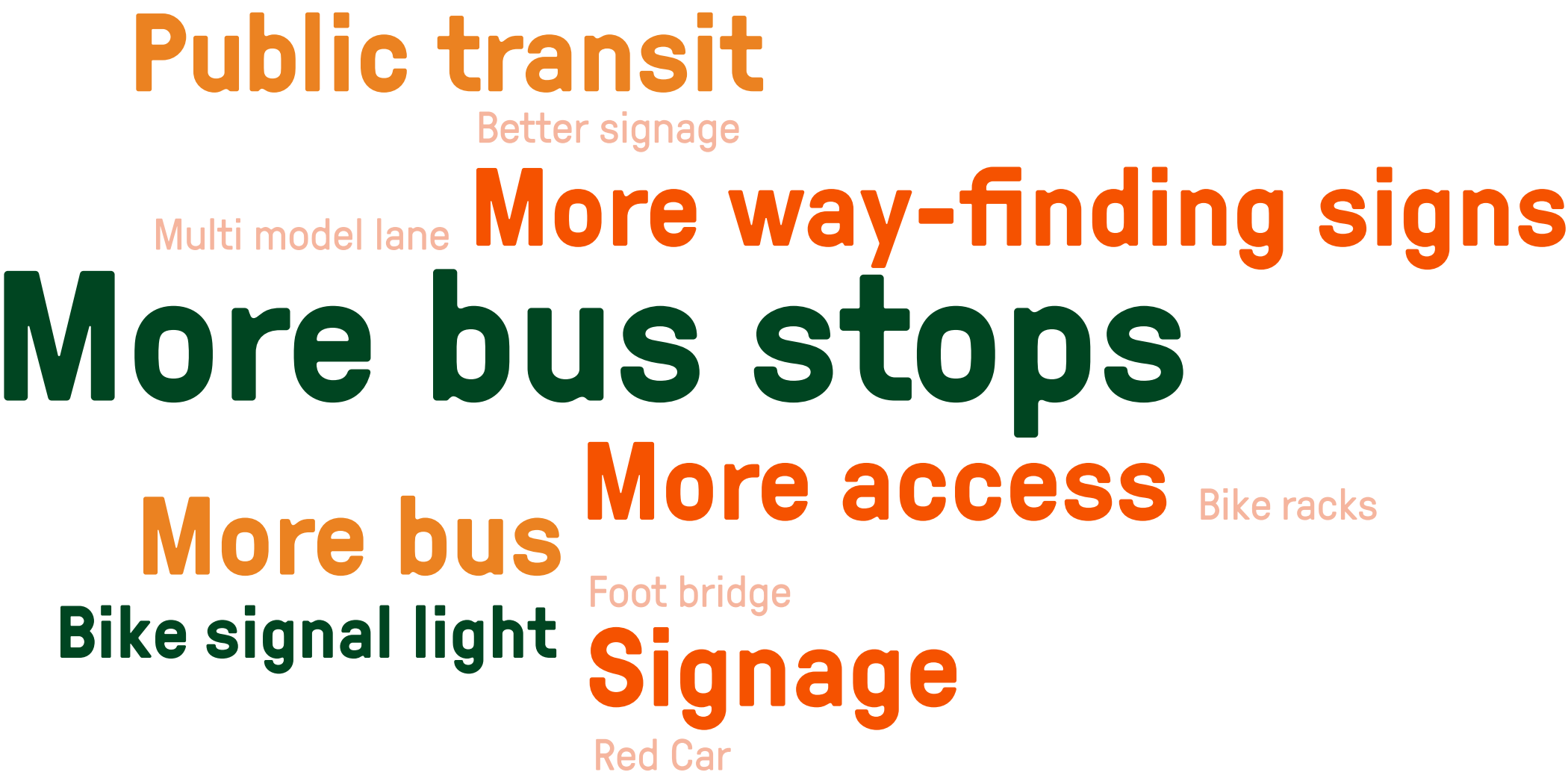




**STATION 3: HOW DO YOU GET TO THE WATERFRONT?**

- The top three suggestions for making it easier to access the area were related to “more bus stops,” “more way-finding signs,” and “more access”

*Q4: What would make it easier to access the area? Please list.*

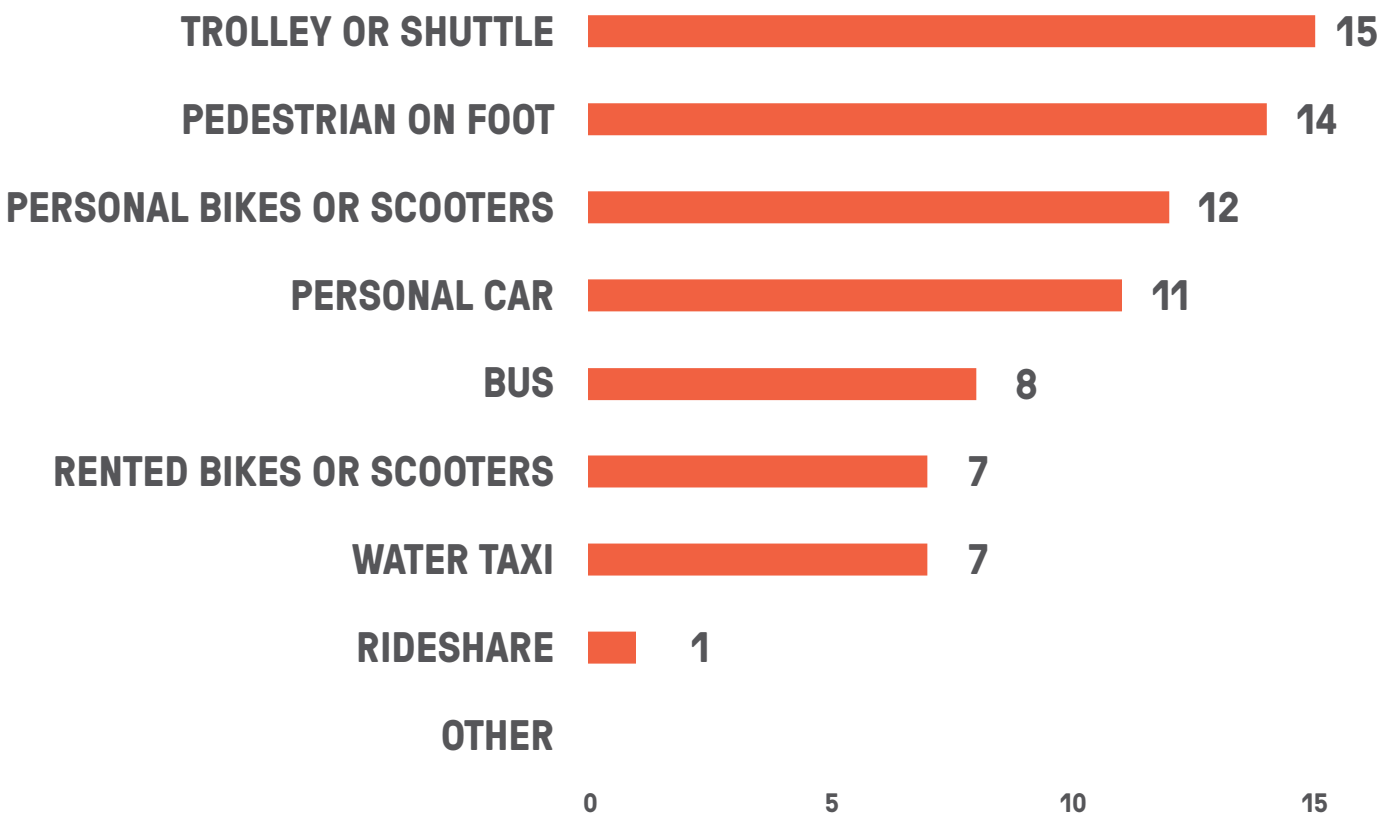




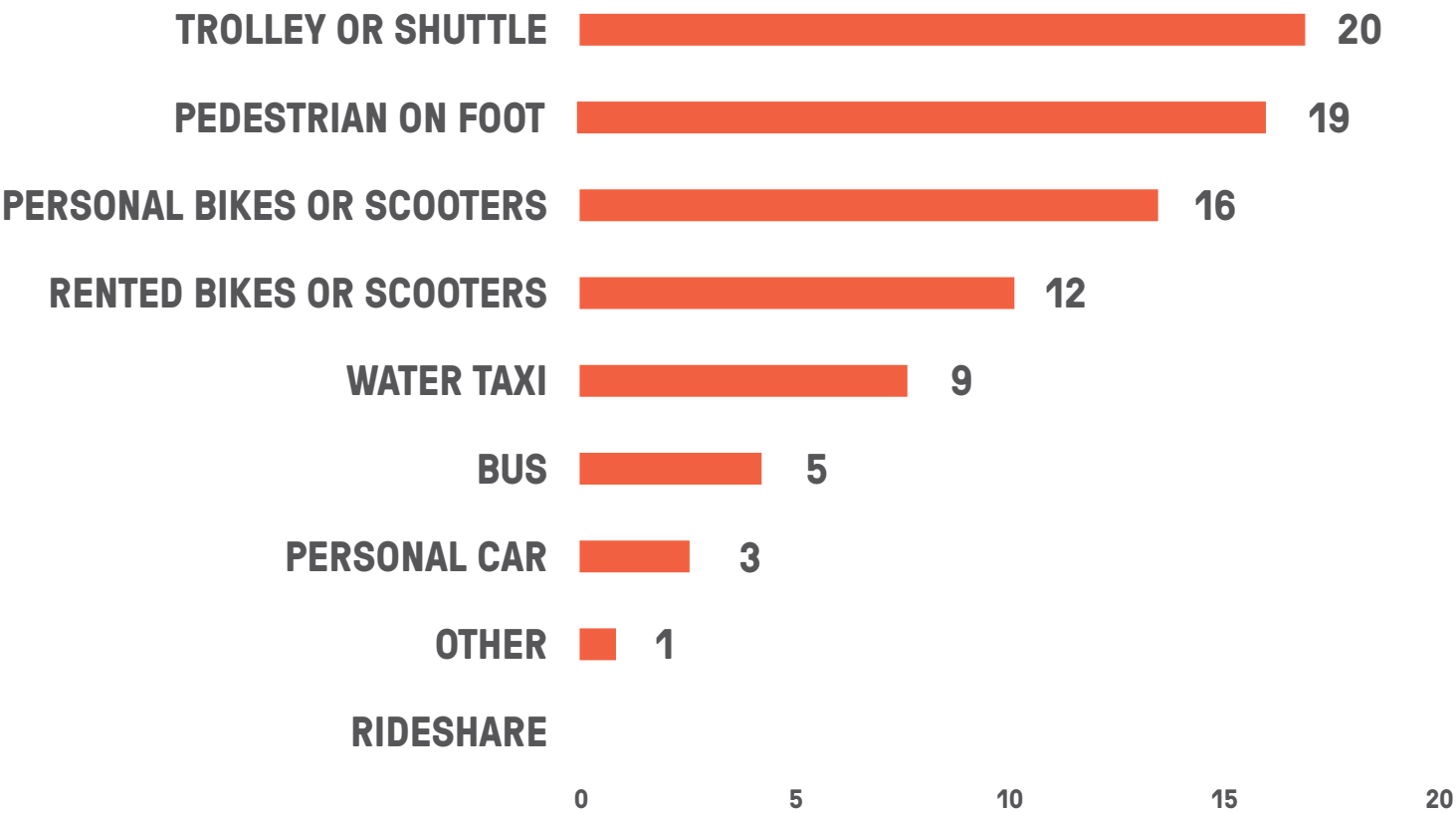
# STATION 3: MAP YOUR PAST AND CURRENT EXPERIENCES

- Preferences for getting to San Pedro’s waterfront and getting around once there were similar, with the exception of “personal car”
- Connectivity that improves access for non-vehicular travel should be a priority for the Plan

*Q5: How would you like to get to San Pedro’s waterfront in the future? Select all that apply.*



*Q6: Once at San Pedro’s waterfront, how would you like to get to the various destinations? Select all that apply.*



## Q4: Qualitative



# STATION 3: MAP YOUR PAST AND CURRENT EXPERIENCES

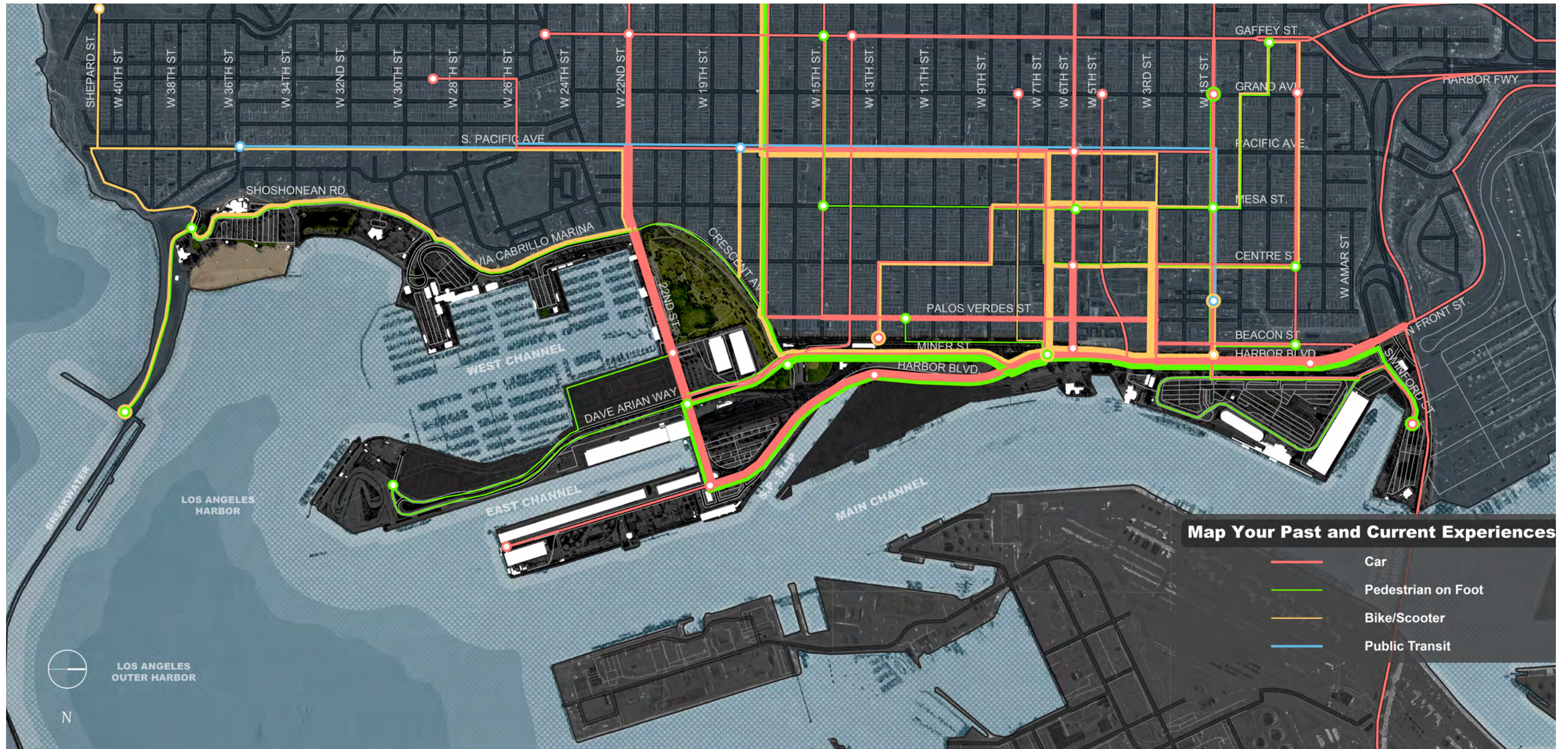
- Comments included “more amenities,” “better connections to the 22nd St Park area,” and “improved transit”





## STATION 3: MAP YOUR PAST AND CURRENT EXPERIENCES

- 22nd Street and Harbor Blvd show the most vehicular use; most walking is along Miner Street and Harbor Blvd; 7th and 3rd Streets are primary bike/scooter connections







## STATION 4

### WHAT DO YOU LIKE ABOUT THE WATERFRONT NOW?

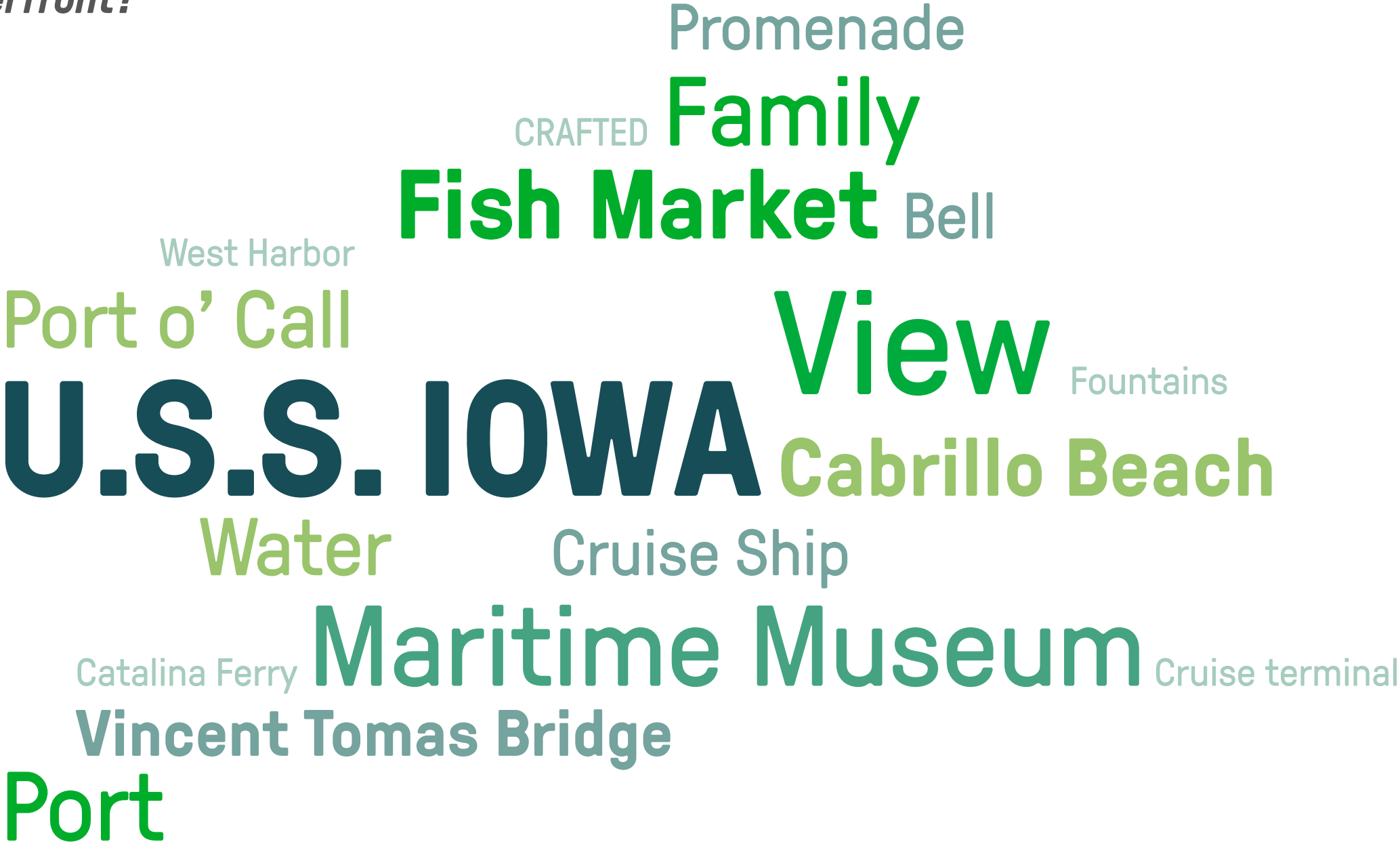
Station 4 garnered input on what people like about the waterfront currently. Participants provided comments about their favorite aspects of San Pedro's waterfront on paper cutouts of shipping containers, which they then folded up and stacked in a playful arrangement. This activity helped the connectivity plan team understand more about locals' perceptions of the waterfront.



**STATION 4: WHAT DO YOU LIKE ABOUT THE WATERFRONT NOW?**

- The top three responses for local landmarks were related to “USS IOWA,” “view,” and “Maritime Museum”

*Q1: What are local landmarks or places that you associate with San Pedro’s waterfront?*





**STATION 4: WHAT DO YOU LIKE ABOUT THE WATERFRONT NOW?**

- The top three responses for words that describe the waterfront were “family,” “favorite port,” and “Pretty”

*Q2: What word or phrase best describes San Pedro’s waterfront?*

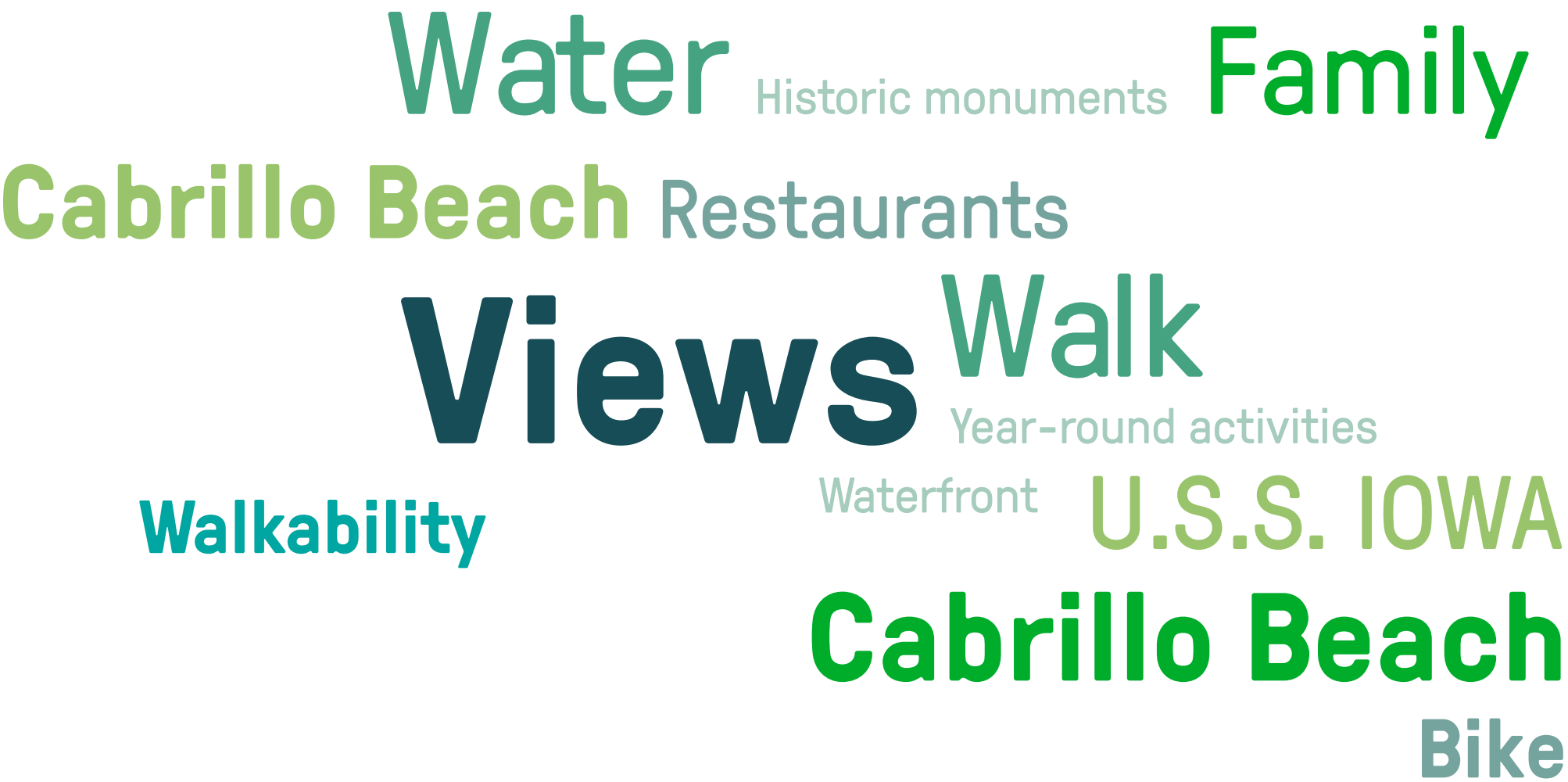




**STATION 4: WHAT DO YOU LIKE ABOUT THE WATERFRONT NOW?**

- The top three favorite things about the waterfront were related to “views,” “water,” and “walk”

*Q3: What is your favorite thing about San Pedro’s waterfront?*





## STATION 5

### WHAT WOULD YOU LIKE TO DO AT THE WATERFRONT IN THE FUTURE?

Station 5 asked attendees to identify the kinds of activities they would like to see or do in the future at the waterfront. Large poster boards provided images and examples of existing and proposed activities and sights within San Pedro's waterfront. Participants selected "tokens" for their top three categories of activities, on which they marked their five favorite activities from a list. The tokens were then dropped into a net bag beneath the corresponding image board. By identifying the most popular types of activities and places, the connectivity plan can assess what areas may be more crowded, and the types of transportation connections that may be most appropriate. Plus, the activity helped spread awareness about all there is to do at the waterfront!



**STATION 5: WHAT WOULD YOU LIKE TO DO AT THE WATERFRONT IN THE FUTURE?**

- The top three most popular categories of activities were “shopping and dining;” “parks, recreation, and exercise;” and “arts, culture, and events”



21

*Arts, Culture, and Events*



25

*Shopping and Dining*



10

*Cruises and Boat Tours*



20

*Science, Nature, and History*



15

*Marinas and Public Docks*



13

*Trolley and Water Taxi*



24

*Parks, Recreation, and Exercise*



20

*Promenade Amenities*



19

*Other Ideas*

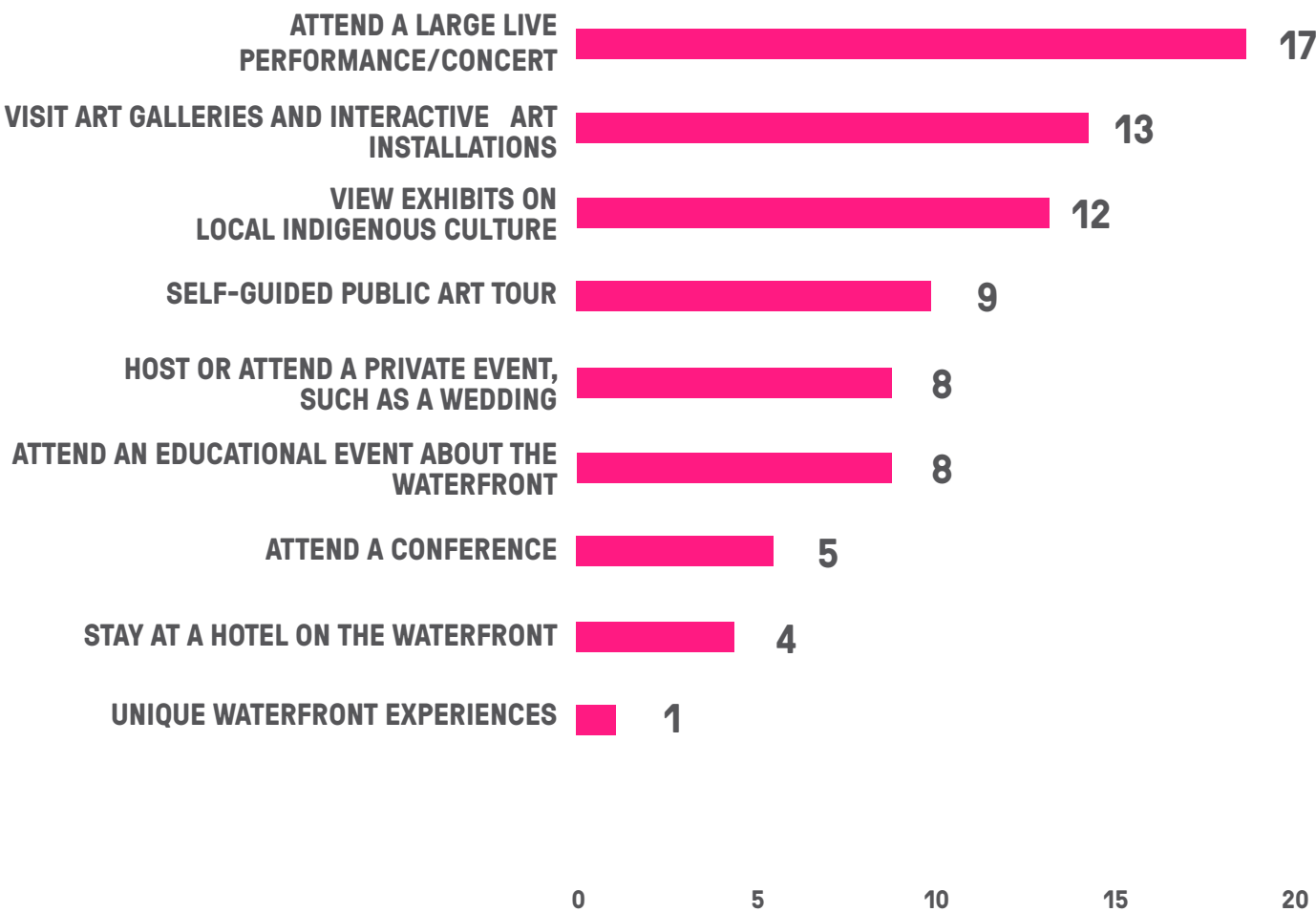


# STATION 5: WHAT WOULD YOU LIKE TO DO AT THE WATERFRONT IN THE FUTURE?

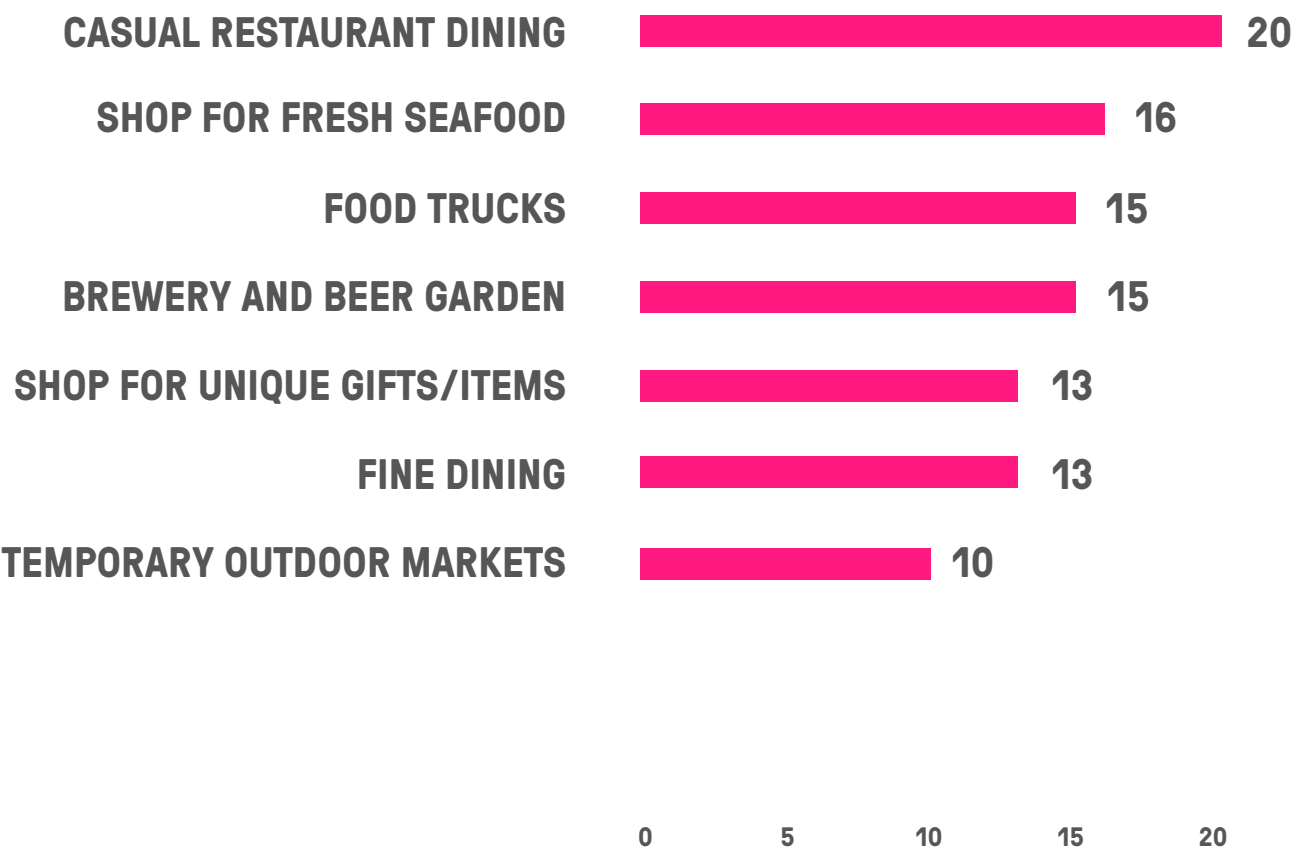
• Shopping and dining activities are some of the most popular, overall



## Arts, Culture, and Events (Select up to 5)



## Shopping and Dining (Select up to 5)



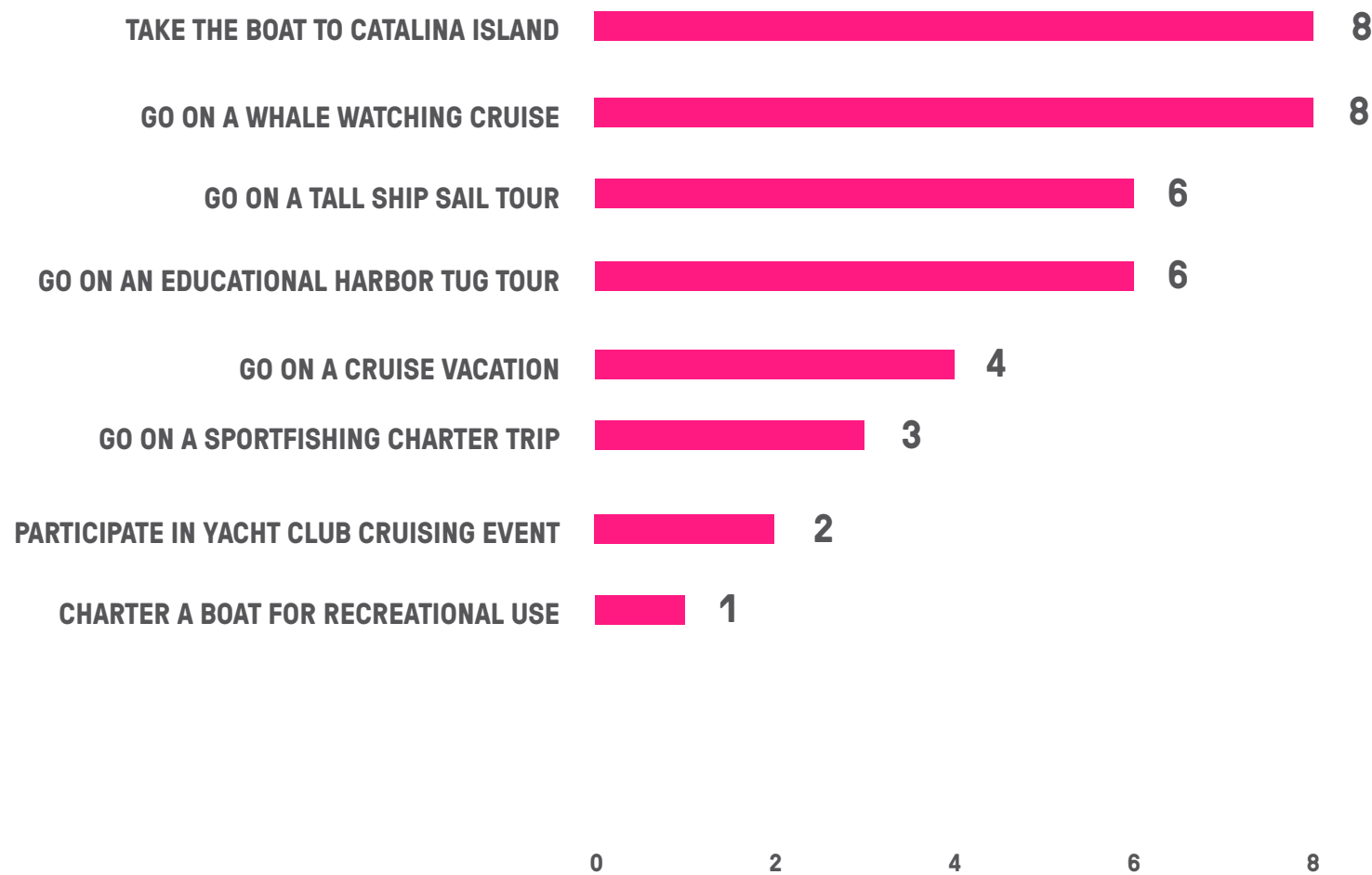


# STATION 5: WHAT WOULD YOU LIKE TO DO AT THE WATERFRONT IN THE FUTURE?

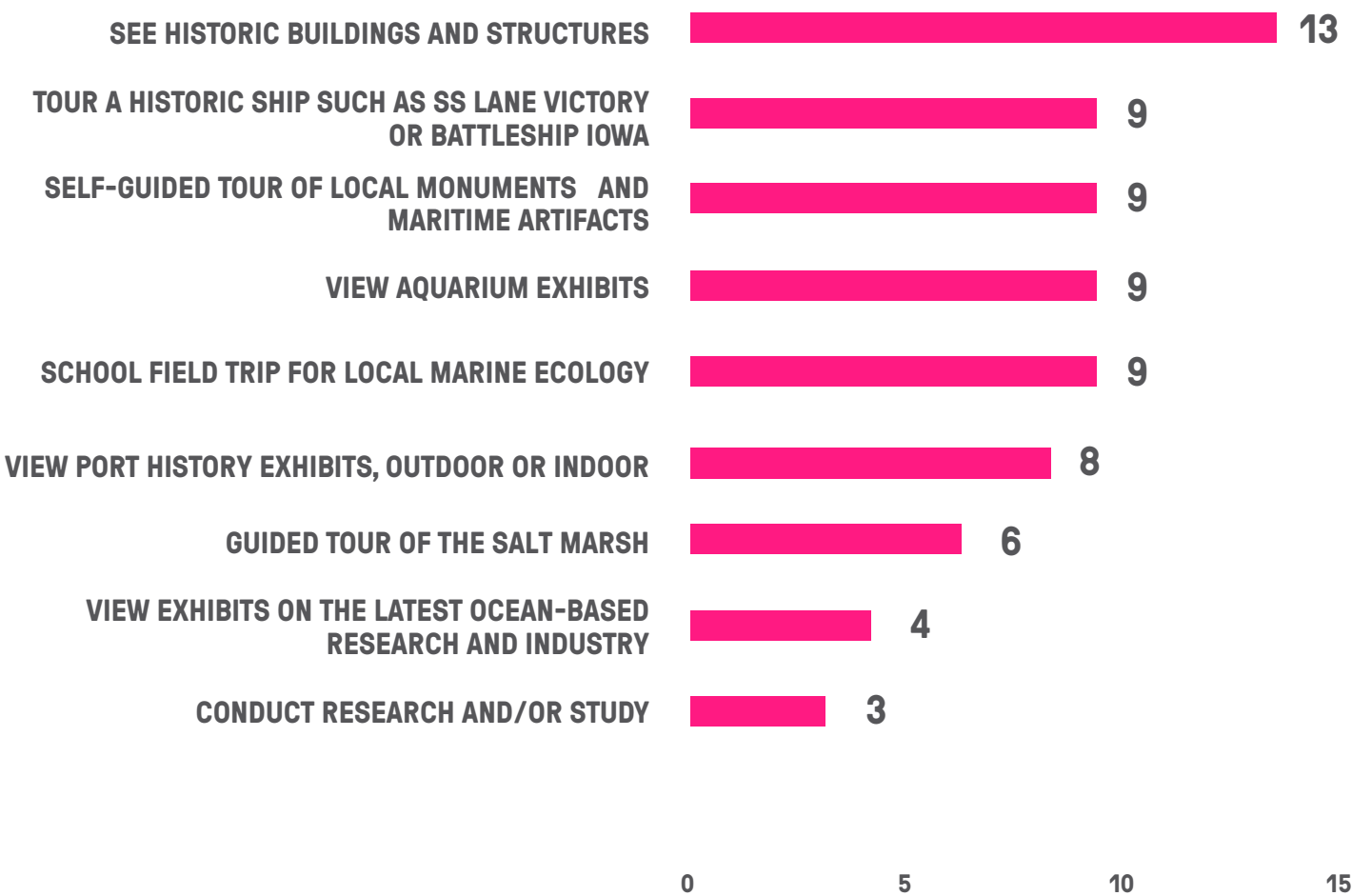
- Cruise and boat tour activities were generally less popular
- Within the “Science, Nature, and History” category, history-related activities were more popular



Cruises and Boat Tours (Select up to 5)



Science, Nature, and History (Select up to 5)



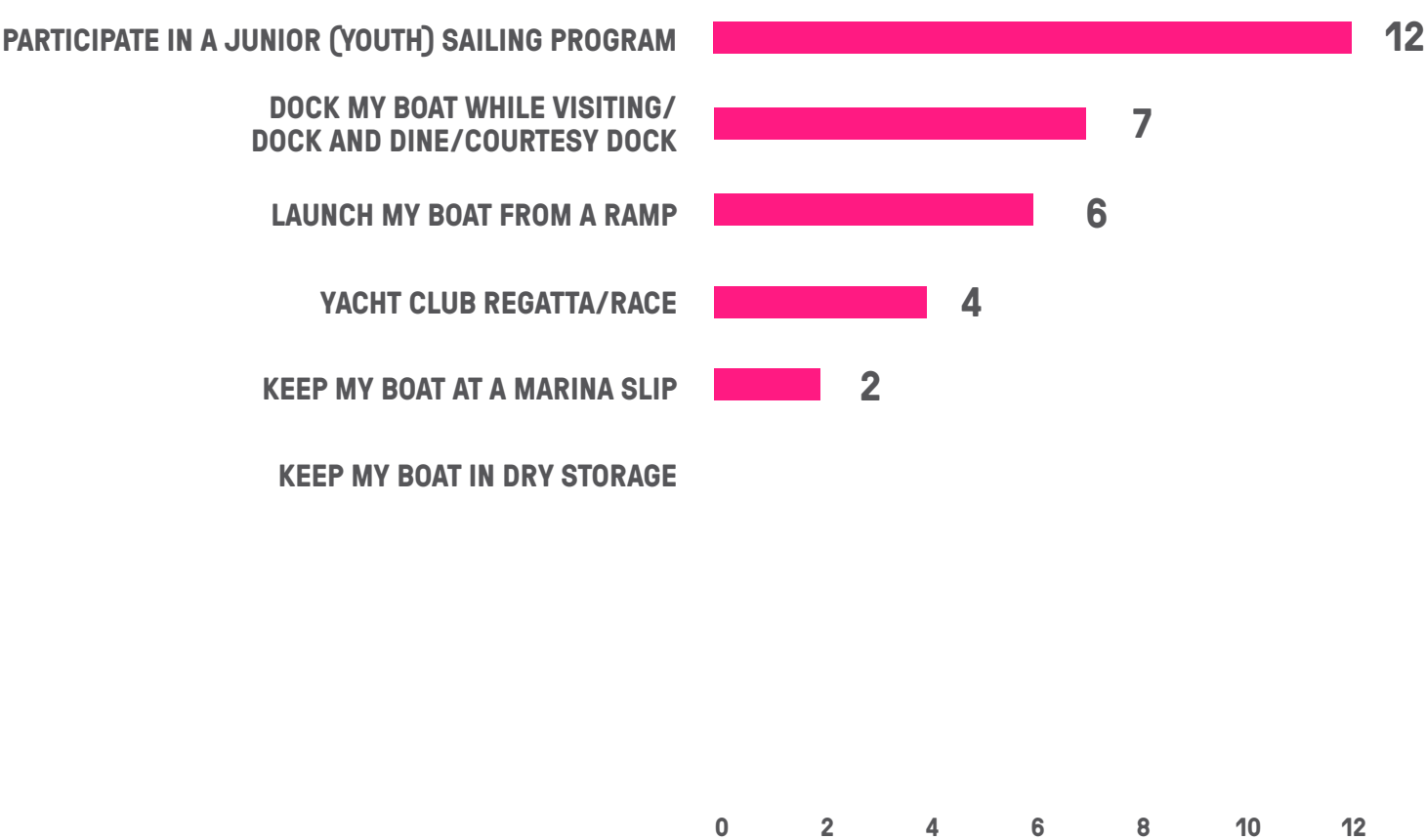


# STATION 5: WHAT WOULD YOU LIKE TO DO AT THE WATERFRONT IN THE FUTURE?

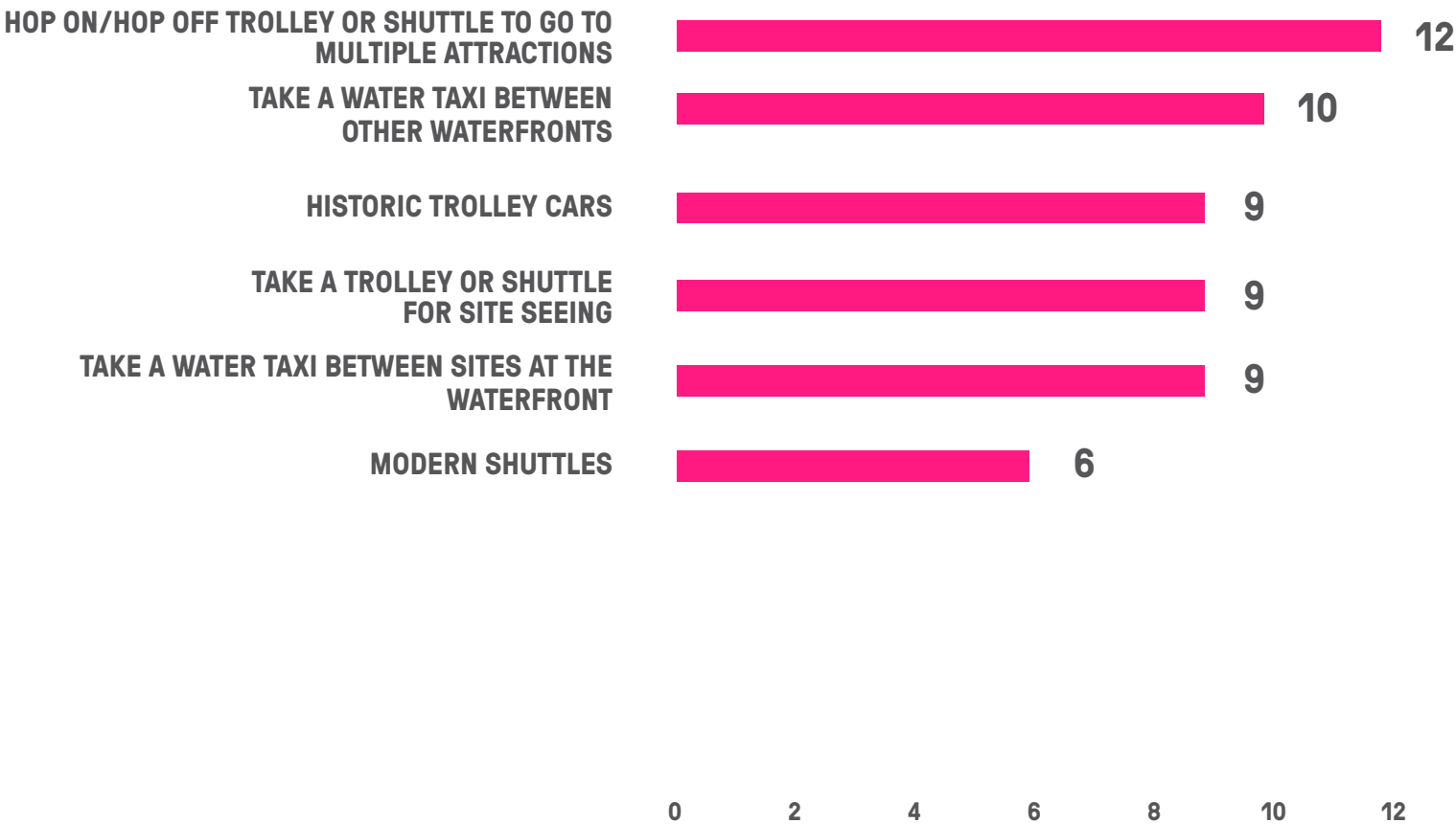
- “Water taxi” was nearly as popular as “trolley” in participants’ selections
- There was a preference for historic trolley cars over modern shuttles



Marinas and Public Docks (Select up to 5)



Trolley and Water Taxi (Select up to 5)



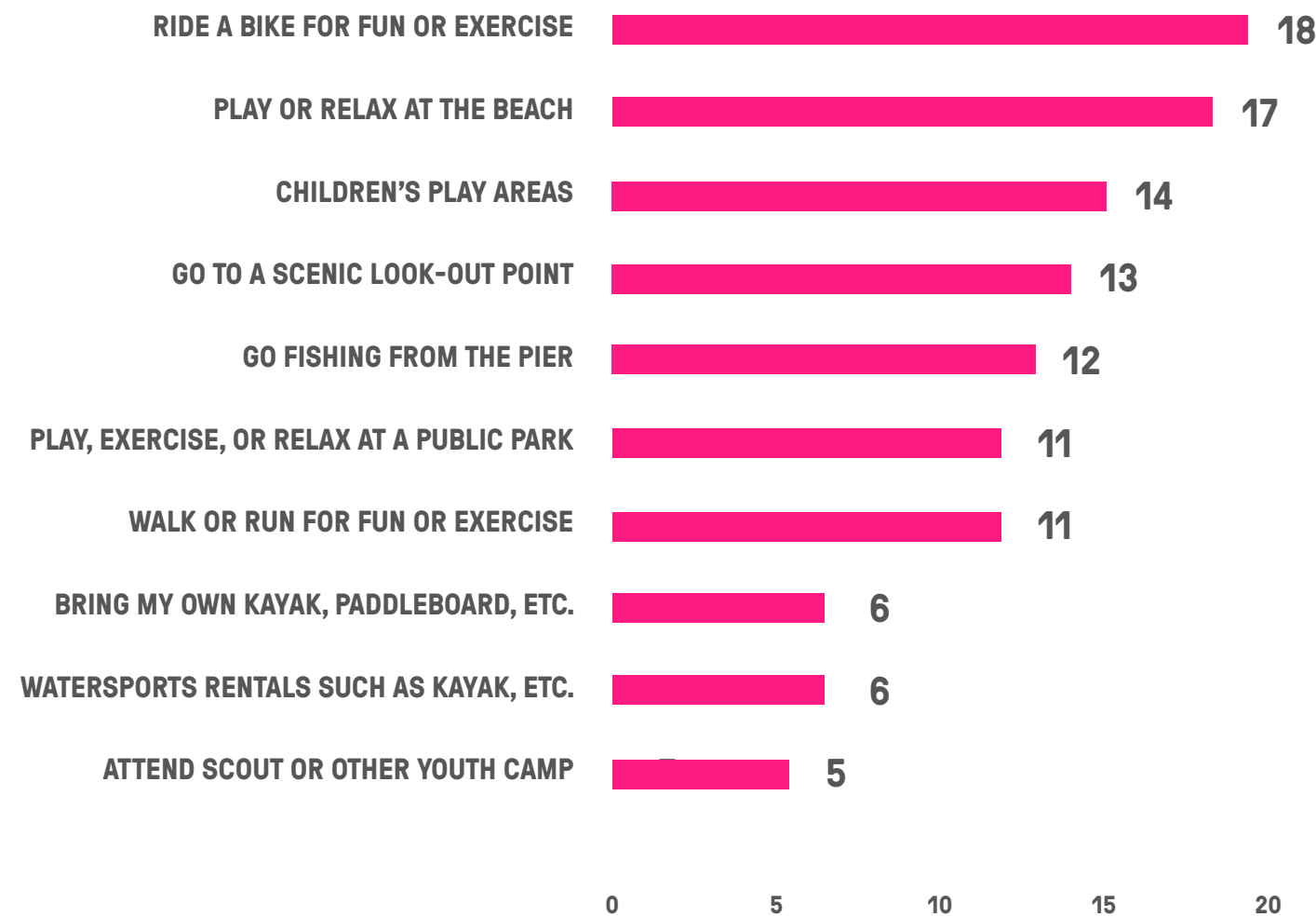


# STATION 5: WHAT WOULD YOU LIKE TO DO AT THE WATERFRONT IN THE FUTURE?

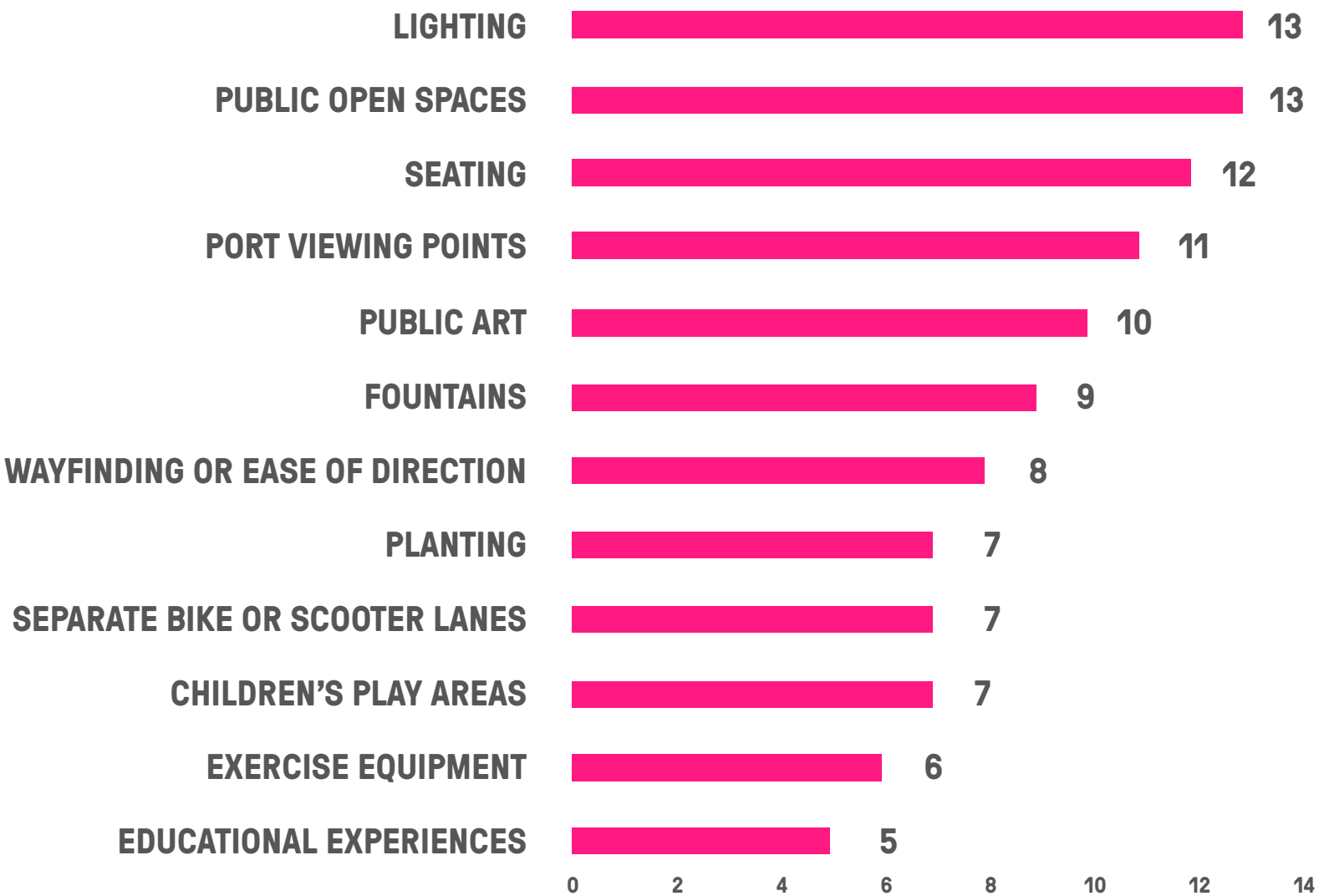
- Land-based recreation and exercise activities are some of the most popular, overall
- However, along the promenade, amenities related to recreation and exercise were less popular



*Parks, Recreation, and Exercise (Select up to 5)*



*Promenade Amenities (Select up to 5)*





## STATION 5: WHAT WOULD YOU LIKE TO DO AT THE WATERFRONT IN THE FUTURE?

- Following are the written responses received for other ideas



### *Other Ideas*

**“Ayuda para personas discapacitadas.”**

**“Restoration of wetlands.”**

**“Water taxi to long beach.”**

**“Dancing open space.”**

**“Footbridge from neighborhood.”**

**“A skate park outskirts of West Harbor for kids to ride.”**

**“Improve public transit to help reduce heavy traffic flow along Harbor Blvd.”**

**“Sea level rise mitigation.”**

**“Improve connection to LAX and LA Union Station and Long Beach.”**

**“Have a roller-skate/dance floor.”**

**“Low income coupons deals.”**

**“Natural history education.”**





# ART WALK POP-UP SUMMARY



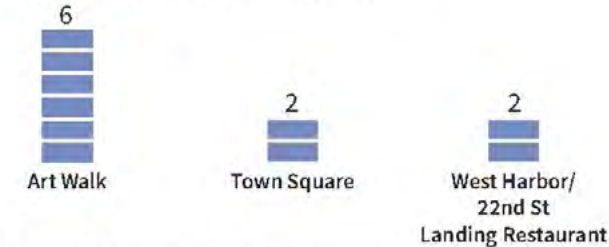
# ART WALK POP-UP SUMMARY

- **Thursday, Mar. 2, 5 to 8pm**
  - San Pedro Art Walk, 6th and South Mesa St
- **Estimated attendance: 100**
  - 88 dolls were placed in the activity

### Top “Live” Destinations



### Top “Work” Destinations



### Top “Play” Destinations



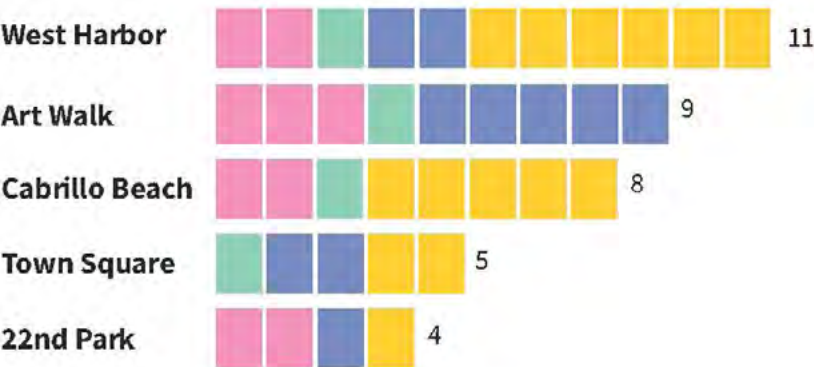
### Top “Love/Other” Destinations



### Most Played Character



### Top Destinations



The Art Walk pop-up was an interactive event held at the San Pedro Art Walk. The pop-up asked people to put themselves in someone else’s shoes and imagine coming to the waterfront as one of four characters who either lives nearby, works at the waterfront, or “plays” there. Participants could also choose an “other” character. The character doll pieces were then placed on a large map to indicate where participants’ characters would likely go.



## POP-UP: MAKING THE CONNECTIONS

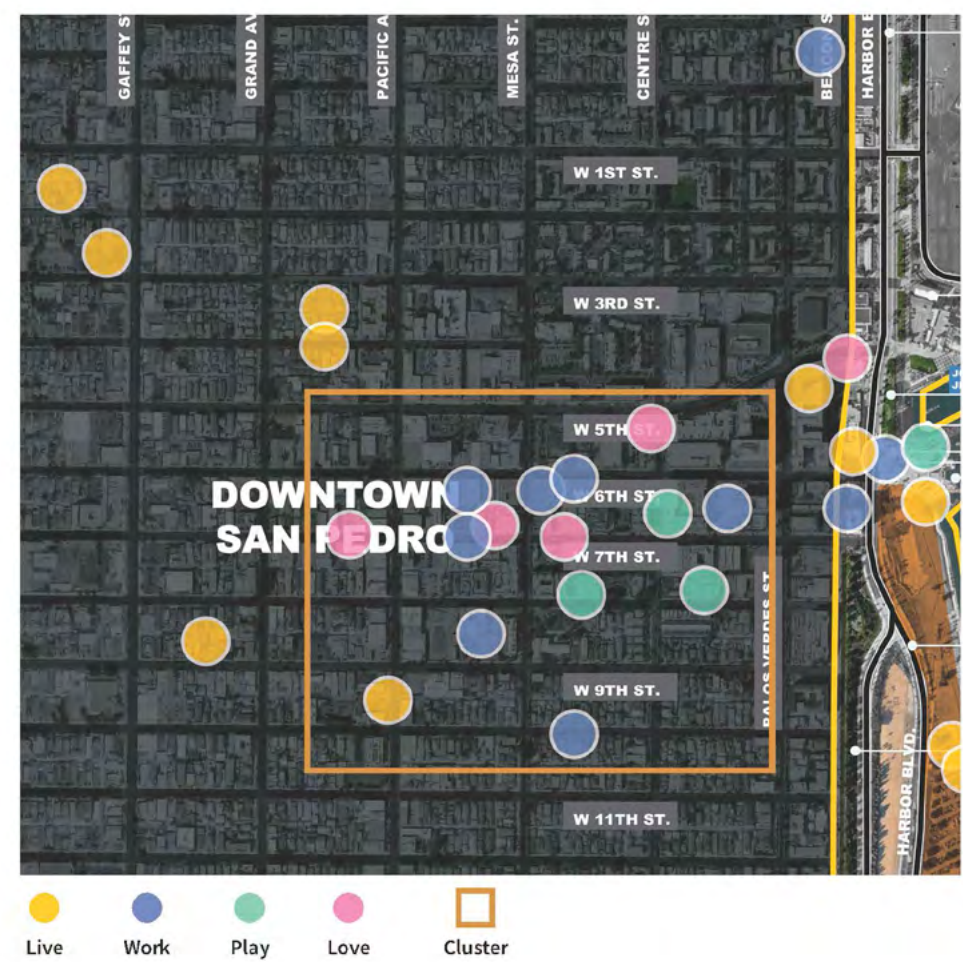
- Although downtown is outside of the study area, participants indicated that they enjoyed spending time in the downtown area, especially between 5th, 10th, Grand Ave, and Palos Verdes Street.
- Each cluster of responses is outlined to highlight key community destinations. There are five clusters in total: Downtown, Downtown Harbor, West Harbor, the 22nd Street, and Cabrillo Beach.
- There are 24 total “outliers” sprinkled across the map that did not fit within defined clusters.





# POP-UP: DOWNTOWN

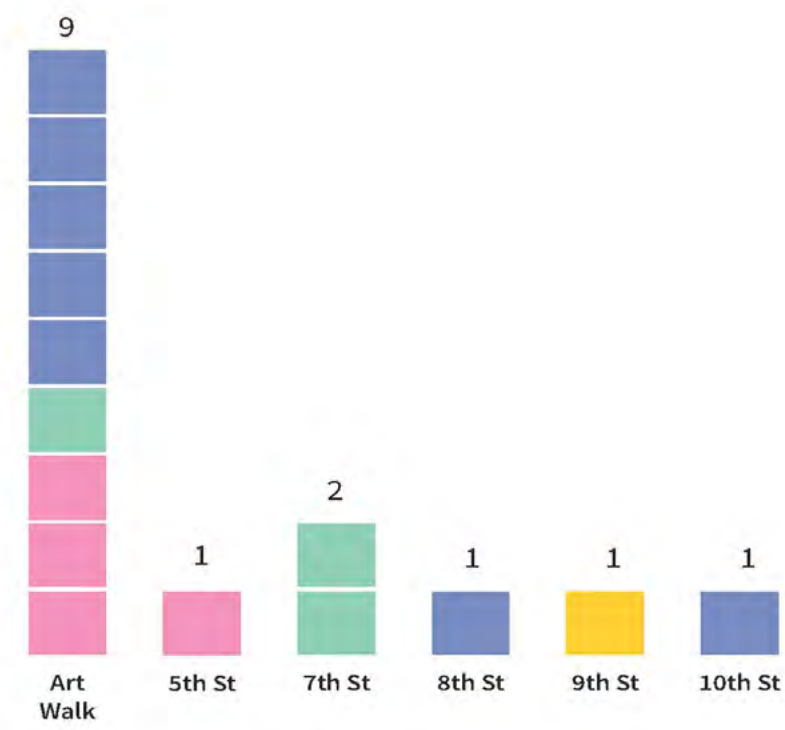
- The most popular areas were Art Walk (6th Street) and 7th Street
- The location where the Art Walk is held was the most popular destination within the cluster for participants – unsurprising, given that this is the location where the pop-up event was held, and most participants travel to this area for work



## Player Score Board



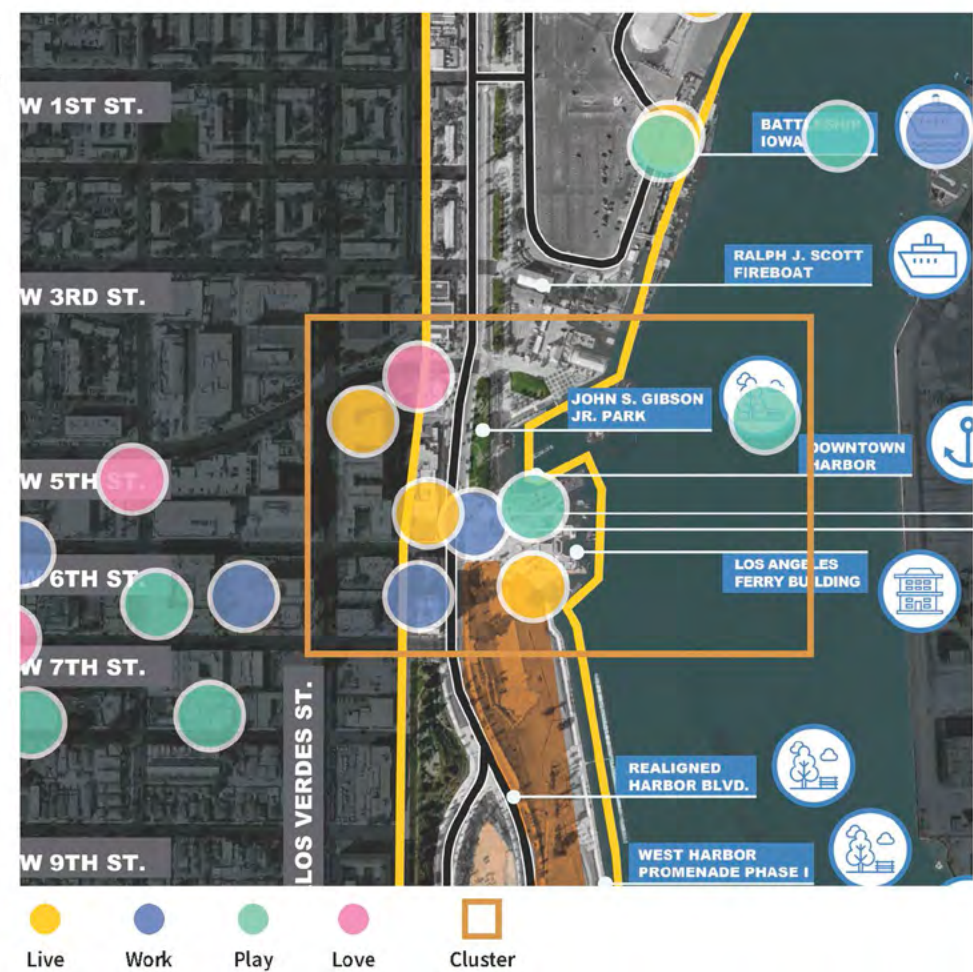
M.V.P Kelcey (Work): 7  
Quinn (Love): 4  
Arden (Play): 3  
Jordan (Live): 1





# POP-UP: DOWNTOWN HARBOR

- Most popular areas were Town Square (Los Angeles Ferry Building, American Merchant Marine Veterans Memorial, Downtown Harbor), and John S. Gibson Jr. Park
- Two participants enjoy the area near Gibson Park, slightly outside the study area, near the YWCA and the Boys and Girls Club
- Most participants travel to the destinations surrounding Town Square, which include Downtown Harbor, American Merchant Marine Veterans, and the Los Angeles Ferry Building



## Player Score Board



M.V.P Jordan (Live): 3  
Kelcey (Work): 2  
Arden (Play): 2  
Quinn (Love): 1





# POP-UP: WEST HARBOR

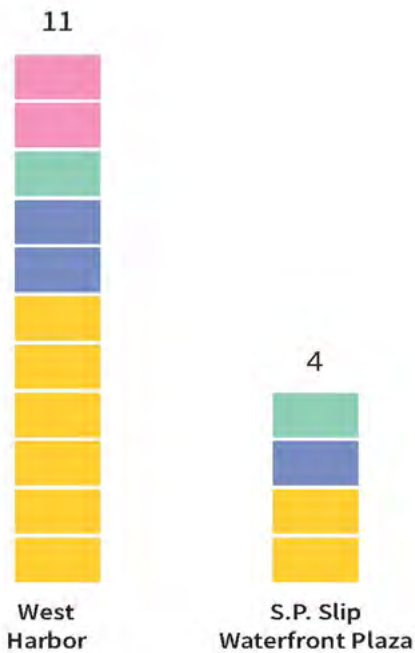
- Most popular areas were West Harbor, West Harbor Promenade, and SP Slip Waterfront Plaza
- The majority of participants who travel to this area live in San Pedro
- Areas closest to the waterfront were more attractive to participants than those farther away, such as Bloch Field and San Pedro Plaza Park



## Player Score Board



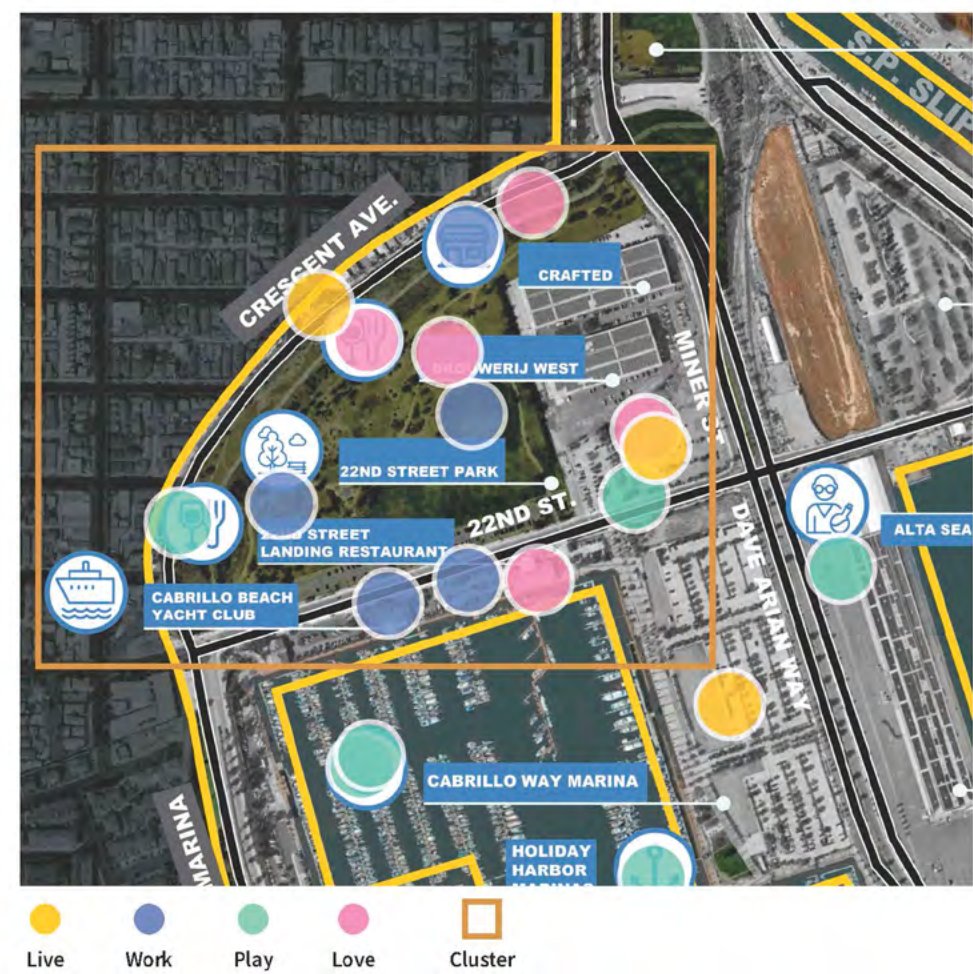
M.V.P Jordan (Live): 8  
Kelcey (Work): 3  
Arden (Play): 2  
Quinn (Love): 2





# POP-UP: 22ND STREET

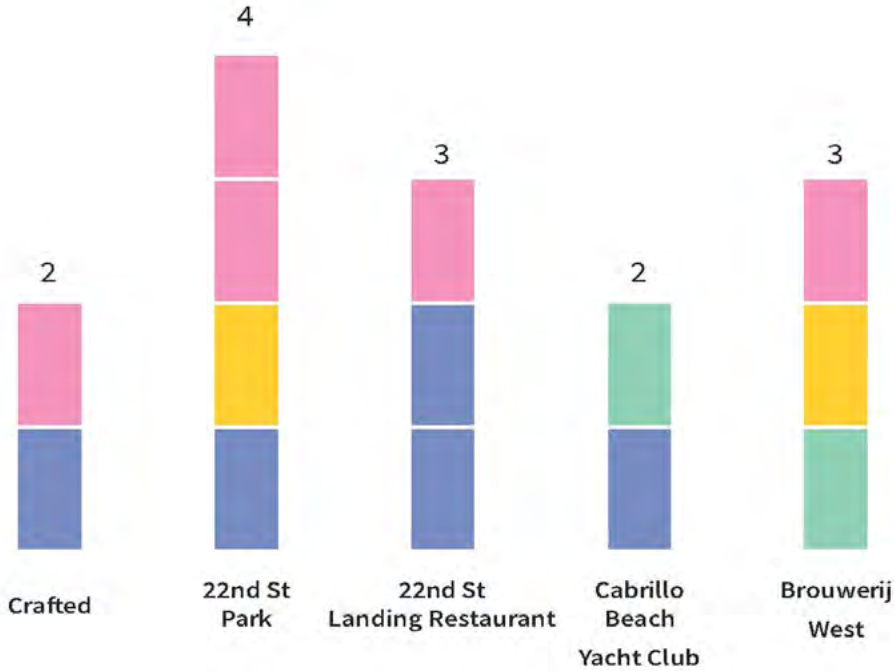
- Most popular areas were 22nd St Park, Brouwerij West, 22nd St Landing Restaurant, Cabrillo Beach Yacht Club, and Crafted
- An equal amount of participants both “work” and generally “love” being in this area
- This area has participants spread almost evenly throughout, indicating that participants enjoy everything the area has to offer



Player Score Board



M.V.P Kelcy (Work): 5  
M.V.P Quinn (Love): 5  
Jordan (Live): 2  
Arden (Play): 2





# POP-UP: CABRILLO BEACH

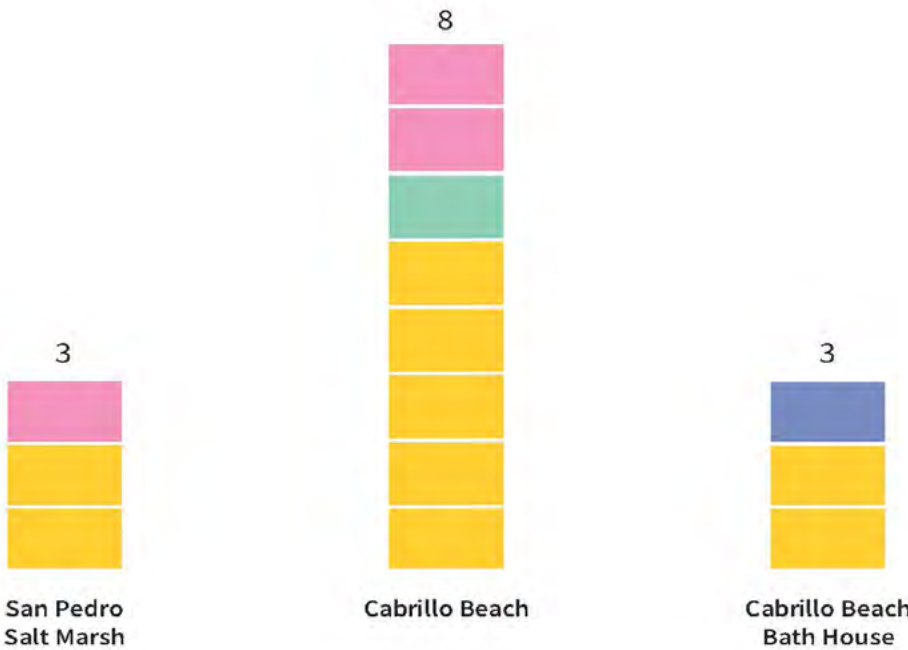
- The beach is a popular location for participants/characters who “live” in San Pedro
- Each destination within the area, excluding the Aquarium, was selected by at least three participants



## Player Score Board



M.V.P Jordan (Live): 9  
Kelcey (Work): 1  
Arden (Play): 1  
Quinn (Love): 3





## POP-UP: ADDITIONAL COMMENTS

- Participants provided additional information on their thoughts about the waterfront and key destinations they would like to access today and in the future.

**“I am a male over 50 who lives by the Korean Bell. I ride my bike from Cabrillo, through the Marinas, to the west PV peninsula and I would like a better bicycle connection. I would love for the waterfront to attract more people!”**

**“I am a local woman over 50 who would love to see golf course rentals and enough parking for events to improve access and connectivity.”**

**“I live near 19th & Grand and walk to 22nd St park to work out. I like to take photos at the docks and walk down by the double tree to get to Cabrillo Beach. Pre-COVID-19 I meet with friends at Cabrillo beach for bonfires every weekend.”**

**“I have been a resident of San Pedro for 2 years and I love that it isn't like Orange County or Los Angeles. I can't find a way into the marsh since it's closed.”**





# COMMUNITY ENGAGEMENT PHOTOS



# COMMUNITY WORKSHOP



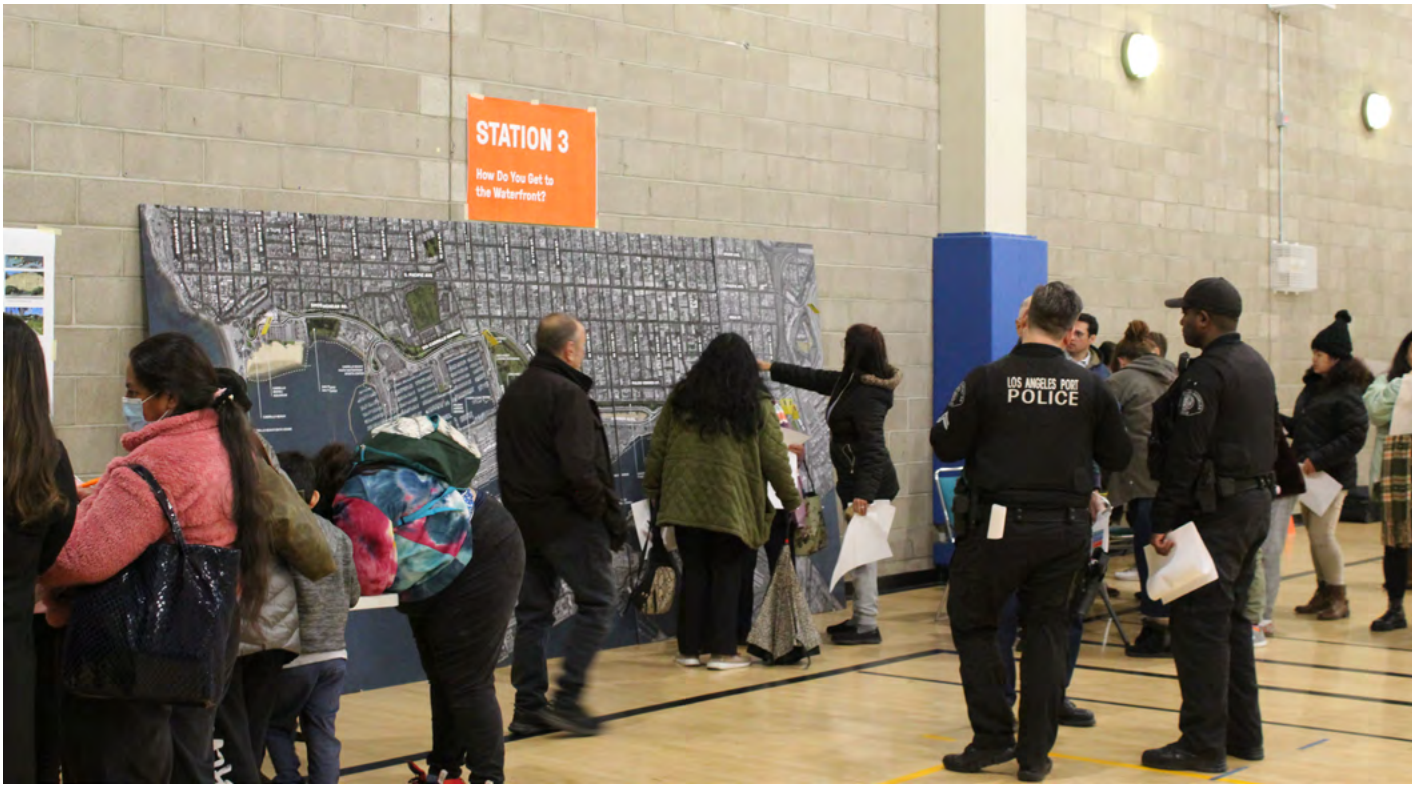
*Introductory presentation*



*Station 2: Current Happenings*



*Station 3: How Do You Get to the Waterfront?*



*Station 3: How Do You Get to the Waterfront?*



# COMMUNITY WORKSHOP



**Station 4: What Do You Like About the Waterfront Now?**



**Station 4: What Do You Like About the Waterfront Now?**



**Station 5: What Would You Like to Do at the Waterfront in the Future?**





Have a minute? Tell us what you think!

# A DAY IN THE LIFE...

at San Pedro's waterfront

**01**  
CHOOSE YOUR CHARACTER

Who would you like to be today? People use the waterfront differently whether they are living nearby, working at the waterfront, or playing there. Put yourself in someone else's shoes and imagine you are coming to the waterfront as one of the characters listed on the large map board.

**02**  
WHERE WOULD YOU LIKE TO GO?

Stick up to three gum pieces and place them on the map to let decisions tell their story. You would like to go to the waterfront.

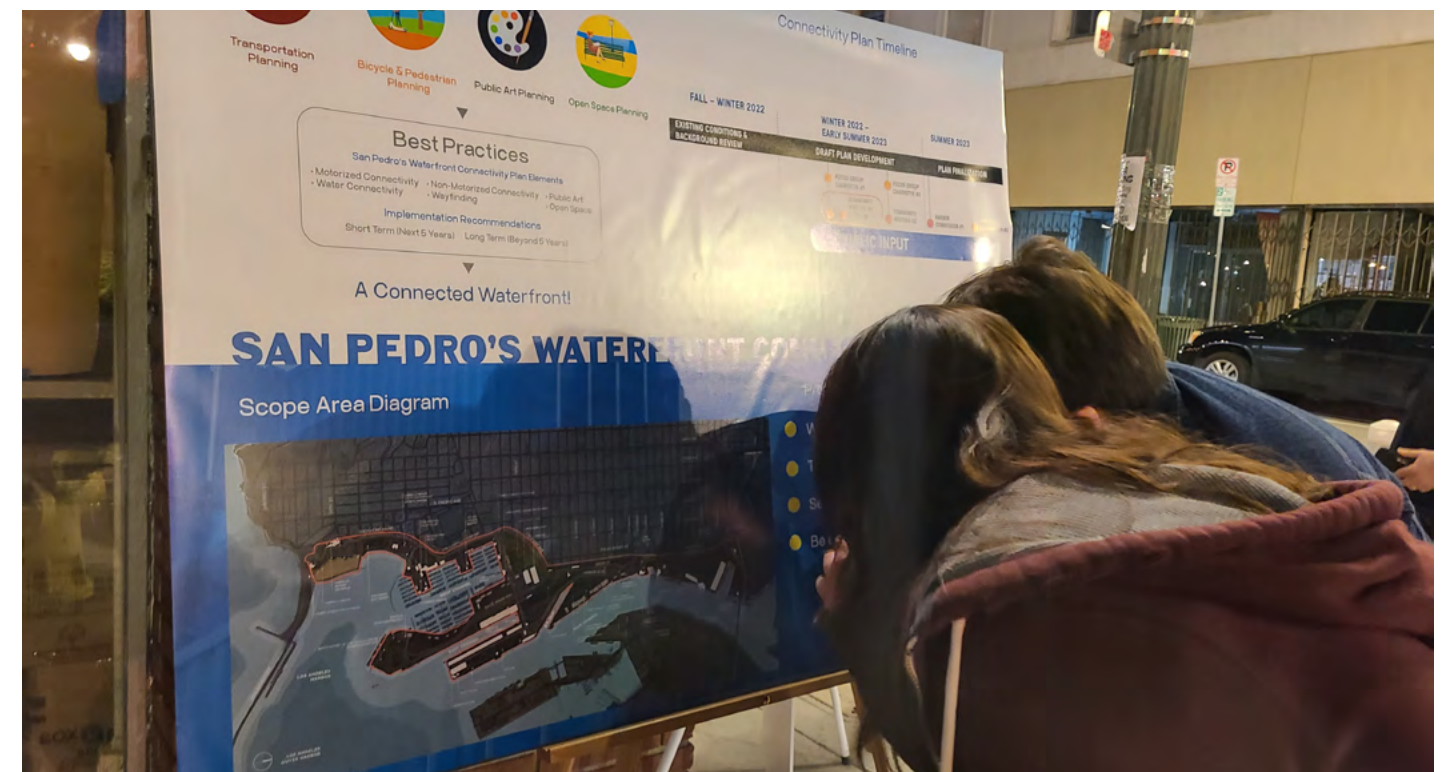
**03**  
COMMENTS OR QUESTIONS?

Have additional comments or questions? Fill out a comment card and give it to a team member. We are happy to answer any questions you have!

**04**  
FIND OUT MORE!

You can also read about the waterfront and San Pedro's Waterfront Connectivity Plan on the nearby information board.

**WATERFRONT**





# D. Rancho San Pedro Workshop Results





# COMMUNITY WORKSHOP SUMMARY

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- **Friday, April 28, 6 to 8pm**
  - Rancho San Pedro Housing Development
- **Estimated attendance: 35**
  - 35 participant IDs were issue
- **Quantitative activities**
  - **Station A:** Participant Survey
  - **Station B:** How Do You Get to the Waterfront?
- **Qualitative activities**
  - **Station B:** How Do You Get to the Waterfront?
  - **Station C:** What Do You Like About the Waterfront Now?
  - **Station D:** What Would You Like to Do at the Waterfront in the Future?

Rancho San Pedro Community Outreach was a public meeting in the “Listen and Explore” phase of the Connectivity Plan engagement process. The purpose was to increase awareness in the community about the Plan process and other Port developments; and for the connectivity plan team to hear ideas and perspectives from the community, which will reinforce the connectivity recommendations.

The workshop included a presentation about the project, a survey, and four interactive stations to engage the attendees and encourage their input.



# KEY TAKEAWAYS FROM THE COMMUNITY

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1. Notably, there was a larger group of participants (40%) between the ages of 36-62 years old versus 22% of participants within this age bracket in the previous outreach.
2. 90% of the participants are residents of the San Pedro Housing Development.
3. Key modes of transportation to the waterfront are through use of personal car or walking – results similar to previous outreach.
4. Public transit remains a key feature to plan for; both workshops agreed to consider using public transit if it were more convenient.
5. Prioritize beach access for recreational walking and exercise.
6. There was more of an emphasis on walkability, and a desire to be able to walk along the beach for recreational use.
7. Residents want the waterfront to feel safe, relaxing, and beautiful.
8. Access to more amenities: food trucks, temporary outdoor markets, more local stores, public open spaces, children's play areas, and educational experiences were mentioned.
9. Places to shop and restaurants remained consistent as the primary desired amenities for future developments.
10. A notable difference between this outreach and the previous is that residents associate the Port of Los Angeles most with Catalina Island, not with the USS Iowa or the Maritime Museum.





## STATION A PARTICIPANT SURVEY

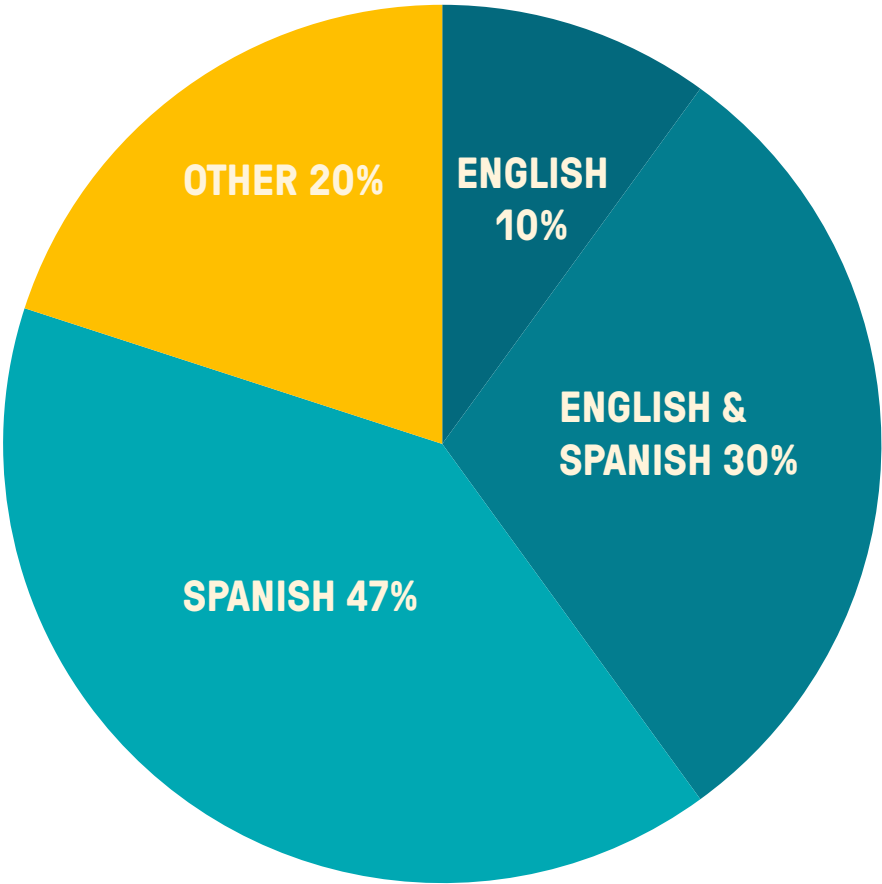
Attendees were provided a printed survey, which they were asked to complete and return. The survey was developed to collect baseline metrics about who attended the workshop and how they currently visit San Pedro's waterfront.



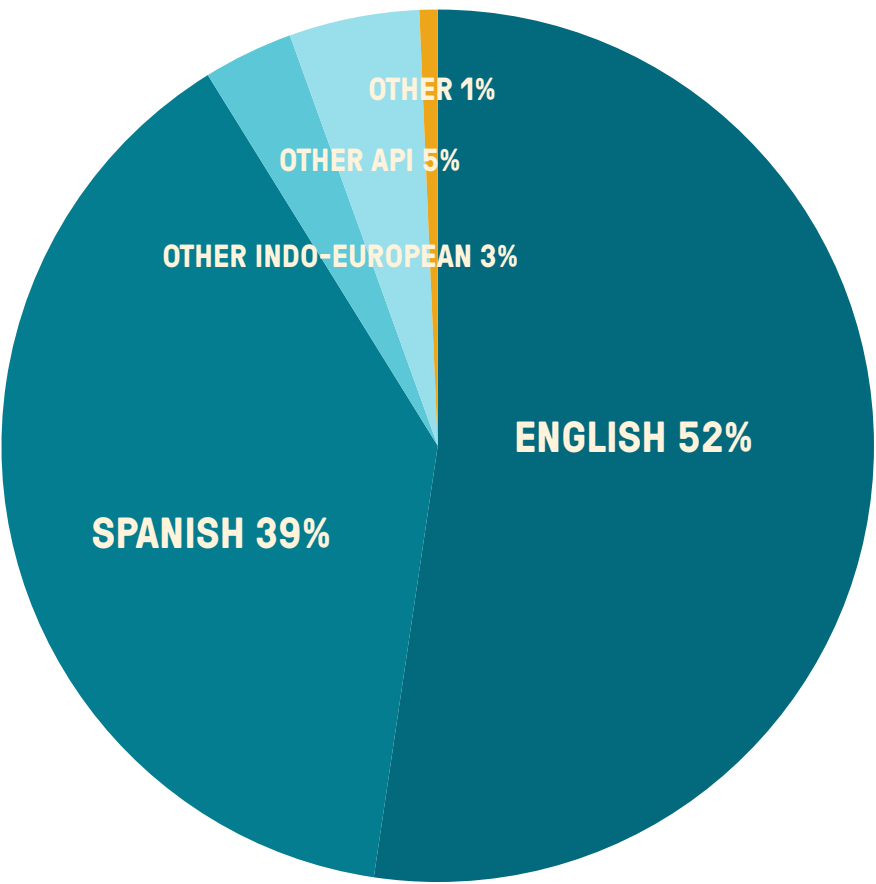
# STATION A: TELL US MORE ABOUT YOU AND YOUR IDEAS

- 10 surveys were received
- Almost 77% of the survey respondents speak English and Spanish or just Spanish at home
- Survey sample has a higher representation of Spanish speakers than the local community as a whole

*Q1: What are your primary languages spoken at home?*



*San Pedro Languages Spoken*  
Source: <https://censusreporter.org/>

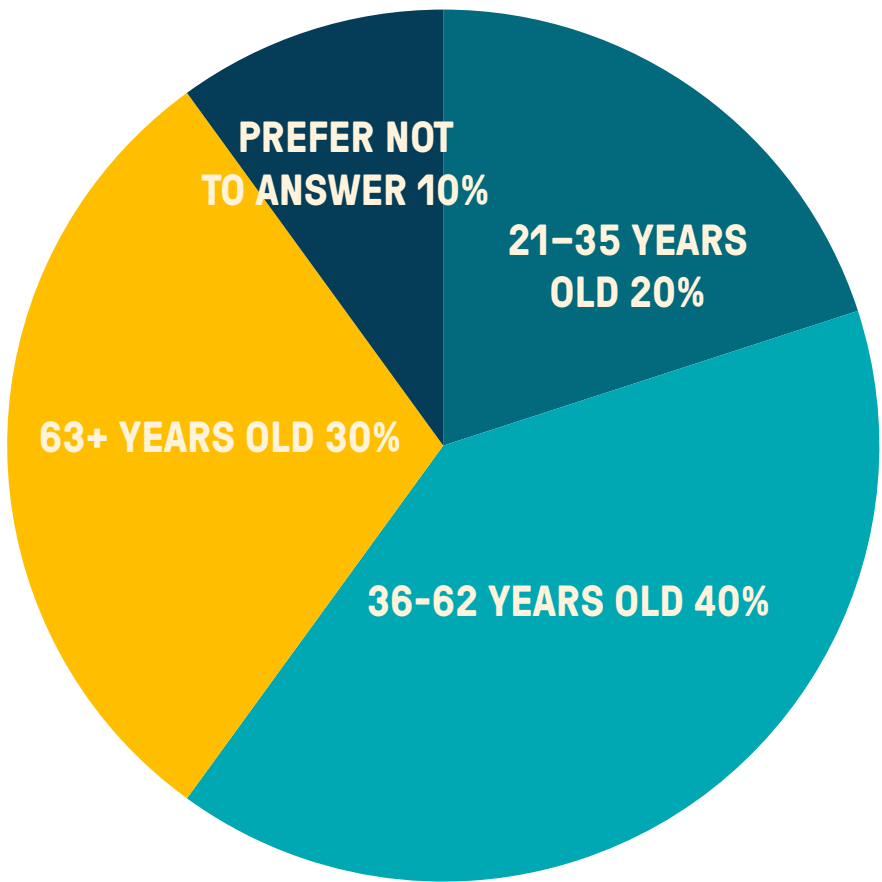




# STATION A: TELL US MORE ABOUT YOU AND YOUR IDEAS

- Adult age groups were well-represented, with the 36-62 age bracket having the highest representation
- Survey sample includes higher representations of older and middle-aged adults as compared to the overall age distribution in the local community

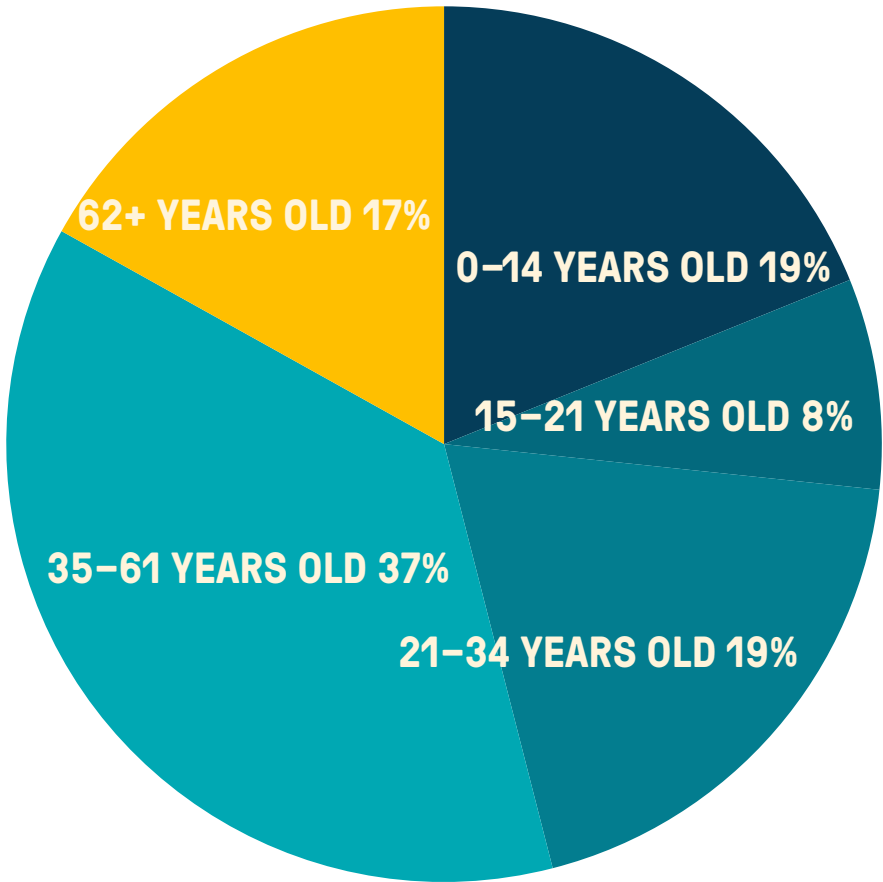
Q2: What is your age bracket?



\* 0-16 years old 0%

San Pedro Age Brackets

Source: <https://censusreporter.org/>

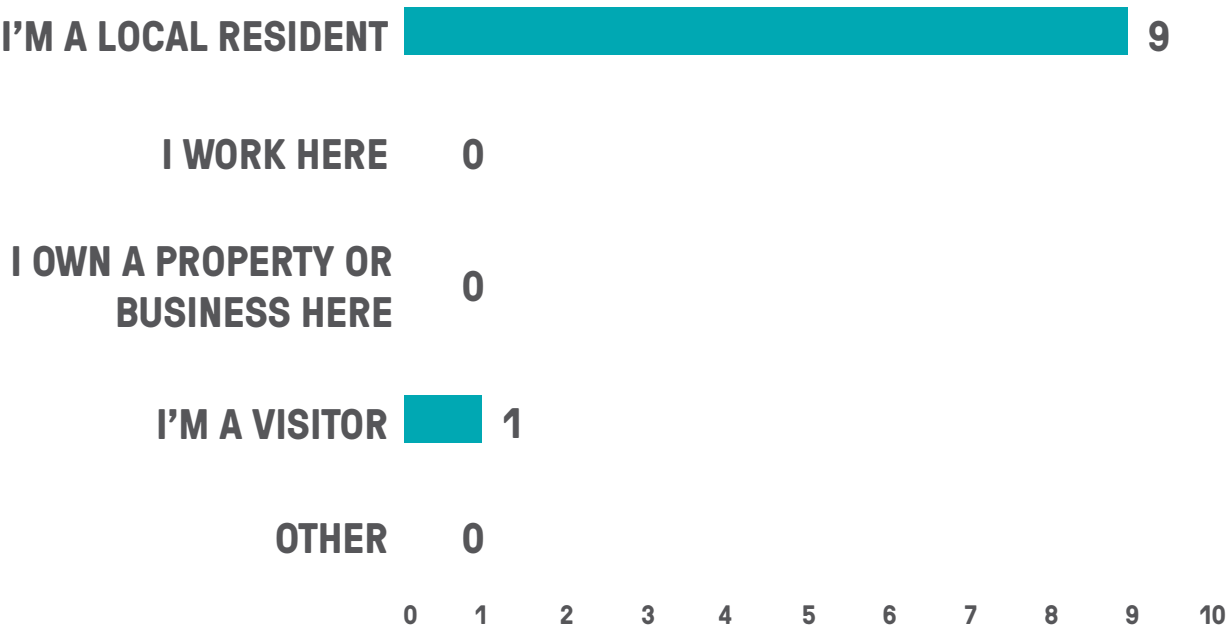




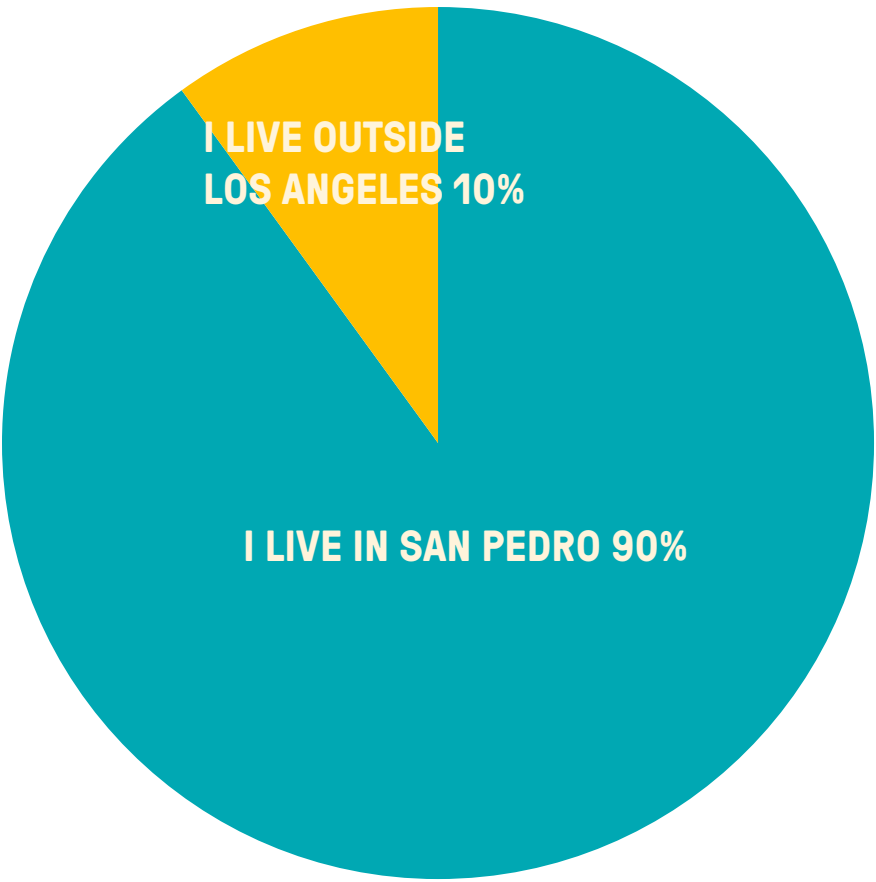
# STATION A: TELL US MORE ABOUT YOU AND YOUR IDEAS

- Most survey respondents described themselves as residents
- 90% live in San Pedro

*Q3: Which best describes your relationship to the LA Waterfront? Select all that apply:*



*Q5: What neighborhood do you live in?*



*\* 0% live outside San Pedro*



## STATION A: TELL US MORE ABOUT YOU AND YOUR IDEAS

- Participants live in the Rancho San Pedro Housing Development.





**STATION A: TELL US MORE ABOUT YOU AND YOUR IDEAS**

- Only three surveys included a response to this question.

*Q4: What is your primary reason for visiting San Pedro’s waterfront? Please list:*

“ I visit the waterfront because it is very  
**BEAUTIFUL**

I like walking with my **FAMILY** along the waterfront ”      Work

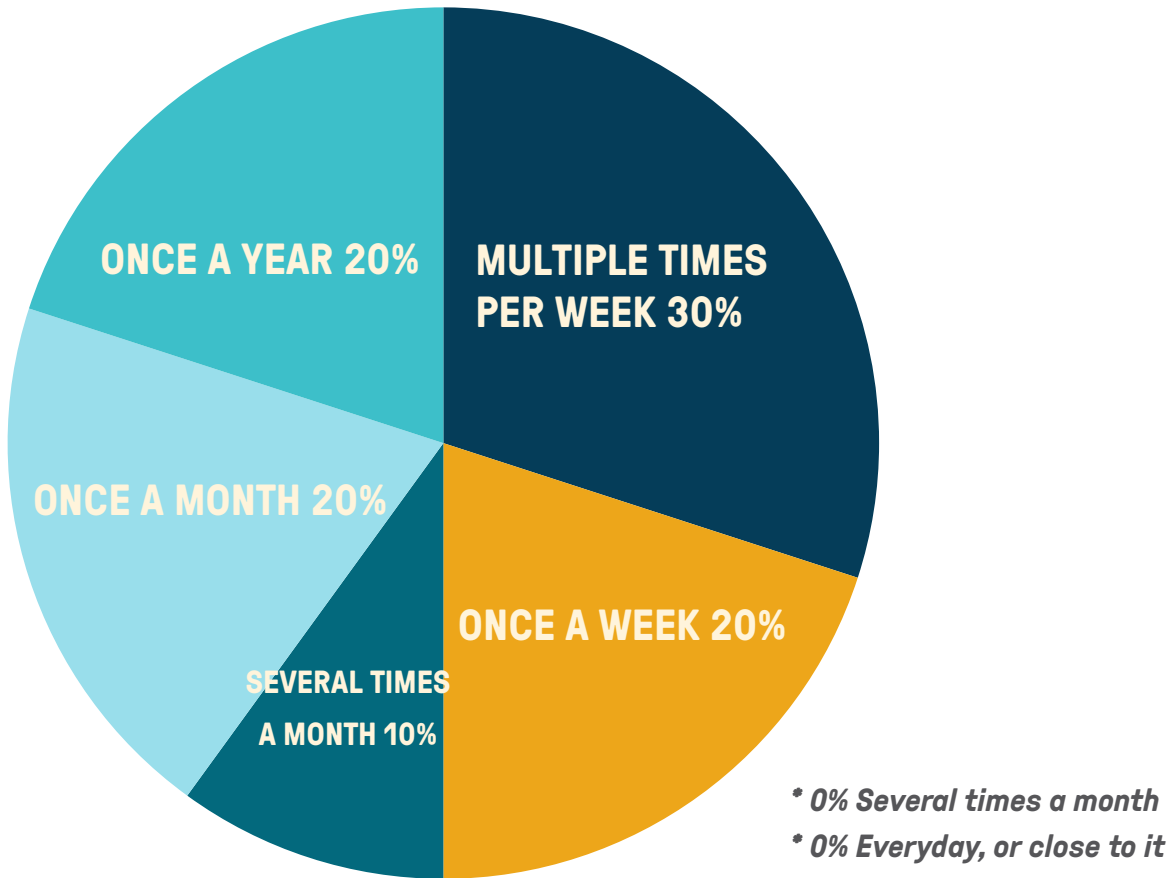
**Resident**



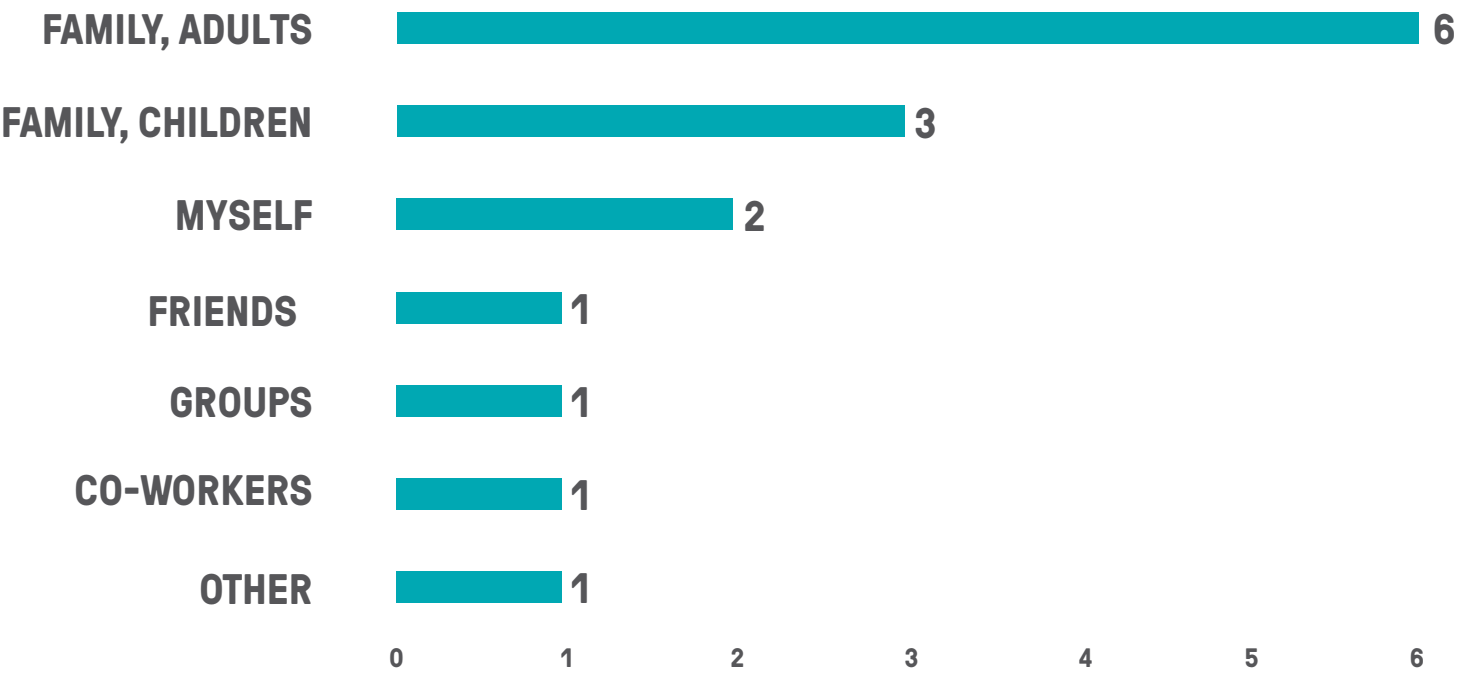
# STATION A: TELL US MORE ABOUT YOU AND YOUR IDEAS

- Most survey respondents are frequent visitors to the waterfront
- When visiting the waterfront, 40% visit with family

Q6: How often do you visit San Pedro’s waterfront?



Q7: Who do you usually visit with? Select all that apply:

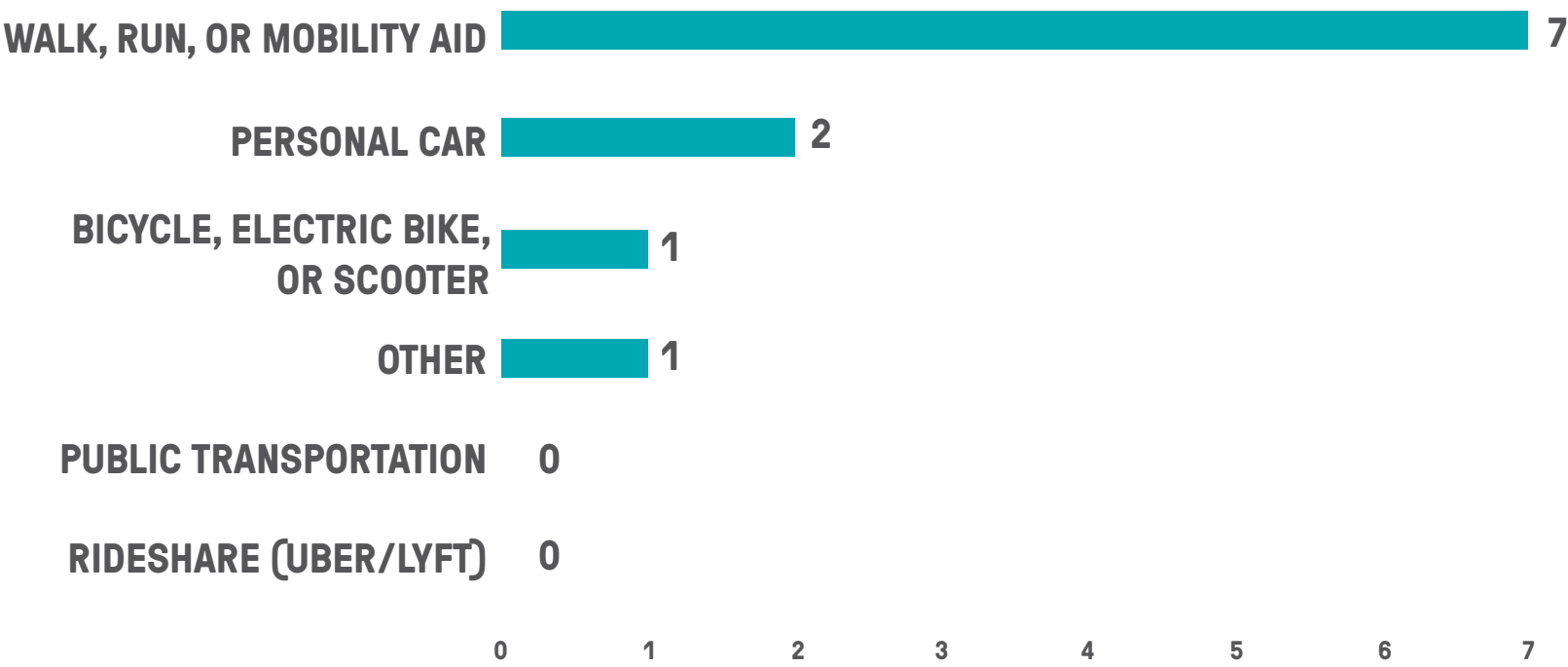




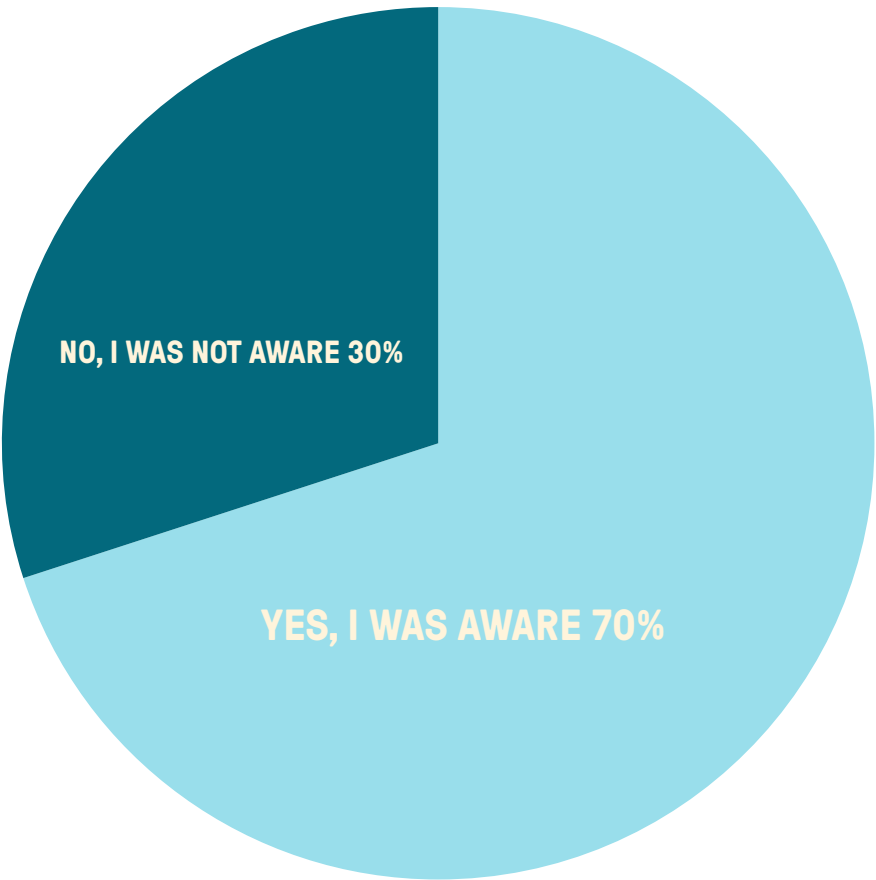
STATION A: TELL US MORE ABOUT YOU AND YOUR IDEAS

- 64% of respondents use non-motorized methods to get to the waterfront, compared to 18% who use a personal car
- Most respondents (70%) are aware that you can walk or ride bikes along the promenades in San Pedro’s waterfront

*Q8: What modes of transportation do you use to get to San Pedro’s waterfront? Select all that apply:*



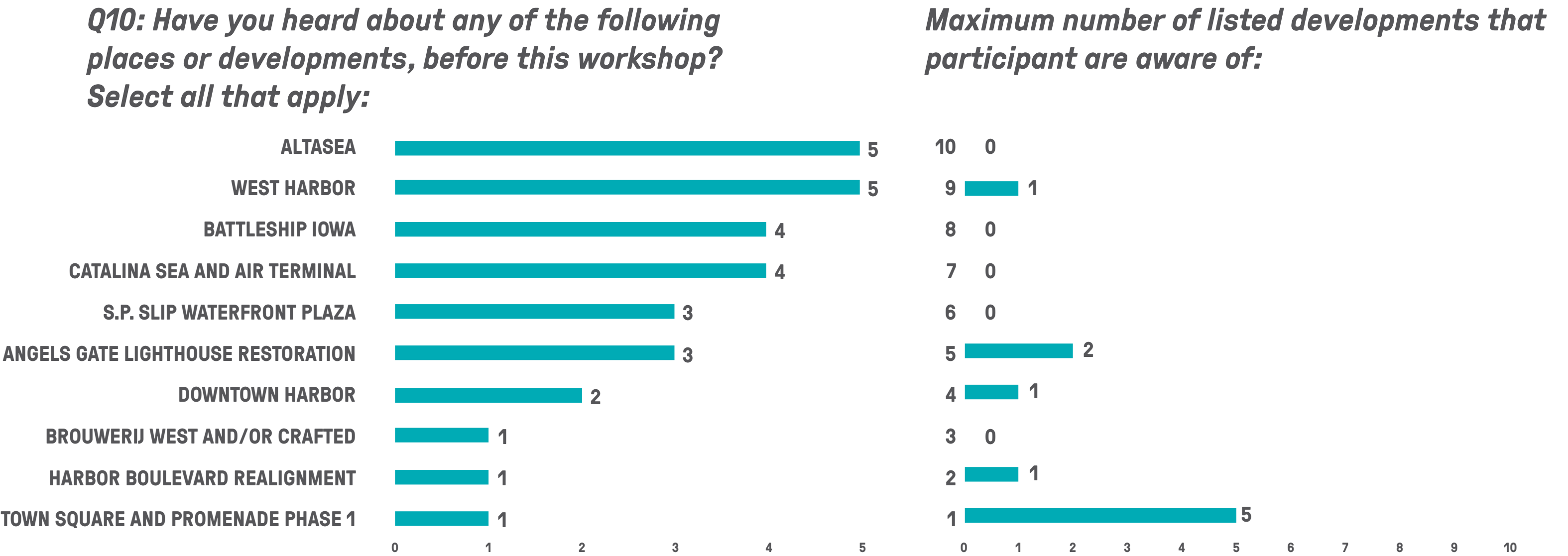
*Q9: Did you know you can walk or ride your bike along the promenades in San Pedro’s waterfront?*





STATION A: TELL US MORE ABOUT YOU AND YOUR IDEAS

- Altasea and West Harbor were the most known attractions at San Pedro’s waterfront followed by Battle Ship Iowa and Catalina Sea and Air Terminal
- 100% of survey respondents know about at least one of the developments







**GRAND AVE.**

**CIFIC AVE.**

## STATION B

### HOW DO YOU GET TO THE WATERFRONT?

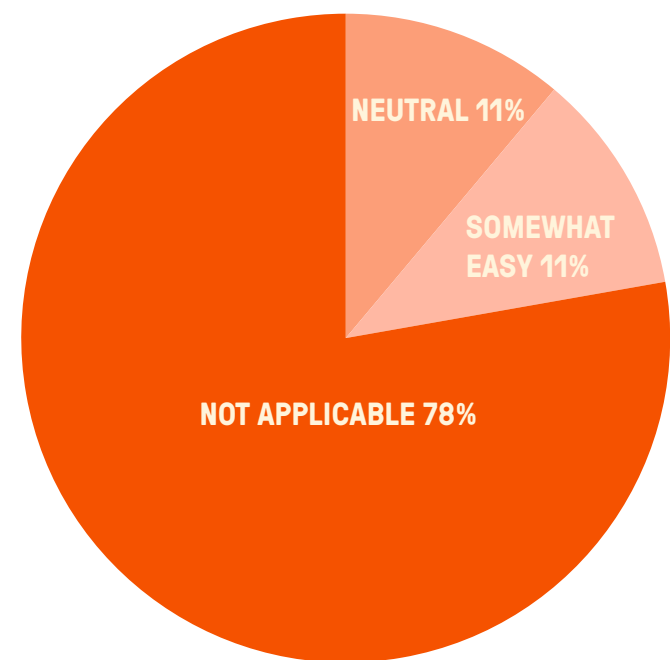
Station B collected information about the types of transportation participants use to get to and around the waterfront. Participants traced their routes to the waterfront on 11 x 17-inch maps and pinned flags to precise locations on a larger, wall-mounted map with comments on their waterfront experiences.



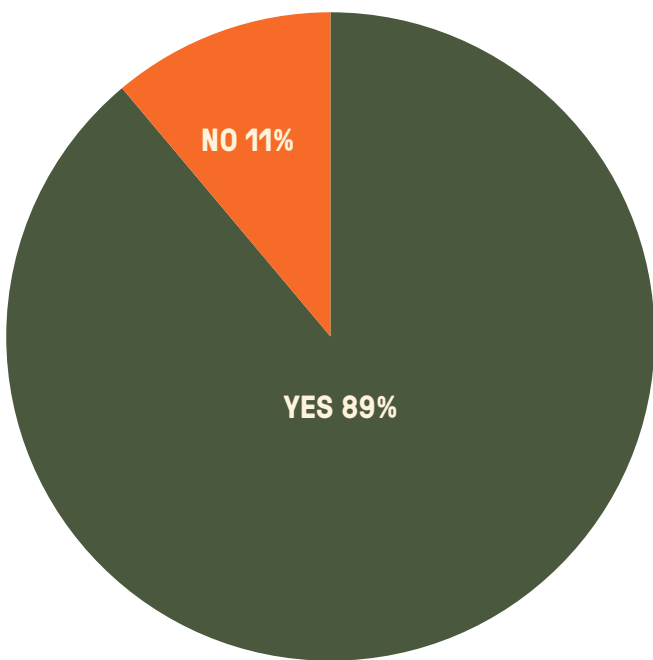
**STATION B: HOW DO YOU GET TO THE WATERFRONT?**

- 11% of the respondents find it somewhat easy to find parking in San Pedro’s waterfront or downtown San Pedro; however, most participants are not driving to the waterfront.
- More than 89% of respondents would consider taking public transit if it were more convenient.
- Most respondents (45%) find it easy to get around once they are in San Pedro’s waterfront, but the Connectivity Plan can help improve visitors’ navigation.

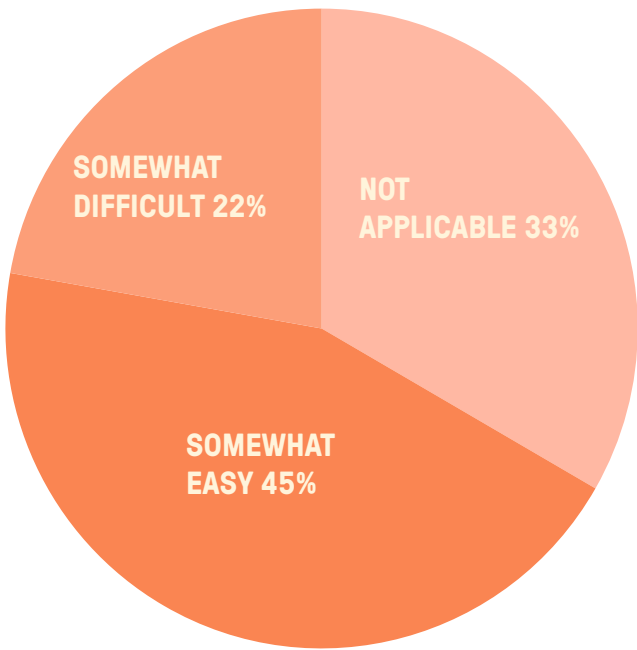
*Q1: If you drive, how easy is it to find available parking when going to San Pedro’s waterfront or downtown San Pedro?*



*Q2: Would you consider taking public transit if it were more convenient?*



*Q3: Once in San Pedro’s waterfront, do you find it easy to find your way around?*





## **STATION B: HOW DO YOU GET TO THE WATERFRONT?**

- Surveys returned did not include any responses to this question. In conversation, one participant mentioned that having more free time outside of work would make it easier for her to go to the waterfront. Another participant discussed the need to alleviate traffic on Gaffey Street during peak traffic times to ease access to the waterfront.

*Q4: What would make it easier to access the area? Please list.*

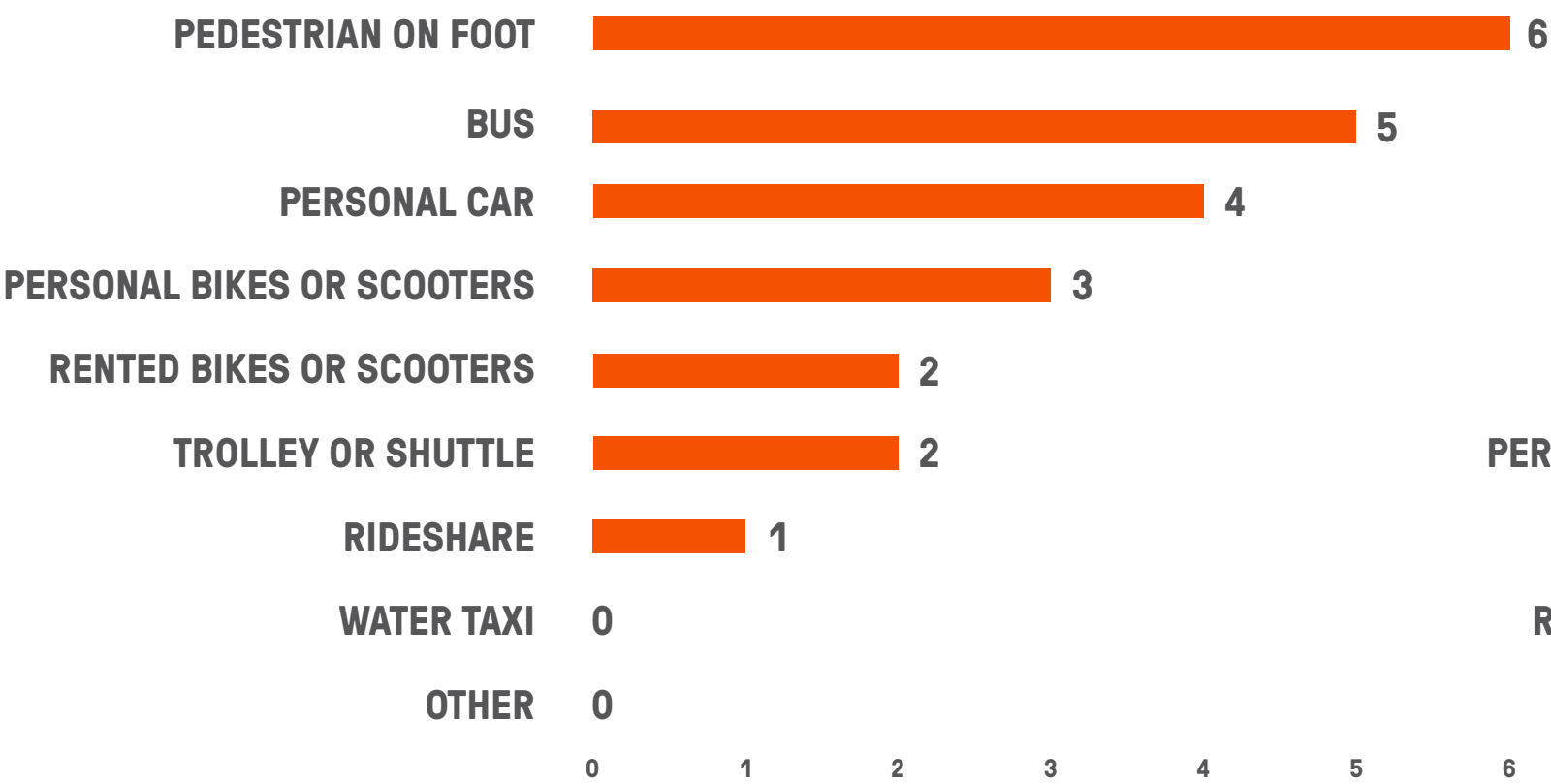
# No Responses



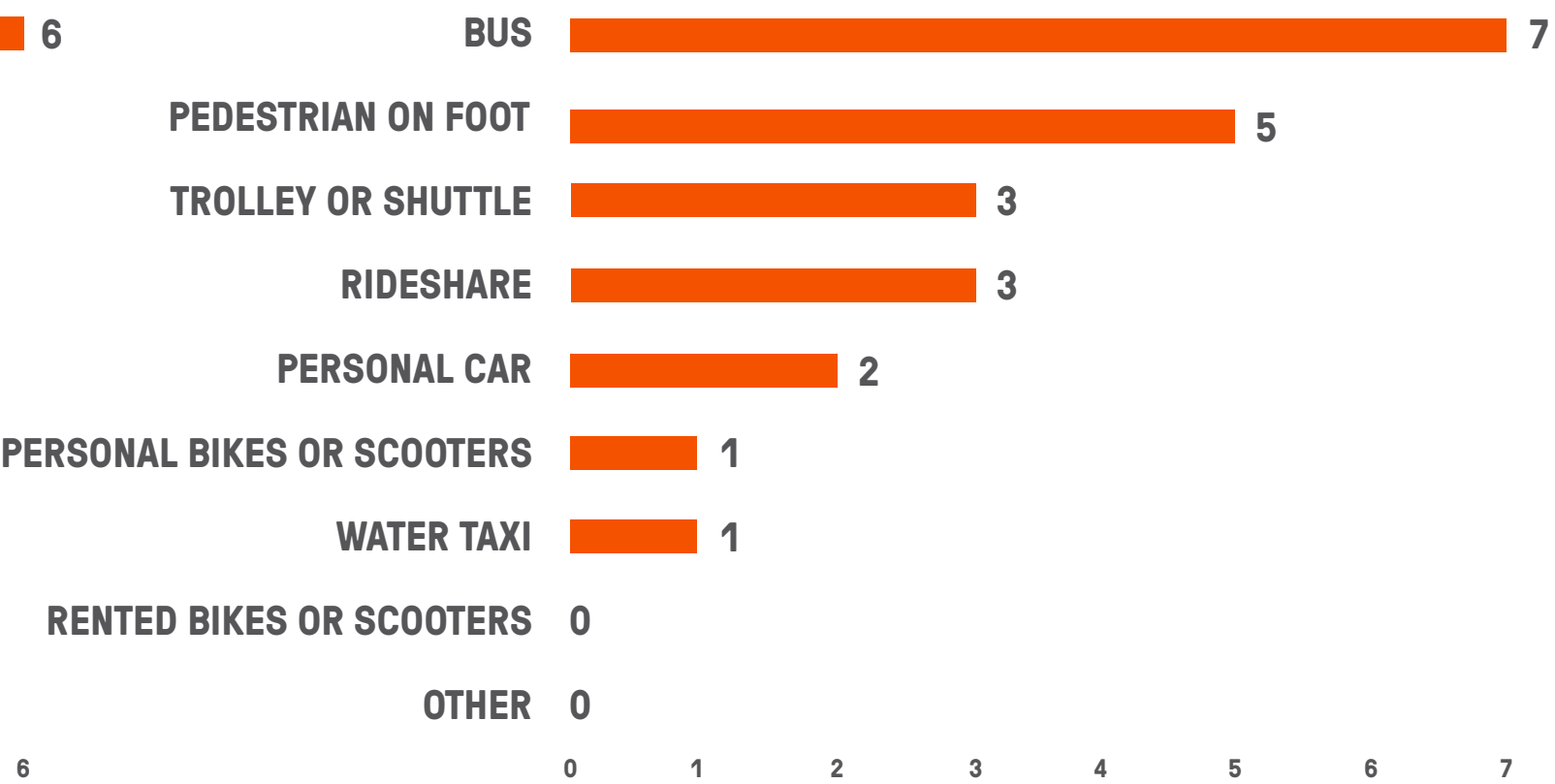
STATION B: HOW DO YOU GET TO THE WATERFRONT?

- Most respondents would prefer to get to the waterfront, and travel within it, by foot or by bus.
- Connectivity that improves access for non-vehicular travel should be a priority for the Plan.

Q5: How would you like to get to San Pedro’s waterfront in the future? Select all that apply.



Q6: Once at San Pedro’s waterfront, how would you like to get to the various destinations? Select all that apply.



Q4: Qualitative



# STATION B: HOW DO YOU GET TO THE WATERFRONT?

- Comments showed participants enjoy the parks along the waterfront.





# STATION B: HOW DO YOU GET TO THE WATERFRONT?

- The majority of participants walk to the waterfront and cross Harbor Boulevard at West 1st Street.







## STATION C

### WHAT DO YOU LIKE ABOUT THE WATERFRONT NOW?

Station C garnered input on what people like about the waterfront currently. Participants provided comments on their favorite aspects of San Pedro's waterfront on paper cutouts of shipping containers, which they then folded up and stacked in a playful arrangement. This activity helped the connectivity plan team understand more about locals' perceptions of the waterfront.



**STATION C: WHAT DO YOU LIKE ABOUT THE WATERFRONT NOW?**

- The top three responses for local landmarks were related to “Catalina,” “Port” and “San Pedro.”

*Q1: What are local landmarks or places that you associate with San Pedro’s waterfront?*





**STATION C: WHAT DO YOU LIKE ABOUT THE WATERFRONT NOW?**

- The top three responses for words that describe the waterfront were “beautiful,” “Port O’Call,” and “joyful walk.”

*Q2: What word or phrase best describes San Pedro’s waterfront?*

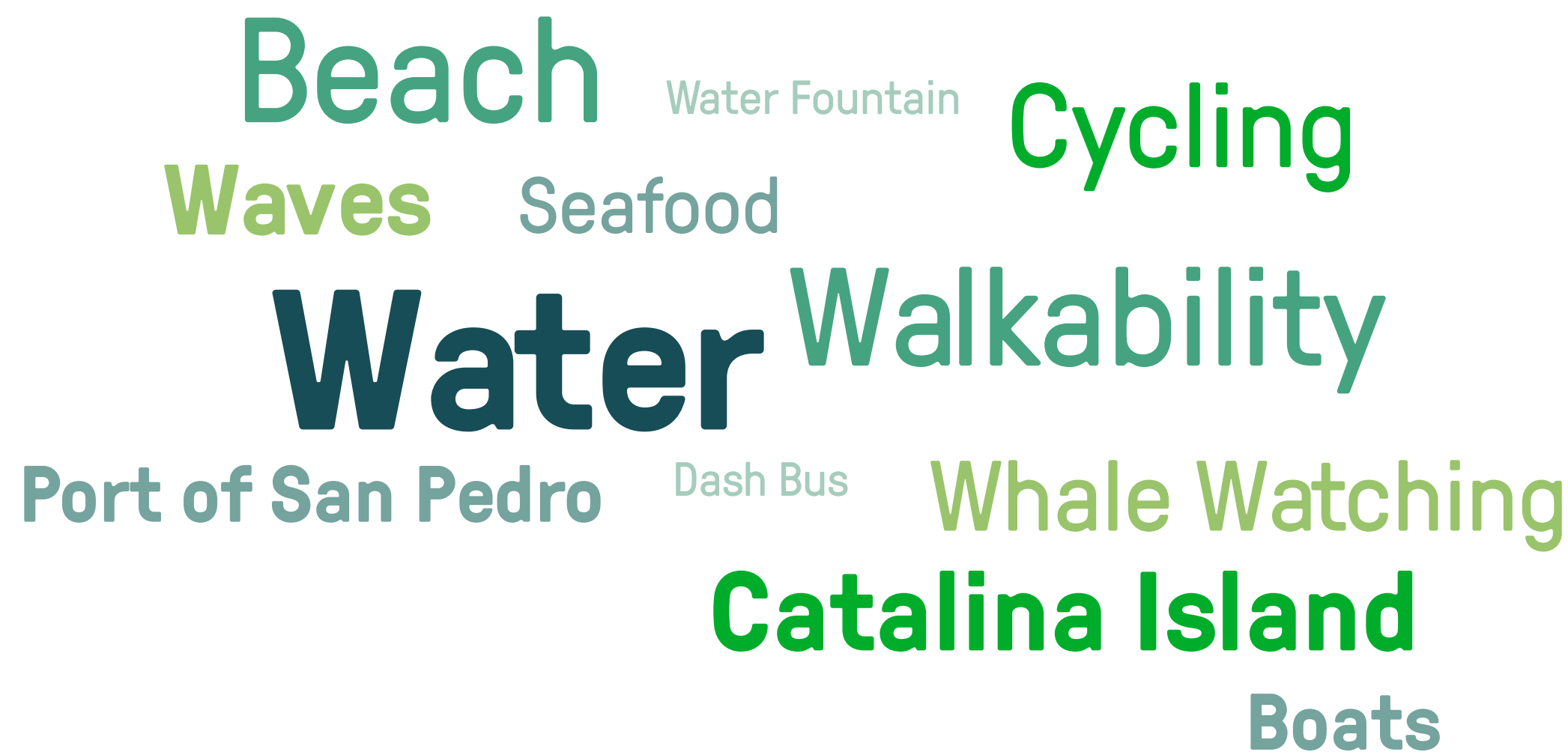




**STATION C: WHAT DO YOU LIKE ABOUT THE WATERFRONT NOW?**

- The top three favorite things about the waterfront were related to “water,” “beach,” and “walkability.”

*Q3: What is your favorite thing about San Pedro’s waterfront?*







## STATION D

### WHAT WOULD YOU LIKE TO DO AT THE WATERFRONT IN THE FUTURE?

Station D asked attendees to identify the kinds of activities they would like to see or do in the future at the waterfront. Large poster boards provided images and examples of existing and proposed activities and sights. Participants selected “tokens” for their top three categories of activities, on which they marked their five favorite activities from a list. The tokens were then dropped them into a net bag beneath the corresponding image board. By identifying the most popular types of activities and places, the connectivity plan can assess what areas may be more crowded, and the types of transportation connections that may be most appropriate. Plus, the activity helped spread awareness about all there is to do at the waterfront!



**STATION D: WHAT WOULD YOU LIKE TO DO AT THE WATERFRONT IN THE FUTURE?**

- The most popular categories of activities were “shopping and dining;” “parks, recreation, and exercise;” “cruises and boat tours;” and “trolley and water taxi”



2

*Arts, Culture, and Events*



9

*Shopping and Dining*



5

*Cruises and Boat Tours*



4

*Science, Nature, and History*



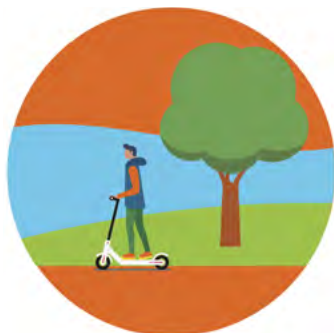
3

*Marinas and Public Docks*



5

*Trolley and Water Taxi*



4

*Parks, Recreation, and Exercise*



5

*Promenade Amenities*



1

*Other Ideas*

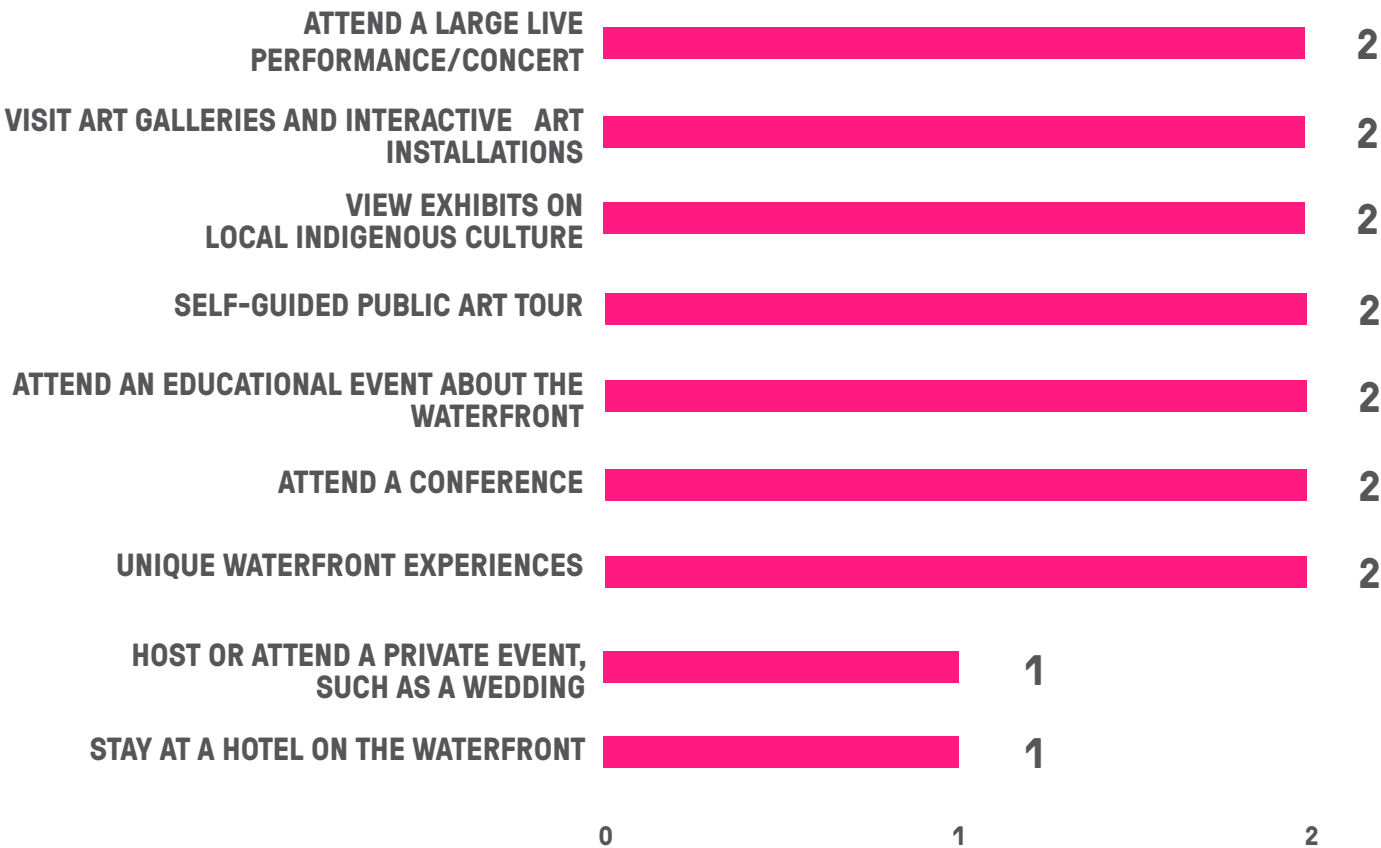


# STATION D: WHAT WOULD YOU LIKE TO DO AT THE WATERFRONT IN THE FUTURE?

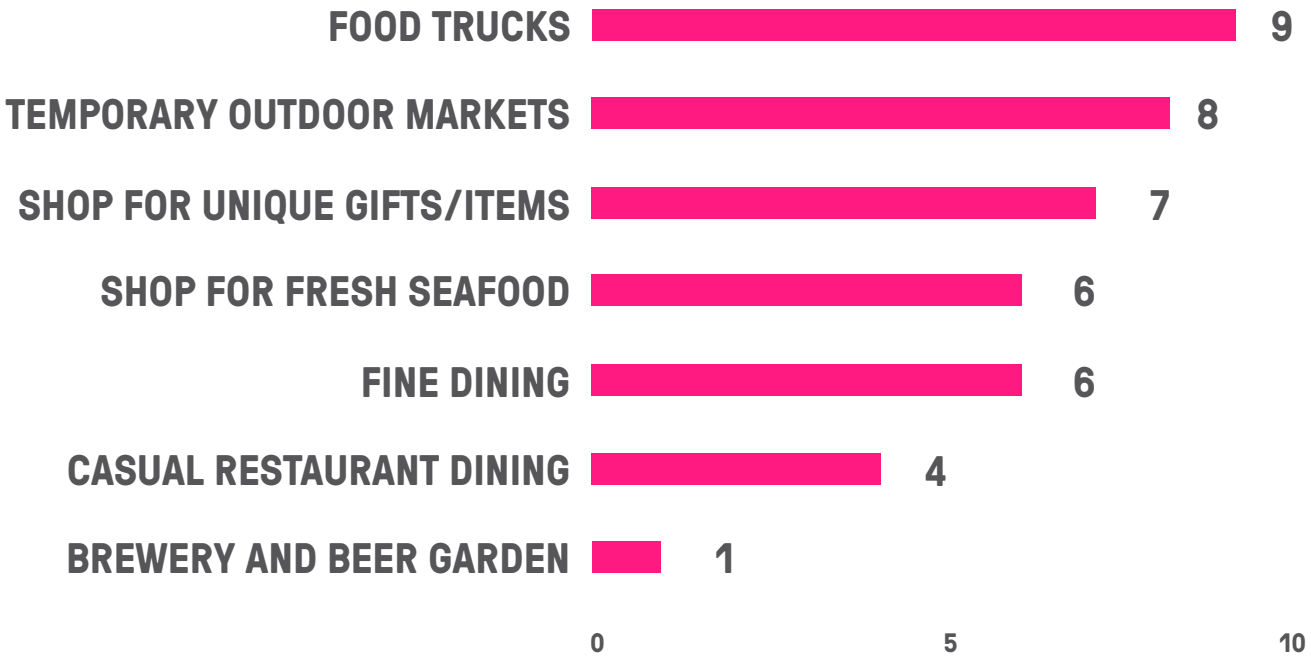
• Shopping and dining activities are some of the most popular, overall



## Arts, Culture, and Events (Select up to 5)



## Shopping and Dining (Select up to 5)



## Other Ideas

“MORE LOCAL STORES”

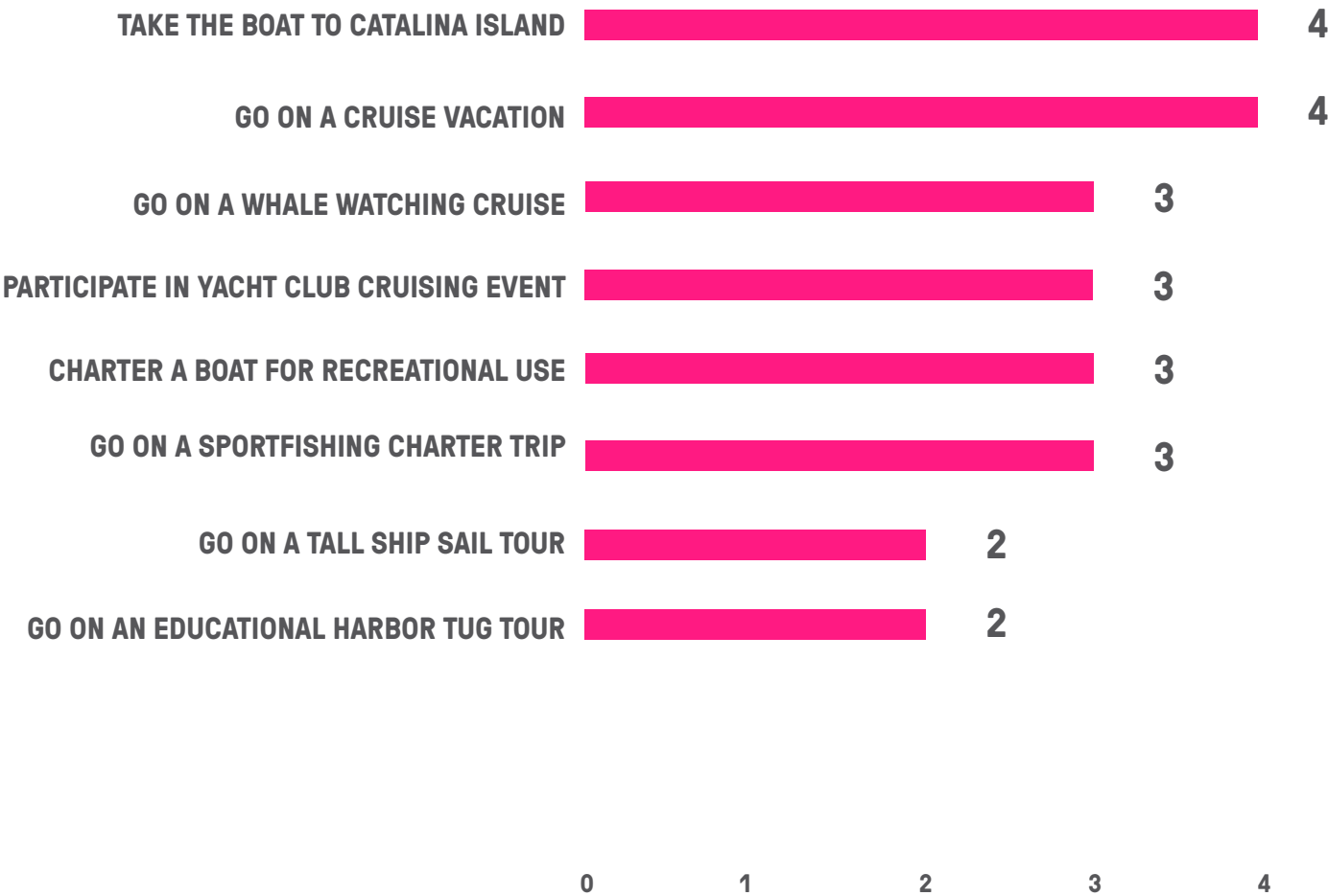


# STATION D: WHAT WOULD YOU LIKE TO DO AT THE WATERFRONT IN THE FUTURE?

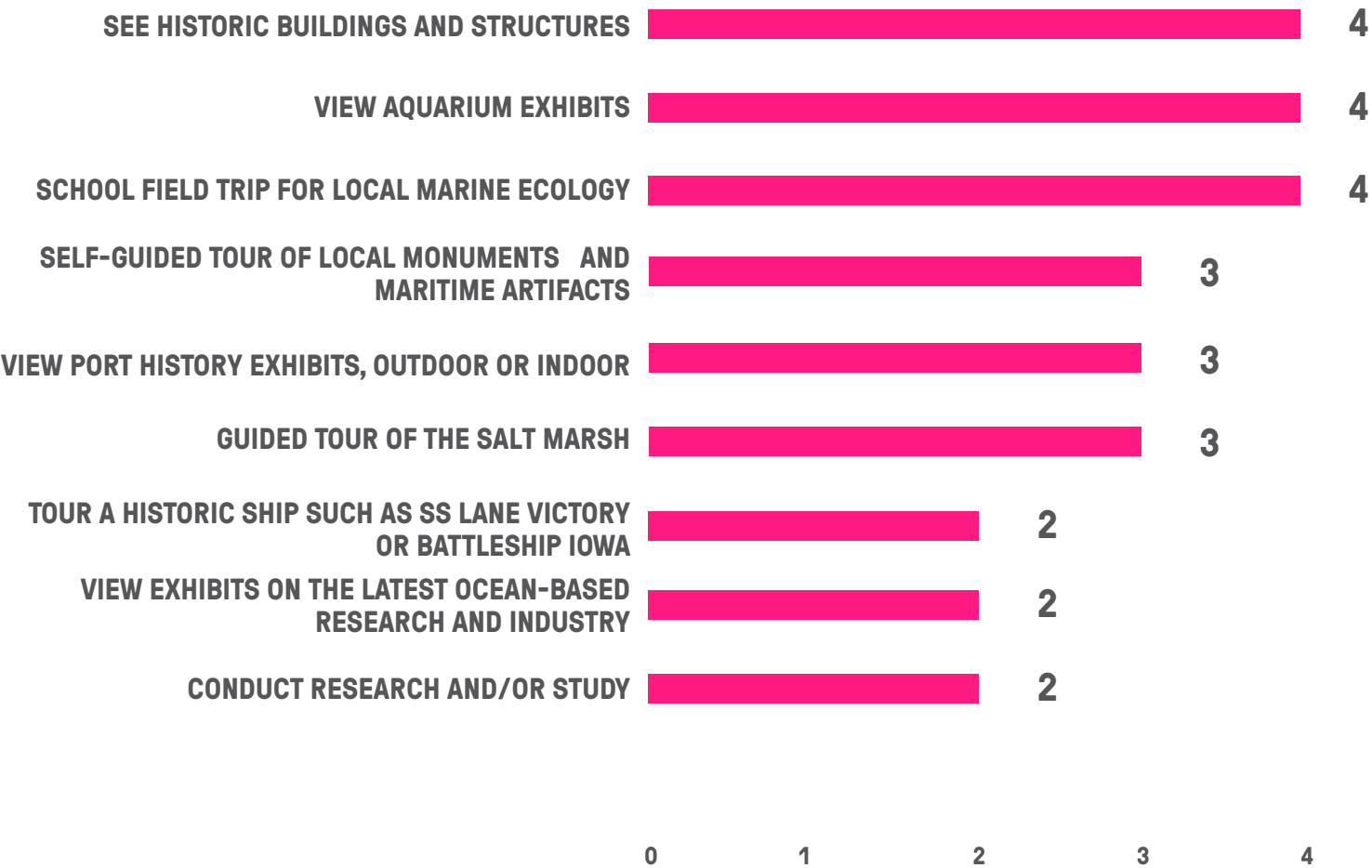
- Cruise and boat tours activities were generally popular.
- Within the “Science, Nature, and History” category, history and ecology activities were equally popular.



Cruises and Boat Tours (Select up to 5)



Science, Nature, and History (Select up to 5)



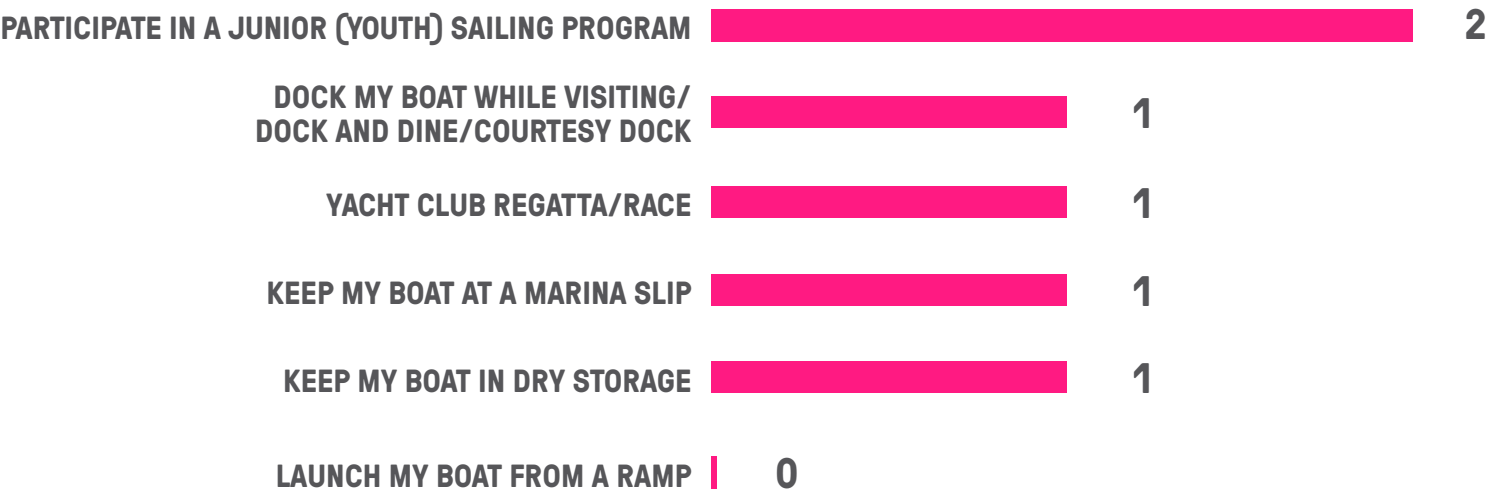


# STATION D: WHAT WOULD YOU LIKE TO DO AT THE WATERFRONT IN THE FUTURE?

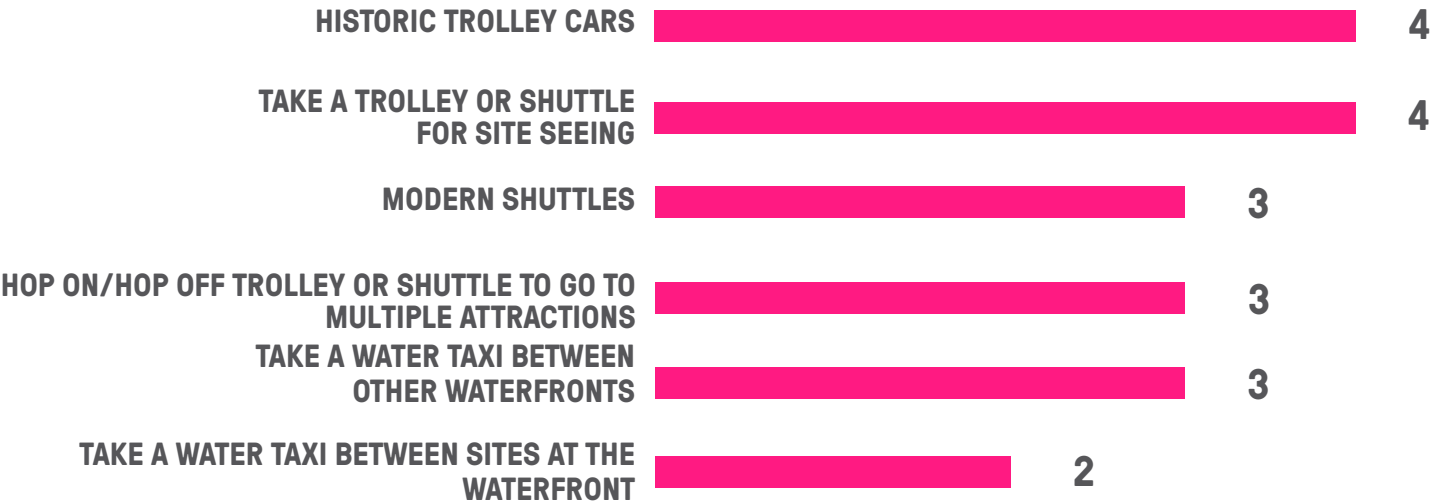
- Marinas and public docks activities were generally less popular
- Trolleys were slightly more popular than water taxis



Marinas and Public Docks (Select up to 5)



Trolley and Water Taxi (Select up to 5)



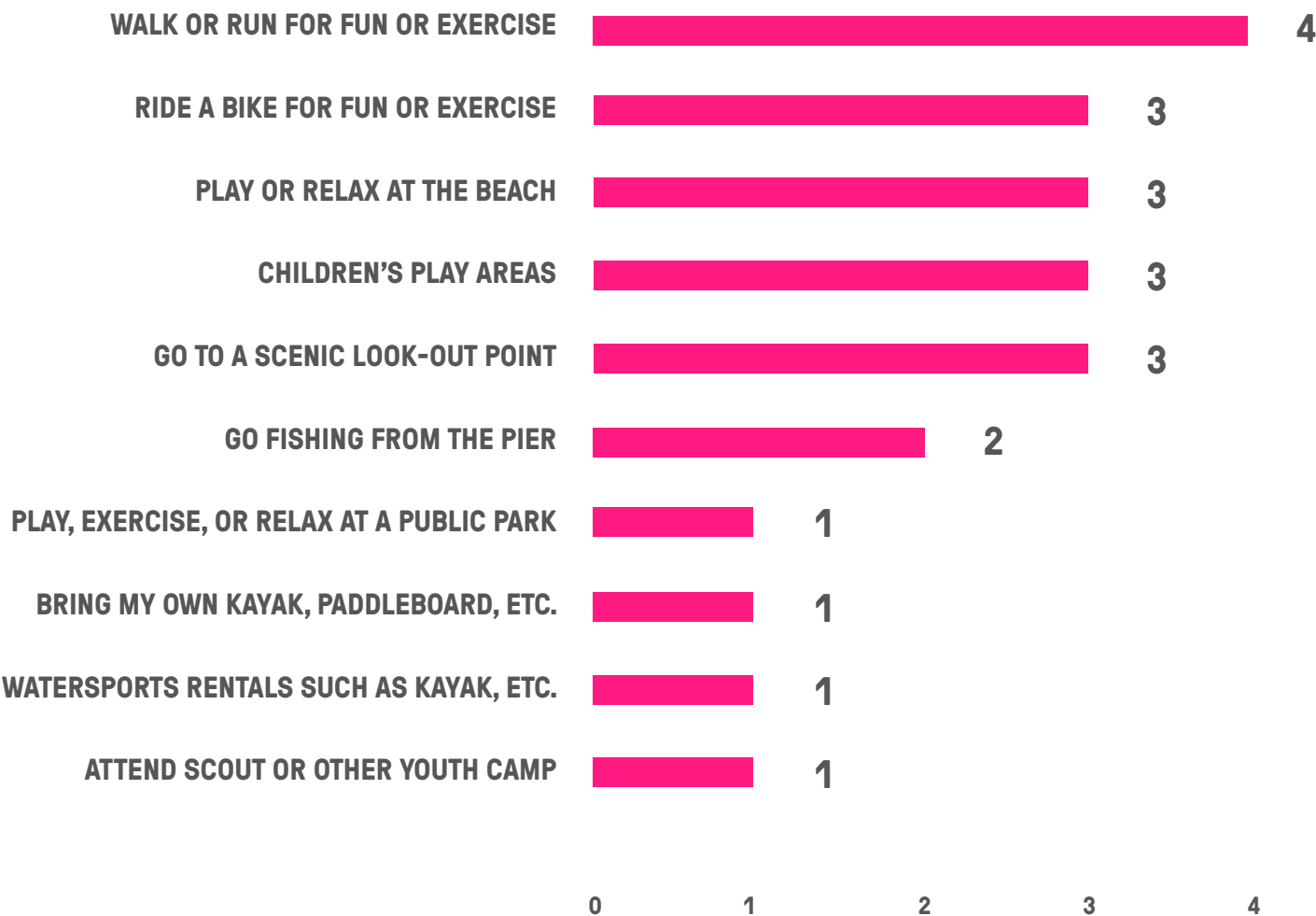


# STATION D: WHAT WOULD YOU LIKE TO DO AT THE WATERFRONT IN THE FUTURE?

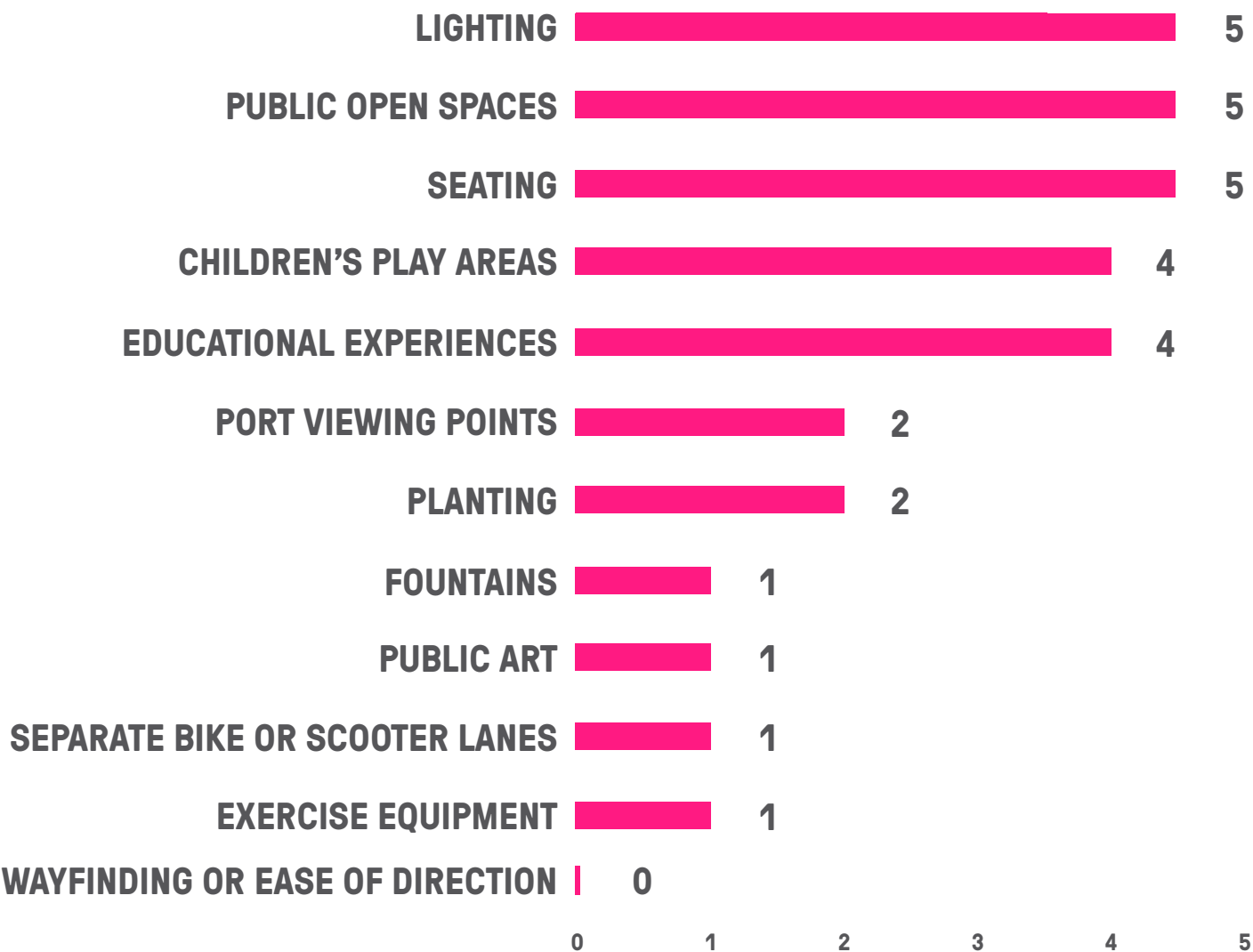
• Land-based recreation and exercise activities are some of the most popular, overall



## Parks, Recreation, and Exercise (Select up to 5)



## Promenade Amenities (Select up to 5)





E. Community  
Engagement  
Phase 2 Results





# FOCUS GROUP #2 SUMMARY

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- **Thursday, June 8, 5:30-7:00 pm**
  - Harbor Department Administration Building
- **Estimated attendance:**
  - 10-15 people
- **Activities:**
  - Exploring Connectivity: Information Stations & Comment Cards
    - Station 1: Park Once, Stay All Day
    - Station 2: Take Public Transit
    - Station 3: Make Transportation Fun
    - Station 4: Create Points of Interest
  - List of Projects: Priorities Feedback
    - Roadway
    - Parking
    - Public Transit
    - Rubber Tire Trolley
    - Bicycle
    - Pedestrian
    - Water Taxi
    - Public Access and Recreation
    - Open Space
    - Public Art
    - Wayfinding

The Focus Group Meeting #2 was a by-invitation-only meeting in the “Share and Evaluate” phase of the Connectivity Plan engagement process. The purpose was to engage with local community leaders, business owners, and others with strong ties to San Pedro from the first Focus Group Charrette in January 2023. Participants were updated on the project’s progress, and were encouraged to express their opinions on the four pillar concepts and recommended projects. The planning team used input provided by the Focus Group to refine the engagement activities for the public Community Open House, held a few weeks later.

The meeting included a presentation about the project and four stations where attendees could discuss ideas, ask questions, and submit written feedback.



# KEY TAKEAWAYS FROM THE COMMUNITY

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1. Continue to develop concepts or key pillars
2. Take San Pedro's rich history into account
3. Trolley service should be expanded
4. Water transportation is popular
5. Good wayfinding is key



The background image shows an indoor exhibition space with a high ceiling and large windows. Several people are standing and looking at large informational posters mounted on the wall. The posters are titled 'PARK ONCE, STAY ALL DAY', 'TAKE PUBLIC TRANSIT', and 'MAKE TRANSPORTATION FUN'. The room has a modern, open feel with white walls and simple lighting fixtures. In the foreground, there are white plastic chairs and tables, suggesting a public event or community meeting.

# EXPLORING CONNECTIVITY: INFORMATION STATIONS

Park Once, Stay All Day  
Take Public Transit  
Make Transportation Fun  
Create Points of Interest

This activity asked attendees to consider the four major connectivity pillars within the plan. Each pillar contained “best practices,” a user journey scenario, and a sample of the proposed improvements. The activity built upon the user journey activity within the “Listen and Explore” phase of engagement. Comment cards allowed participants to indicate whether or not they agree with the ideas, and to provide additional open-ended comments.



# STATION 1: PARK ONCE, STAY ALL DAY

## Key Takeaways:

- Cruise Terminal parking lot needs activation
- Input should be collected from visitors in addition to residents
- Better signage is needed from the highway



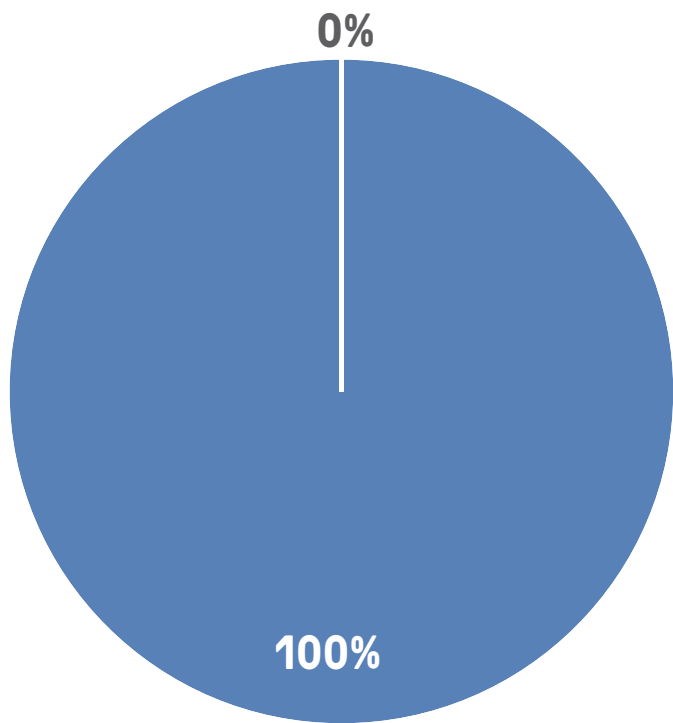
# STATION 2: TAKE PUBLIC TRANSIT

## Key Takeaways:

- Plan a bus lane along the waterfront
- Transit Hubs should provide good shade and be resistant to vandalism
- Trolley service should be expanded to include multiple routes or directions
- More aquatic transportation could help

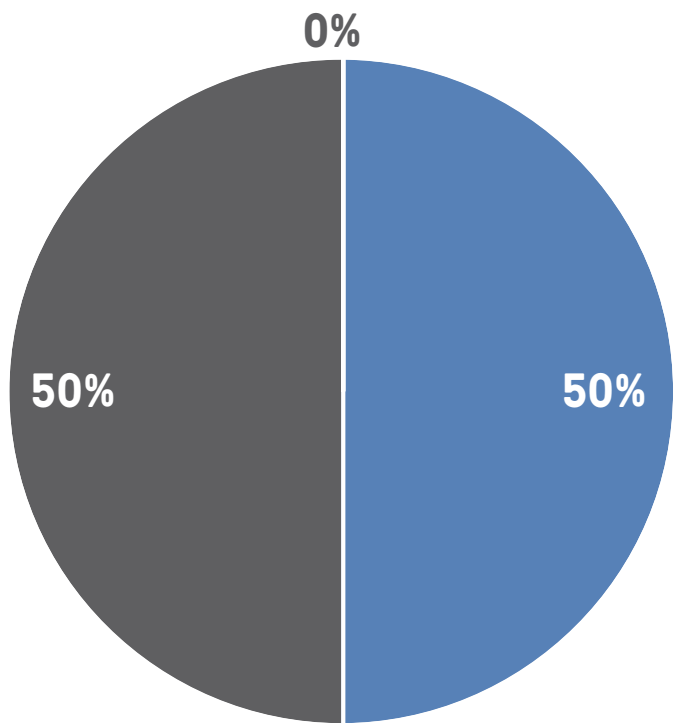


*Q: Do you support the plan’s ideas for ‘Park Once, Stay All Day?’  
(3 responses received)*



- Yes, I like all or some components (3)
- No, I do not like most of the components (0)
- No Answer (0)
- Undecided (0)

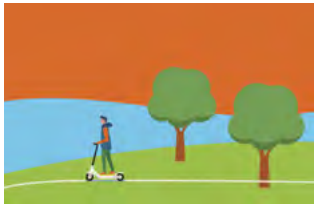
*Q: Do you support the plan’s ideas for ‘Take Public Transit?’  
(4 responses received)*



- Yes, I like all or some components (2)
- No, I do not like most of the components (0)
- No Answer (2)
- Undecided (0)



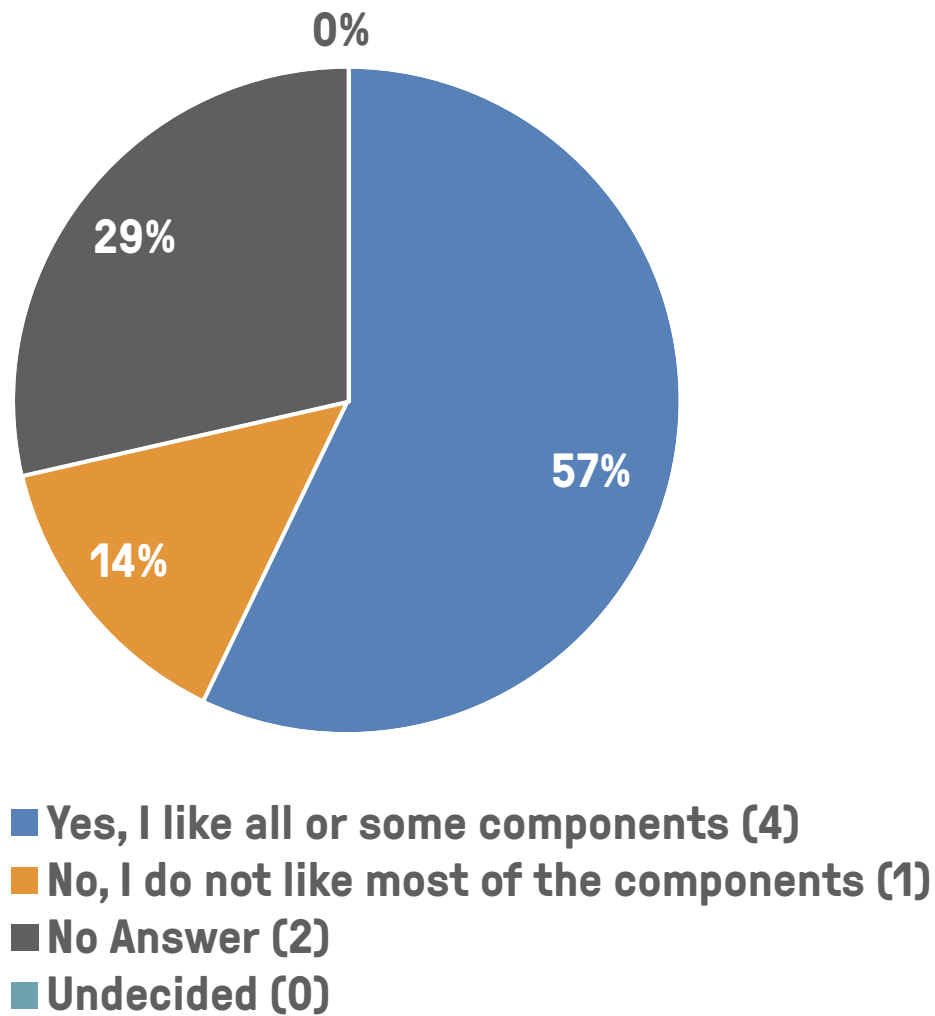
STATION 3: MAKE TRANSPORTATION FUN



Key Takeaways:

- Water taxis were well-liked, and people suggested additional routes to Long Beach and Redondo Beach
- People would like to see the return of the Red Car rail
- Bike routes should include more protected class lanes
- Include more mobility hubs
- Good wayfinding is key

Q: Do you support the plan’s ideas for ‘Make Transportation Fun?’  
(7 responses received)



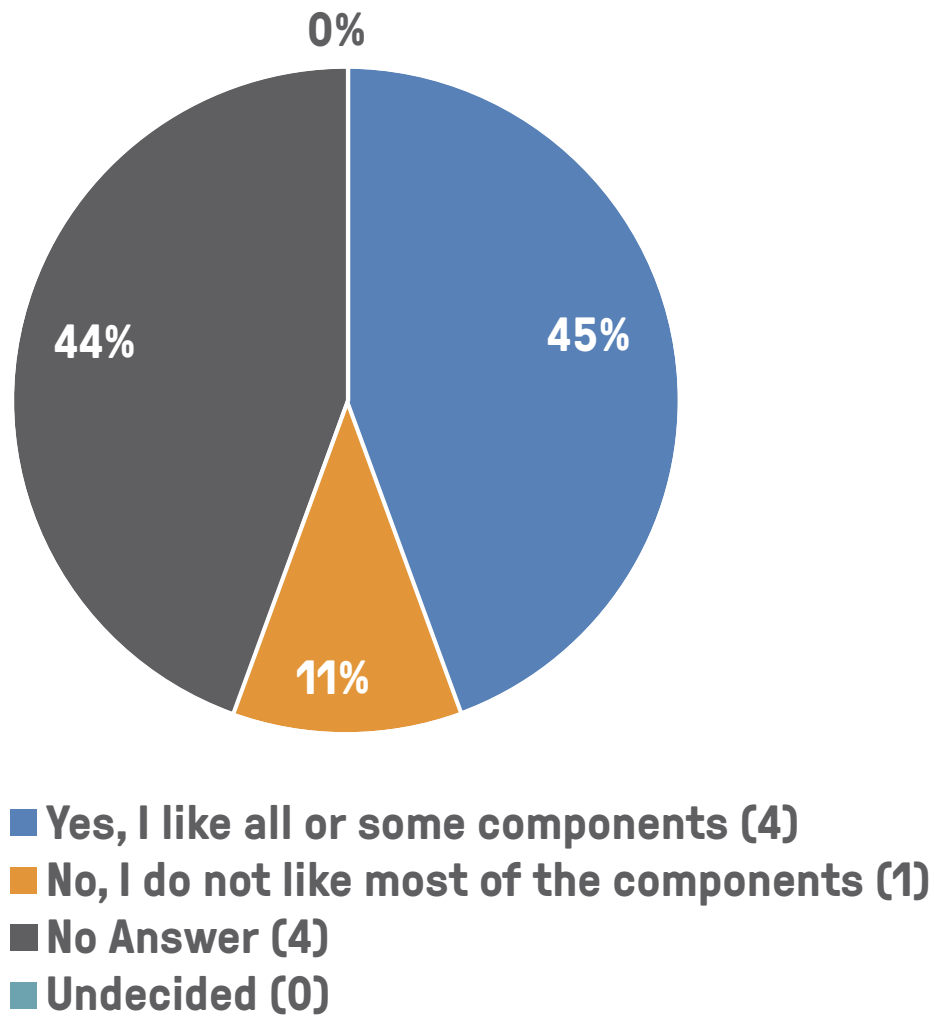
STATION 4: CREATE POINTS OF INTEREST



Key Takeaways:

- More pedestrian connections are needed
- Public art installations should be more prominent and “Instagrammable”
- Emphasize important destinations such as Point Fermin, Angel’s Gate Cultural Center, Cabrillo Marine Aquarium, and Warner Grand Theater
- Gaffey Street needs attention

Q: Do you support the plan’s ideas for ‘Create Points of Interest?’  
(9 responses received)







# LIST OF PROJECTS: PRIORITIES FEEDBACK

Roadway, Parking, Public Transit, Rubber Tire Trolley, Bicycle, Pedestrian, Water Taxi, Public Access and Recreation, Open Space, Public Art, Wayfinding

The objective of the second activity was to collect community input for prioritization of projects. Attendees were given a list of recommended projects broken out by early and later phases. Maps highlighted the location of these selected project improvements; attendees were able to select which projects were a priority for them.



ROADWAY Recommended Projects By Phases

EARLY PHASE (0-5 YEARS)



**Harbor Boulevard Improvements (SP Slip to 22nd Street):** Continues new Harbor Boulevard through 22nd Street while connecting West Harbor, CRAFTED, and AltaSea



**Signal Street Improvements:** Street and pedestrian improvements connecting AltaSea and future development at Warehouse 1



**22nd Street Complete Street Improvements:** Improving comfort and safety for pedestrians with wider side-walks, bicycle lanes, safe and accessible transit stops, shade, art, and wayfinding



**Event Traffic Management Plan:** Establishing major event day in-person traffic management to help manage the traffic flows at parking lots and intersections along Harbor Boulevard



LATER PHASES (5+ YEARS)



**Harbor Boulevard Additional Travel Lanes:** Reviewing re-striped right-of-way to provide an additional travel lane for vehicles in both directions (three lanes in each direction)



**Access to the Beach District:** Improving access to the south end of the waterfront and plans to accommodate boat trailer traffic



**Via Cabrillo - Marina & Shoshonean Road Intersection Traffic Circle:** Introducing a traffic circle at the intersection to provide easier access to Shoshonean Road



**OTHER/NOTES**  
- Dedicated transit lanes

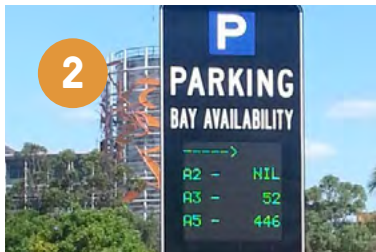


PARKING Recommended Projects By Phases

EARLY PHASE (0-5 YEARS)



**22nd Street Surface Lot Expansion:** Expanding the current surface lot west to provide more parking stalls



**Smart Parking Signage & Parking Demand Management:** Maximizing technology by investing in a parking system that includes dynamic parking tools and apps



**Parking Management Strategies:** Creating a plan that identifies where parking is, how it will be accessed, and tools that will be used to provide information to drivers



**Cruise Ship Terminal Surface Parking (USS Iowa Relocation):** With the future USS Iowa relocation, reconfigure surface parking for interim improvements prior to densification (parking structure)



**Revenue Control Equipment:** Installing devices and software used to manage and collect revenue from parking facilities, such as meters, pay stations, and ticket dispensers



LATER PHASES (5+ YEARS)



**Cruise Ship Terminal Inner Harbor Parking Structure(s):** Densifying the Inner Harbor by converting surface lot parking to parking structures



**Cruise Ship Terminal & Event Parking Tram:** High-passenger-volume electric tram to run on cruise ship and large event days between parking and waterfront destinations



**Bluff Parking Structure:** New, multi-level parking in multiple structures below the bluff



**OTHER/NOTES**  
- Move #6 to Early Phase



# PUBLIC TRANSIT Recommended Projects By Phases

## EARLY PHASE (0-5 YEARS)



**7th & Pacific Transit Hub (with LADOT, Metro, San Pedro BID):** Amenities to support bus and trolley stop user experience and provide improved wayfinding between downtown San Pedro and the Waterfront



**Upgraded Transit Stops (wayfinding, shade, etc.):** Transit stops with wayfinding, shade, and benches in partnership with transit agencies (Metro, DASH)



## LATER PHASES (5+ YEARS)



**Regional Mobility Hub:** Large centers for regional connections — usually with a mix of uses, serving both bus and transit stations, in partnership with transit agencies



**OTHER/NOTES**  
- Coordinate with connecting San Pedro Plan

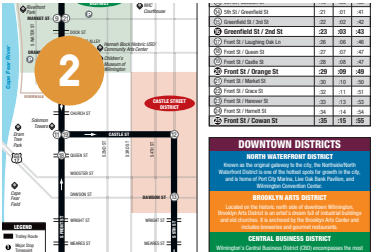


RUBBER TIRE TROLLEY Recommended Projects By Phases

EARLY PHASE (0-5 YEARS)



**Trolley Branding:** Establish a stronger identity and branding for the trolley so that it is easily recognizable



**Trolley Stop & Service Updates:** Optimize routes and schedules to provide more frequent and consistent service, with signage and amenities at stops



**Trolley Special Operations Plan for Event Management:** Develop a plan to continue reliable trolley service in the context of increased vehicular traffic and passenger demand



LATER PHASES (5+ YEARS)



**Wilmington Extension:** Enhance linkages between the San Pedro and Wilmington developments along the waterfront area



**Trolley Linkage/Intermodal Center:** Link the rubber trolley line with regional transportation systems, such as Metro rail lines, local and regional bus lines, shuttles, and the I-110 transit corridor



**Waterfront Rubber Tire Trolley & Tram Maintenance Facility:** Establish a maintenance and service yard



**OTHER/NOTES**  
- Separate lane



# BICYCLE Recommended Projects By Phases

## EARLY PHASE (0-5 YEARS)



**Harbor Boulevard Bike Path Lane Relocation to Promenade (Rail to Trail):** Relocate dedicated bicycle lanes to the rail right-of-way on the east side of the Boulevard



**LA Harbor Bike Path (Harbor Blvd Path & 22nd Street Class IV Bikeway):** Separate bikeway for the exclusive use of bicycles; includes separation between the bikeway and through vehicular traffic



**Crescent Avenue & Miner Street Bikeway:** Bicycle path connecting Crescent Ave. and Miner Street



**1st Street Bicycle & Pedestrian Connections:** Improve the intersection for bicyclists and pedestrians



**3rd Street Bicycle & Pedestrian Connections:** Improve the intersection for bicyclists and pedestrians



**Rail to Trail Harbor Boulevard to Miner Street Connector:** Re-imagine the old rail rights-of-way to create safe trails and more direct connections between the waterfront and locations west of Miner Street



**22nd Street Park to Crafted/Broujerij West Connections:** Improve bicycle and pedestrian connections between the parking lot, and between Crafted and Broujerij West



## LATER PHASES (5+ YEARS)



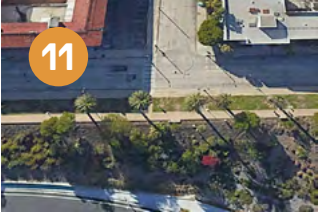
**Dave Arian Way Bike Path (Class I):** Add two-way bike path to the existing planted median in the center of the road



**Swinford Street Bicycle & Pedestrian Connections:** Improve the intersection for bicyclists and pedestrians



**O'Farrell Street Bicycle & Pedestrian Connections:** Improve the intersection for bicyclists and pedestrians



**9th Street Bicycle & Pedestrian Connections:** Improve the intersection for bicyclists and pedestrians



**Bluff Structure Bike-Pedestrian Bridge Connector at 13th Street (West Harbor to Neighborhood Connector):** Use future bluff parking to create a bike and pedestrian ramp




**White Point Regional Connector Trail:** Improve connectivity among San Pedro's waterfront, coastal neighborhoods, and the Palos Verdes peninsula through White Point Park






# PEDESTRIAN Recommended Projects By Phases

## EARLY PHASE (0-5 YEARS)




**Promenade at West Harbor Phase 2:** Continue the promenade with seating, landscaping, hardscaping, signage, architectural finishes, handrails, and lighting

● ● ● ● ● 5




**1st & Harbor Pedestrian Crossing Pilot Project:** Use quick-build materials and pop-up designs to provide safety enhancements in the near-term

● ● ● ● ● 4




**5th Street On-going Pedestrian Connections:** Utilize methods from 1st and Harbor to improve the intersection for pedestrians

● ● ● ● ● 4




**6th Street Ongoing Pedestrian Connections:** Utilize methods from 1st and Harbor to improve the intersection for pedestrians

● ● ● ● ● 5




**7th Street Pedestrian Connections:** Utilize methods from 1st and Harbor to improve the intersection for pedestrians

● ● ● ● ● 4




**22nd Street Gateway Pedestrian Amenities:** Provide amenities at the intersection of 22nd Street and Crescent Avenue to reinforce waterfront identity and improve pedestrian access

● ● 2




**Promenade at SP Slip:** Create a promenade that co-exists with the fishing slips

● ● 2




**Downslope Trail near Bloch Field:** Create an accessible path that leads from Miner St. to Harbor Blvd. and the proposed Rail to Trail route

● ● ● 3




**Harbor Boulevard Streetscape: Lighting & Signal Upgrades:** Improve Harbor Blvd. with light poles, string lighting where possible, and updated utilities

● ● ● 3




**Cabrillo Beach Pedestrian Improvements:** Improve pedestrian areas and paths along the beach

● 1




**Proposed Coastal Trail Improvements:** Continue to improve Coastal Trails within or near the waterfront per previous Coastal Trail studies

● ● ● 3




**Crescent Avenue ADA-compliant Sidewalk** Provide a safe and ADA-compliant sidewalk along Crescent Ave

● ● 2



**Crescent Avenue Connection to 22nd Street Park:** Add additional access points to 22nd Street Park from Crescent Avenue given the bluff barrier


● ● 2



**Gulch Road Sidewalk and Improved Crossing:** Provide a sidewalk along Gulch Road and enhance crossing for pedestrians


● ● ● ● ● 5

## LATER PHASES (5+ YEARS)




**Main Channel Promenade at AltaSea:** Introduce a promenade and pedestrian amenities along the water's edge on the Main Channel

● ● ● 3




**Bluff Linkages for 10th, 11th, 12th, and 13th Streets:** Introduce pedestrian access from the bluffs to Miner St. and Harbor Blvd.

● ● ● 3



**W. O'Farrell Street Pedestrian Crossing/Gateway:** Improve the intersection for pedestrians

● ● 2




**Swinford Street Pedestrian Ramp:** Improve the existing ramp on the west side of Swinford St. with new hardscape and landscape

● ● 2



# WATER TAXI Recommended Projects By Phases

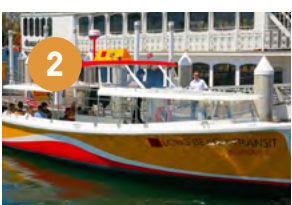
## EARLY PHASE (0-5 YEARS)



**1**

**Water Taxi Operations**  
**Plan:** Establish locations and operations to create a functioning taxi system


● ● ● ● ● 5



**2**

**Water Taxi Stops Phase 1 (utilize existing infrastructure):** Establish water taxi stops in high density areas with existing infrastructure to support the system


● ● ● ● ● ● 6



**2a**

**West Harbor (Primary and Event):** Primary water taxi stop


● ● ● ● ● 5



**2b**

**Downtown Harbor (Primary):** Primary water taxi stop

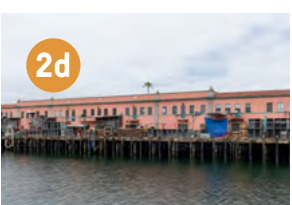
● ● ● ● ● 5



**2c**

**Banning's Landing, Wilmington (Primary):** Primary water taxi stop


● ● ● 3



**2d**

**Fish Market/S. P. Slip (Primary):** Primary water taxi stop


● ● ● 3



**2e**

**22nd Street Landing/Cabrillo Way Marina (Primary):** Primary water taxi stop


● ● ● ● ● 5



**2f**

**Cabrillo Beach (Primary):** Primary water taxi stop


● ● 2



**2g**

**Cabrillo Marina (Event):** Temporary water taxi stop during events

● 1

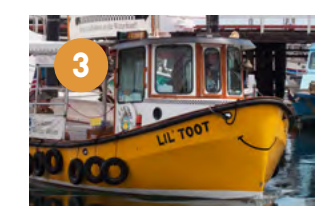


**2h**

**World Cruise Center (Event):** Temporary water taxi stop during events

● ● 2


## LATER PHASES (5+ YEARS)



**3**

**Water Taxi Stops Phase 2 (infrastructural upgrades):** Create new infrastructure to improve taxi stops


● 1



**4**

**Water Taxi Stops Phase 3 (additional locations):** Potential future locations depending on demand

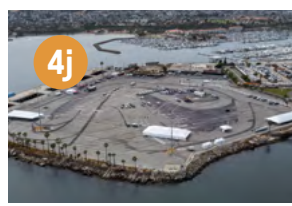
● 1



**4i**

**Warehouse 1:** Water taxi stop

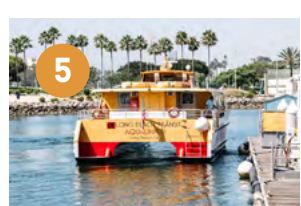
● 1



**4j**

**Outer Harbor:** Water taxi stop

● ● 2



**5**

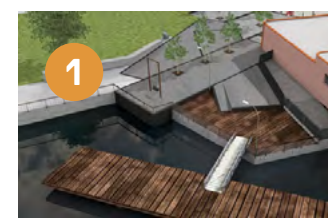
**Water Taxi Connection to Long Beach:** Water taxi stop

● ● ● ● ● ● 6



# PUBLIC ACCESS AND RECREATION Recommended Projects By Phases

## EARLY PHASE (0-5 YEARS)



**Ferry Building Public Landing:**  
Water activity and use that activates underutilized area adjacent to the Town Square



**Berth 44 Boatyard:** Redevelop boat storage space



**Los Angeles Maritime Museum Relocation:** Move the museum off of the water's edge, but within the waterfront; use current building for new redevelopment



## LATER PHASES (5+ YEARS)



**Hand-Launch Dock at Cabrillo Boat Launch:** Add a non-motorized launch, possibly near the boat launch, as an extension of that dock



**Guest/Transient Docks:** Overnight or multi-day short-term docks throughout the harbor



**Day Use Guest Docks at Cabrillo Harbor:** Transient slips that are incorporated into any new landside development at Cabrillo Harbor



**West Harbor Guest Day Expansion (Future):** Transient slips that are incorporated into any new landside development at West Harbor



**West Harbor Overnight Slips (Future):** Overnight or multi-day, short-term docks at West Harbor



**AltaSea Overnight Slips (Future):** Overnight or multi-day, short-term docks at AltaSea




**OTHER/NOTES**  
- RV campground near AltaSea

Note: In the interest of focusing time and attention toward other connectivity elements, this category was not included for the subsequent Community Open House.



# OPEN SPACE Recommended Projects By Phases


## EARLY PHASE (0-5 YEARS)



**1**

**Harbor Boulevard Parkway Improvements (HACLA, 1st & 3rd):** Add 15,600 square feet of open space and amenities to the existing Harbor Boulevard Parkway


● ● ● 3



**2**

**Harbor Boulevard Medians Turf Replacement & Beautification:** Replace all turf with climate-adapted plants

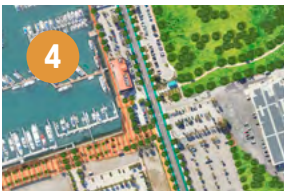
● ● ● 3



**3**

**Interstate 110 Harbor Approach Beautification:** Beautification of the primary freeway approaches to the San Pedro Harbor Area along Interstate 110 Freeway


● ● ● ● ● ● ● 7



**4**

**22nd Street Open Space at the East Channel / AltaSea:** Create a public space near the entrance at AltaSea

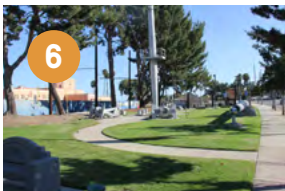
● ● ● 3



**5**

**SP Slip Enhancements:** Create public open spaces that co-exist with the fishing boat access and support uses


● ● ● ● ● 5



**6**

**John S. Gibson Jr. Park:** Maintain the memorial with site upgrades


● ● 2



**7**

**Angels Walk LA Program On-going Developments:** Continues the program that highlights local landmarks and provides a clearly defined pedestrian corridor 4.3-mile walk


● ● ● 3



**8**

**Micromobility Hub at 22nd & Miner:** Redevelop an old Red Car stop into open space with micromobility amenities, public restrooms, and cafe/food kiosk

● ● 2




**9**

**Micromobility Hub at Downtown Harbor/World Cruise Center:** Add open space with micromobility stalls and charging stations to the existing center

● ● ● 3


## LATER PHASES (5+ YEARS)



**10**

**Bloch Field (South):** Potential development opportunity for Bloch Field and adjacent open space


0



**11**

**Outer Harbor Park:** Outdoor event venue and cruise ship dock with a concrete wharf, paved on-site parking, and amenities


0



**12**

**San Pedro Salt Marsh Improvements:** Enhance the marsh and providing increased public access


0



**13**

**Cabrillo Beach Improvements:** Improve public amenities associated with pedestrian access and parking improvements, and a potential hand-launch dock


● ● 2



**14**

**Timms' Point Enhancements:** Improve pedestrian access and open space amenities at Timms' Point


● 1



**15**

**Micromobility Hub at Cabrillo Beach:** Add micro-mobility amenities (bike/scooter rentals, charging stations, bike stations, drinking water, shade, seating)


● 1



**16**

**World Cruise Center Enhancements:** Renovate/expand POLA World Cruise Center with interior and exterior upgrades for more open space and efficient passenger processing

● ● 2



**17**

**Warehouse 1 Site Enhancements:** Public open space accompanying the re-development of Warehouse 1

● ● 2



# PUBLIC ART Recommended Projects By Phases

## EARLY PHASE (0-5 YEARS)



**22nd Street Park Sculpture Park (Phase 1):** Install site-specific artwork and waterfront artifacts to activate the park and enhance views



**Waterfront Gateway Art Installations:** Enhance gateway entries to San Pedro's waterfront with public art installations (proposed locations include 22nd Street, Harbor Blvd at the freeway offramp, and 6th Street)



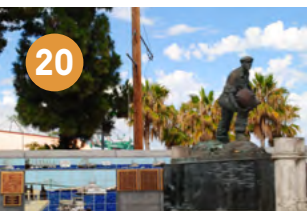
**22nd Street:** Gateway art location



**Harbor Blvd at the Freeway:** Gateway art location



**6th Street:** Gateway art location



**LA Waterfront Public Art Master Plan:** Working with the Port, neighborhood art agencies and the community to develop a large-scale art master plan that builds off of the connectivity plan



## LATER PHASES (5+ YEARS)



**22nd Street Park Sculpture Park (Phase 2):** Integrate more art throughout the entire park



**Implementation of Public Art Master Plan:** Move forward with the recommendations from the Public art master plan



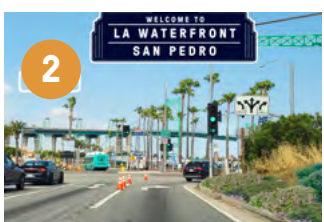


# WAYFINDING Recommended Projects By Phases

## EARLY PHASE (0-5 YEARS)



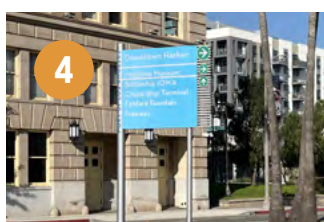
**LA Waterfront Signage Master Plan:** Develop a comprehensive wayfinding signage master plan



**LA Waterfront Gateway Signage:** Identify entry to the LA Waterfront at primary access points in San Pedro. Proposed locations are 22nd Street, Harbor Boulevard at the freeway off ramp, and 6th Street



**Digital Tools (Website and App):** Support wayfinding with user-friendly information on the LA Waterfront website and through mobile apps



**Vehicle Directional Signage:** Install signage to improve wayfinding for drivers, as identified by the LA Waterfront Signage Master Plan and in coordination with parking signage



**Pedestrian & Bicycle Directional Signage:** Install signage to improve wayfinding for pedestrians and bicyclists, as identified by the LA Waterfront Signage Master Plan and in coordination with signage at transit stops.



## LATER PHASES (5+ YEARS)



**Ongoing implementation of Signage Master Plan:** Implement additional projects as identified in the LA Waterfront Signage Master Plan







## EVENT PHOTOS



# FOCUS GROUP #2



*Information Stations: Create Points of Interest*



*Introductory presentation*



*Information Stations: Park Once Stay All Day*



*Information Stations: Recommended projects list*



# COMMUNITY OPEN HOUSE SUMMARY

---

- **Thursday, June 29, 6-8 pm**
  - Peck Park Community Center
- **Estimated attendance:**
  - 40-50 people
- **Activities:**
  - Exploring Connectivity: Information Stations & Comment Cards
    - Station 1: Park Once, Stay All Day
    - Station 2: Take Public Transit
    - Station 3: Make Transportation Fun
    - Station 4: Create Points of Interest
  - List of Projects: Priorities Feedback
    - Roadway
    - Parking
    - Public Transit
    - Rubber Tire Trolley
    - Bicycle
    - Pedestrian
    - Water Taxi
    - Open Space
    - Public Art
    - Wayfinding

The Community Open House was a public meeting in the “Share and Evaluate” phase of the Connectivity Plan engagement process. The Open House provided an opportunity to check in with the public and share progress to date. Attendees provided input that reinforced, or informed adjustment of connectivity recommendations as the draft plan was finalized.

The meeting included a presentation about the project, and four stations where attendees could discuss ideas, ask questions, and submit written feedback.



# KEY TAKEAWAYS FROM THE COMMUNITY

---

- 1. Naming and planning should reference San Pedro's history**
- 2. Focus on regional connection, not just connecting within and directly adjacent to the Port**
- 3. Connect to the broader San Pedro area, including Terminal Island and Point Fermin**
- 4. Trolley service should be expanded**
- 5. Public open space should serve the community with picnic areas and active recreation areas**



A background image showing a community meeting. In the foreground, a woman is looking at a document. Behind her, a man in a blue cap and another man in a blue shirt are looking at a document. In the background, a man in a blue shirt is writing on a document. The image is overlaid with a semi-transparent blue filter.

# EXPLORING CONNECTIVITY: INFORMATION STATIONS

Park Once, Stay All Day  
Take Public Transit  
Make Transportation Fun  
Create Points of Interest

This activity asked attendees to consider the four major connectivity pillars within the plan. Each pillar contained “best practices,” a user journey scenario, and a sample of the proposed improvements. The activity built upon the user journey activity introduced in the “Listen and Explore” phase of engagement. Comment cards allowed participants to indicate whether or not they agreed with the ideas, and to provide additional open-ended comments.



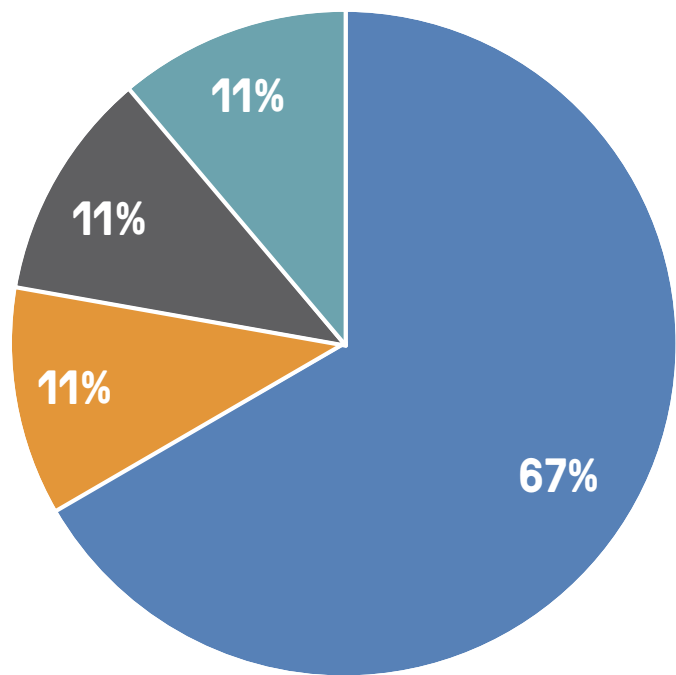
# STATION 1: PARK ONCE, STAY ALL DAY

## Key Takeaways:

- Ensure that parking lots feel safe for everyone
- Provide plentiful parking, especially downtown
- Connect the parking to attractions
- Reduce competition with container truck traffic



*Q: Do you support the plan’s ideas for ‘Park Once, Stay All Day?’  
(9 responses)*



- Yes, I like all or some components (6)
- No, I do not like most of the components (1)
- No Answer (1)
- Undecided (1)

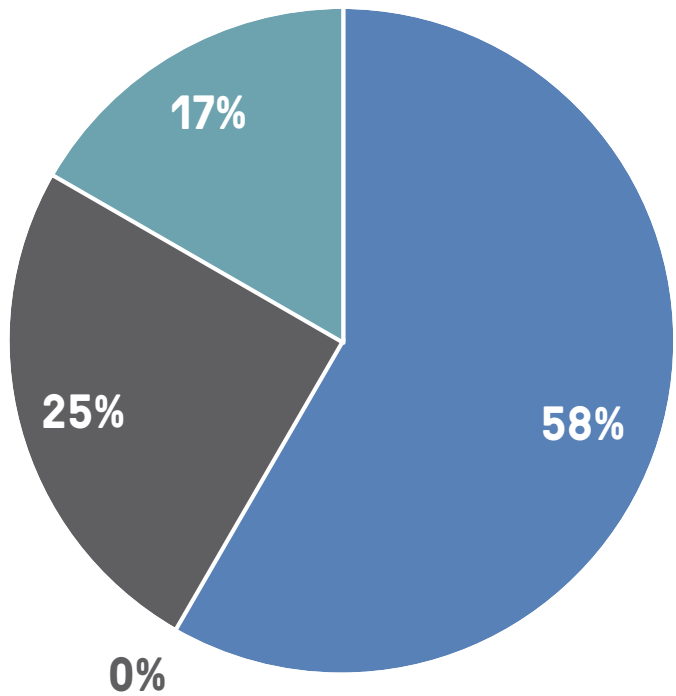
# STATION 2: TAKE PUBLIC TRANSIT

## Key Takeaways:

- Maximize the rubber tire trolley by increasing the number of cars, running the full loops all year round, and expanding the schedule
  - Ensure that trolleys are ADA accessible
  - Include the Point Fermin lighthouse in the trolley route
- Work with public transit agencies from LA, Long Beach, and LAX to ensure good connectivity



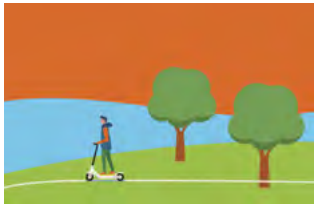
*Q: Do you support the plan’s ideas for ‘Take Public Transit?’  
(12 responses)*



- Yes, I like all or some components (7)
- No, I do not like most of the components (0)
- No Answer (3)
- Undecided (2)



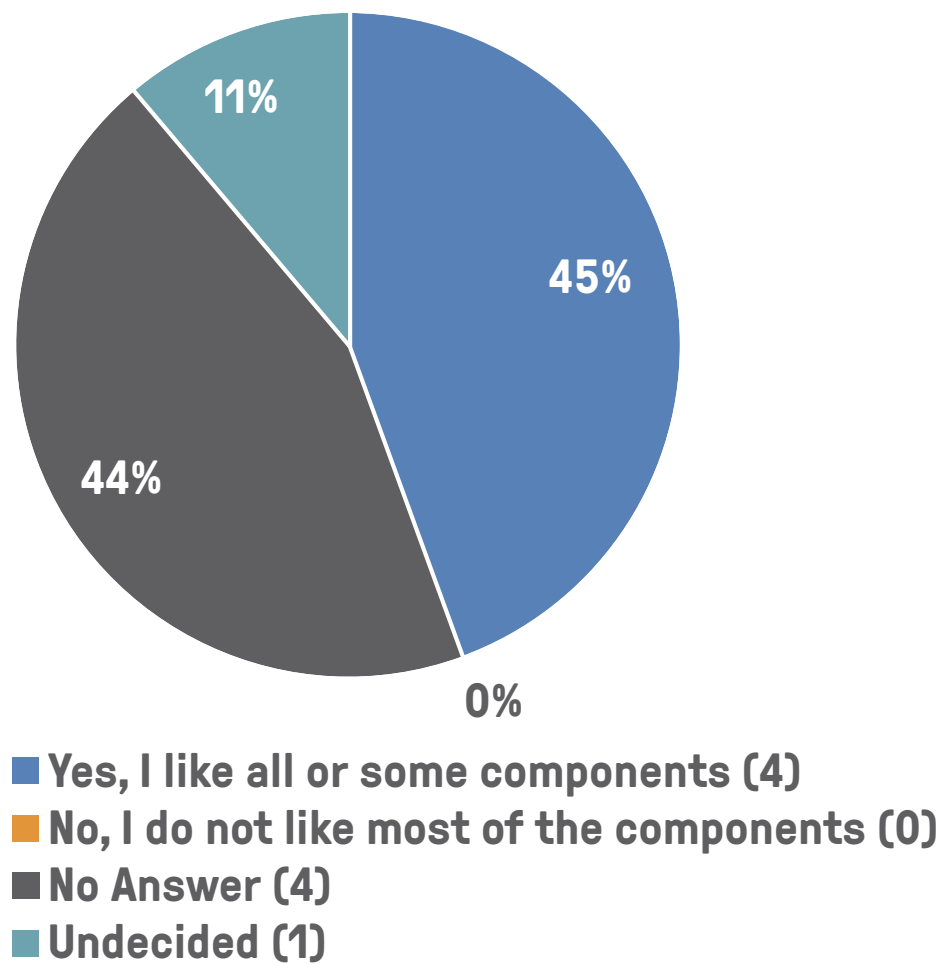
### STATION 3: MAKE TRANSPORTATION FUN



Key Takeaways:

- Connect to more locations such as CalTrans Parking Lot, Channel Avenue, Northwest Community
- Separate bike paths from vehicles for rider comfort
- More walking and non-motorized options are appreciated
- Some concern over impacting vehicular traffic by adding bike lanes

*Q: Do you support the plan’s ideas for ‘Make Transportation Fun?’ (9 responses)*



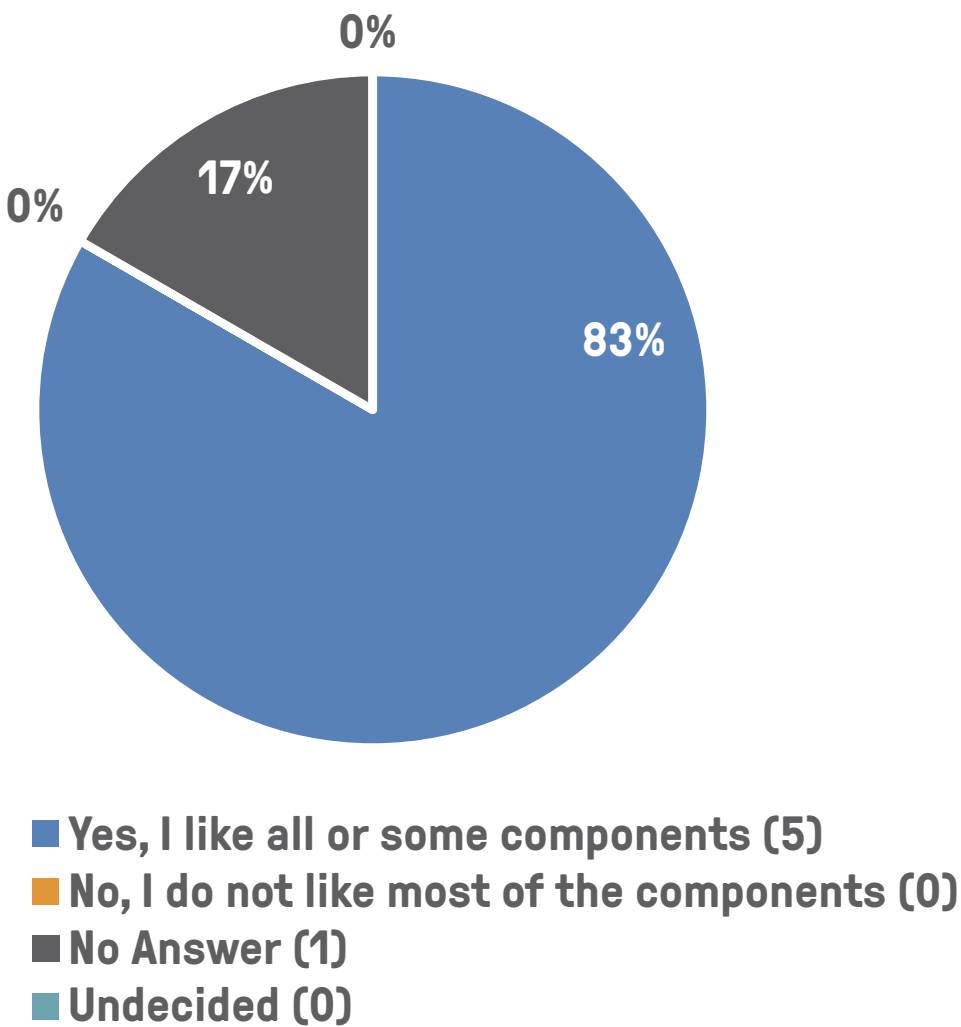
### STATION 4: CREATE POINTS OF INTEREST



Key Takeaways:

- Add more usable amenities to open space, such as picnic and play areas
- Explore discounts for local residents and senior citizens
- Add connection to Terminal Island (via water taxi or the Vincent Thomas Bridge)
- Ensure that public parks include active recreation opportunities for community youth sports

*Q: Do you support the plan’s ideas for ‘Create Points of Interest?’ (6 responses)*





A group of diverse people are gathered around several large display posters mounted on a brick wall. One person is pointing at a map on a poster titled 'Recommended Projects Draft'. The posters contain various project information, including maps and lists. The scene is overlaid with a semi-transparent orange filter.

# LIST OF PROJECTS: PRIORITIES FEEDBACK

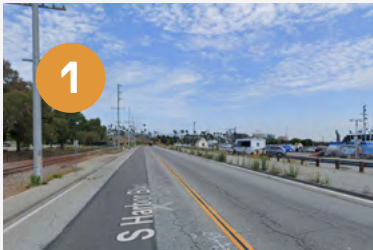
Roadway, Parking, Public Transit, Rubber Tire Trolley, Bicycle,  
Pedestrian, Water Taxi, Open Space, Public Art, Wayfinding

The objective of the second activity was to collect community input for prioritization of projects. Recommended projects were displayed by proposed phase (early and later) for each of the connectivity elements. Maps highlighted the location of these selected project improvements. Attendees were able to show which projects were a priority for them by placing dot stickers on the display posters.



# ROADWAY Recommended Projects By Phases

## EARLY PHASE (0-5 YEARS)



**1**

**Harbor Boulevard Improvements (SP Slip to 22nd Street):** Continues new Harbor Boulevard through 22nd Street while connecting West Harbor, CRAFTED, and AltaSea



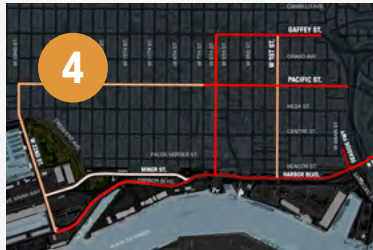
**2**

**Signal Street Improvements:** Street and pedestrian improvements connecting AltaSea and future development at Warehouse 1



**3**

**22nd Street Complete Street Improvements:** Improve comfort and safety for pedestrians with wider side-walks, bicycle lanes, safe and accessible transit stops, shade, art and wayfinding



**4**

**Event Traffic Management Plan:** Establish major event day in-person traffic management to help manage the traffic flows at parking lots and intersections along Harbor Boulevard



## LATER PHASES (5+ YEARS)



**5**

**Harbor Boulevard Additional Travel Lanes:** Review re-striped right-of-way to provide an additional travel lane for vehicles in both directions (three lanes in each direction)



**6**

**Access to the Beach District:** Improve access to the south end of the waterfront and plans to accommodate boat trailer traffic



**7**

**Via Cabrillo- Marina & Shoshonean Road Intersection Traffic Circle:** Introduce a traffic circle at the intersection to provide easier access to Shoshonean Road



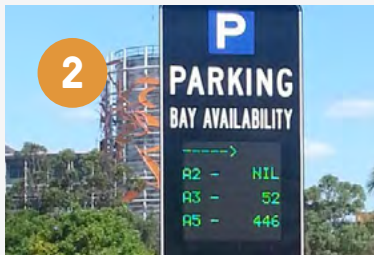


# PARKING Recommended Projects By Phases

## EARLY PHASE (0-5 YEARS)



**22nd Street Surface Lot Expansion:** Expand the current surface lot west to provide more parking stalls



**Smart Parking Signage & Parking Demand Management:** Maximize technology by investing in a parking system which includes dynamic parking tools and apps



**Parking Management Strategies:** Create a plan that identifies where parking is, how it will be accessed, and tools that will be used to provide information to the drivers



**Cruise Ship Terminal Surface Parking (USS Iowa Relocation):** With the future USS Iowa relocation, reconfigure surface parking for interim improvements prior to densification (parking structure)



**Revenue Control Equipment:** Install devices and software used to manage and collect revenue from parking facilities, such as meters, pay stations, and ticket dispensers



## LATER PHASES (5+ YEARS)



**Cruise Ship Terminal Inner Harbor Parking Structure(s):** Densify the Inner Harbor surface lot parking as a parking structure



**Cruise Ship Terminal & Event Parking Tram:** An electric tram that runs on cruise ship and large event days, to carry high volumes of passengers between parking and waterfront destinations



**Bluff Parking Structure:** New multi-level structured parking in multiple structures below the bluff





# PUBLIC TRANSIT Recommended Projects By Phases

## EARLY PHASE (0-5 YEARS)



**7th & Pacific Transit Hub (with LADOT, Metro, San Pedro BID):** Amenities to support bus and trolley stop user experience, and provide improved wayfinding between downtown San Pedro and the Waterfront



**Upgraded Transit Stops (wayfinding, shade, etc.):** Transit stops with wayfinding, shade, and benches in partnership with transit agencies (Metro, DASH)



## LATER PHASES (5+ YEARS)



**Regional Mobility Hub:** Large centers for regional connections, usually with a mix of uses, serving both bus and transit stations, in partnership with transit agencies



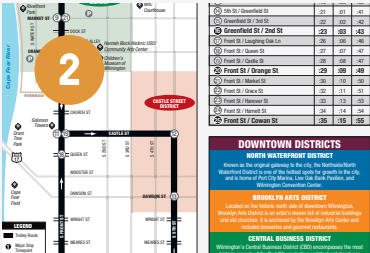


# RUBBER TIRE TROLLEY Recommended Projects By Phases

## EARLY PHASE (0-5 YEARS)



**Trolley Branding:** Establish stronger identity and branding for the trolley so that it is easily recognizable



**Trolley Stop & Service Updates:** Optimize routes and schedules to provide more frequent and consistent service, with signage and amenities at stops



**Trolley Special Operations Plan for Event Management:** Develop a plan to continue reliable trolley service in the context of increased vehicular traffic and passenger demand



## LATER PHASES (5+ YEARS)



**Wilmington Extension:** Enhance linkages between the San Pedro and Wilmington developments along the waterfront area



**Trolley Linkage/Intermodal Center:** Links the rubber trolley line with regional transportation systems, such as Metro rail lines, local and regional bus lines, shuttles, and the I-110 transit corridor




**Waterfront Rubber Tire Trolley & Tram Maintenance Facility:** Establish a maintenance and service yard





# BICYCLE Recommended Projects By Phases


## EARLY PHASE (0-5 YEARS)



**1**

**Harbor Boulevard Bike Path Lane Relocation to Promenade (Rail to Trail):** Relocate dedicated bicycle lanes to the rail right-of-way on the east side of the Boulevard


0



**2**

**LA Harbor Bike Path (Harbor Blvd Path & 22nd Street Class IV Bikeway):** Separate bikeway for the exclusive use of bicycles; includes separation between the bikeway and through vehicular traffic


6



**3**

**Crescent Avenue & Miner Street Bikeway:** Bicycle path connecting Crescent Ave. and Miner Street

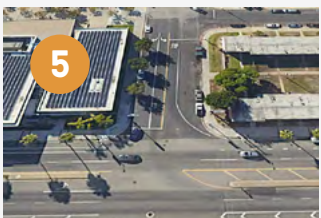
0



**4**

**1st Street Bicycle & Pedestrian Connections:** Improve the intersection for bicyclists and pedestrians


3



**5**

**3rd Street Bicycle & Pedestrian Connections:** Improve the intersection for bicyclists and pedestrians


2



**6**

**Rail to Trail Harbor Boulevard to Miner Street Connector:** Re-imagine the old rail rights-of-way to create safe trails and more direct connections between the waterfront and locations west of Miner Street

0




**7**

**22nd Street Park to Crafted/Broujerij West Connections:** Improve bicycle and pedestrian connections between the parking lot and between Crafted and Broujerij West

8


## LATER PHASES (5+ YEARS)



**8**

**Dave Arian Way Bike Path (Class I):** Add two-way bike path to the existing planted median in the center of the road


0



**9**

**Swinford Street Bicycle & Pedestrian Connections:** Improve the intersection for bicyclists and pedestrians

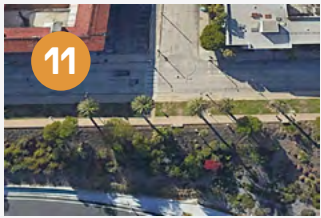
1



**10**

**O'Farrell Street Bicycle & Pedestrian Connections:** Improve the intersection for bicyclists and pedestrians


1



**11**

**9th Street Bicycle & Pedestrian Connections:** Improve the intersection for bicyclists and pedestrians

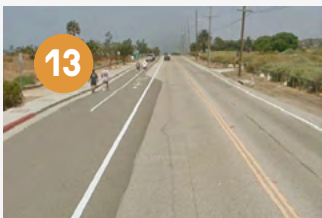
3



**12**

**Bluff Structure Bike-Pedestrian Bridge Connector at 13th Street (West Harbor to Neighborhood Connector):** Use future bluff parking to create a bike and pedestrian ramp


0



**13**

**White Point Regional Connector Trail:** Improve connectivity among San Pedro's waterfront, coastal neighborhoods, and the Palos Verdes peninsula through White Point Park

4



**14**


**Pacific Ave Bikeway**  
Create a separated class IV bike lane along Pacific Ave

5



PEDESTRIAN Recommended Projects By Phases


EARLY PHASE (0-5 YEARS)



1

**Promenade at West Harbor**  
**Phase 2:** Continue the promenade with seating, landscaping, hardscaping, signage, architectural finishes, handrails, and lighting


2



2

**1st & Harbor Pedestrian Crossing Pilot Project:** Use quick-build materials and pop-up designs to provide safety enhancements in the near-term


4



3

**5th Street On-going Pedestrian Connections:** Utilize methods from 1st and Harbor to improve the intersection for pedestrians


3



4

**6th Street Ongoing Pedestrian Connections:** Utilize methods from 1st and Harbor to improve the intersection for pedestrians

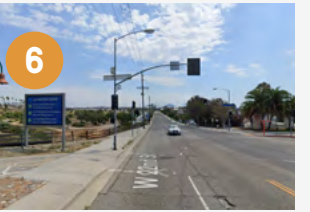
2



5

**7th Street Pedestrian Connections:** Utilize methods from 1st and Harbor to improve the intersection for pedestrians


2



6

**22nd Street Gateway Pedestrian Amenities:** Provide amenities at the intersection of 22nd Street and Crescent Avenue to reinforce waterfront identity and improve pedestrian access


1



7

**Promenade at S.P. Slip:** Create a promenade that co-exists with the fishing slips

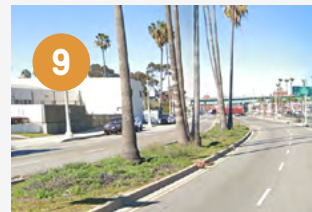
3



8

**Downslope Trail near Bloch Field:** Create an accessible path that leads from Miner St. to Harbor Blvd. and the proposed Rail to Trail route


2



9

**Harbor Boulevard Streetscape: Lighting & Signal Upgrades:** Improve Harbor Blvd. with light poles, string lighting where possible, and updated utilities

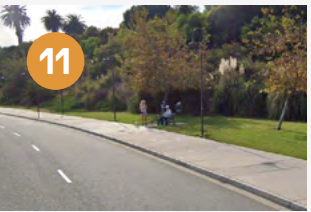
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10

**Cabrillo Beach Pedestrian Improvements:** Improve pedestrian areas and paths along the beach

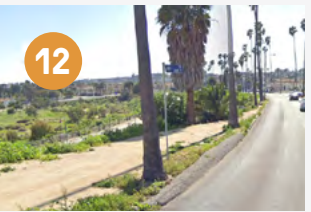
4



11

**Proposed Coastal Trail Improvements:** Continue to improve Coastal Trails within or near the waterfront per previous Coastal Trail studies


2



12

**Crescent Avenue ADA-compliant Sidewalk** Provide a safe and ADA-compliant sidewalk along Crescent Ave


0



13

**Crescent Avenue Connection to 22nd Street Park:** Add additional access points to 22nd Street Park from Crescent Avenue given the bluff barrier

2




14

**Gulch Road Sidewalk and Improved Crossing:** Provide a sidewalk along Gulch Road and enhance crossing for pedestrians

0


LATER PHASES (5+ YEARS)



15

**Main Channel Promenade at AltaSea:** Introduce a promenade and pedestrian amenities along the water's edge on the Main Channel


4



16

**Bluff Linkages for 10th, 11th, 12th, and 13th Streets:** Introduce pedestrian access from the bluffs to Miner St. and Harbor Blvd.


5



17

**W. O'Farrell Street Pedestrian Crossing/Gateway:** Improve the intersection for pedestrians


4



18

**Swinford Street Pedestrian Ramp:** Improve the existing ramp on the west side of Swinford St. with new hardscape and landscape

3



19


**22nd Street Parking Lot Connections:** Improve pedestrian connections between the parking lot and between Crafted and Brouwerij West

1



# WATER TAXI Recommended Projects By Phases


## EARLY PHASE (0-5 YEARS)



**1**

**Water Taxi Operations**  
**Plan:** Establish locations and operations to create a functioning taxi system


● ● ● ● ● 5



**2**

**Water Taxi Stops Phase 1 (utilize existing infrastructure):** Establish water taxi stops in high density areas with existing infrastructure to support the system


0



**2a**

**West Harbor (Primary and Event):** Primary water taxi stop


● ● 2



**2b**

**Downtown Harbor (Primary):** Primary water taxi stop


● ● 2



**2c**

**Banning's Landing, Wilmington (Primary):** Primary water taxi stop


● ● ● ● 4



**2d**

**Fish Market/S. P. Slip (Primary):** Primary water taxi stop


0



**2e**

**22nd Street Landing/Cabrillo Way Marina (Primary):** Primary water taxi stop


● 1



**2f**

**Cabrillo Beach (Primary):** Primary water taxi stop


● ● ● 3



**2g**

**Cabrillo Marina (Event):** Temporary water taxi stop during events

● ● ● 3




**2h**

**World Cruise Center (Event):** Temporary water taxi stop during events

● 1


## LATER PHASES (5+ YEARS)



**3**

**Water Taxi Stops Phase 2 (infrastructural upgrades):** Create new infrastructure to improve taxi stops


● ● 2



**4**

**Water Taxi Stops Phase 3 (additional locations):** Potential future locations depending on demand


0



**4i**

**Warehouse 1:** Water taxi stop


● 1



**4j**

**Outer Harbor:** Water taxi stop

● 1



**5**


**Water Taxi Connection to Long Beach:** Water taxi stop

● ● ● ● ● 5



OPEN SPACE Recommended Projects By Phases


EARLY PHASE (0-5 YEARS)



**1**

**Harbor Boulevard Parkway Improvements (HACLA, 1st & 3rd):** Add 15,600 square feet of open space and amenities to the existing Harbor Boulevard Parkway


● ● 2



**2**

**Harbor Boulevard Medians Turf Replacement & Beautification:** Replace all turf with climate-adapted plants

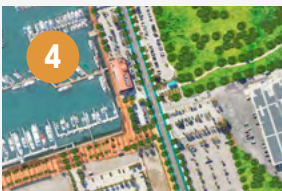
0



**3**

**Interstate 110 Harbor Approach Beautification:** Beautification of the primary freeway approaches to the San Pedro Harbor Area along Interstate 110 Freeway


● ● ● ● ● 5



**4**

**22nd Street Open Space at the East Channel / AltaSea:** Create a public space near the entrance at AltaSea


● 1



**5**

**SP Slip Enhancements:** Create public open spaces that co-exist with the fishing boat access and support uses


● 1



**6**

**John S. Gibson Jr. Park:** Maintain the memorial with site upgrades


0



**7**

**Angels Walk LA Program On-going Developments:** Continues the program that highlights local landmarks and provides a clearly defined pedestrian corridor 4.3-mile walk


● 1



**8**

**Micromobility Hub at 22nd & Miner:** Redevelop an old Red Car stop into open space with micromobility amenities, public restrooms, and cafe/food kiosk

0




**9**

**Micromobility Hub at Downtown Harbor/World Cruise Center:** Add open space with micromobility stalls and charging stations to the existing center

● 1


LATER PHASES (5+ YEARS)



**10**

**Bloch Field (South):** Potential development opportunity for Bloch Field and adjacent open space


● ● ● 3



**11**

**Outer Harbor Park:** Outdoor event venue and cruise ship dock with a concrete wharf, paved on-site parking, and amenities


● ● ● 3



**12**

**San Pedro Salt Marsh Improvements:** Enhance the marsh and providing increased public access


● ● ● 3



**13**

**Cabrillo Beach Improvements:** Improve public amenities associated with pedestrian access and parking improvements, and a potential hand-launch dock


● ● ● 3



**14**

**Timms' Point Enhancements:** Improve pedestrian access and open space amenities at Timms' Point


● ● ● 3



**15**

**Micromobility Hub at Cabrillo Beach:** Add micro-mobility amenities (bike/scooter rentals, charging stations, bike stations, drinking water, shade, seating)


● ● ● 3



**16**

**World Cruise Center Enhancements:** Renovate/expand POLA World Cruise Center with interior and exterior upgrades for more open space and efficient passenger processing

● ● ● 3



**17**


**Warehouse 1 Site Enhancements:** Public open space accompanying the re-development of Warehouse 1

● ● ● 3



# PUBLIC ART Recommended Projects By Phases


## EARLY PHASE (0-5 YEARS)



**18**

**22nd Street Park Sculpture Park (Phase 1):** Install site-specific artwork and waterfront artifacts to activate the park and enhance views


● ● ● 3



**19**

**Waterfront Gateway Art Installations:** Enhance gateway entries to San Pedro's waterfront with public art installations (proposed locations include 22nd Street, Harbor Blvd at the freeway offramp, and 6th Street)


● 1



**19a**

**22nd Street:** Gateway art location


● 1



**19b**

**Harbor Blvd at the Freeway:** Gateway art location


● ● 2



**19c**

**6th Street:** Gateway art location

● 1




**20**

**LA Waterfront Public Art Master Plan:** Working with the Port, neighborhood art agencies and the community to develop a large-scale art master plan that builds off of the connectivity plan

● ● ● ● 4


## LATER PHASES (5+ YEARS)



**21**

**22nd Street Park Sculpture Park (Phase 2):** Integrate more art throughout the entire park

0



**22**

**Implementation of Public Art Master Plan:** Move forward with the recommendations from the Public art master plan

● ● 2

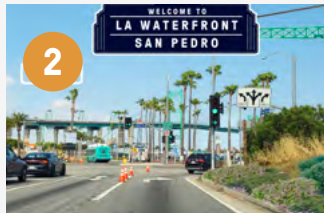


# WAYFINDING Recommended Projects By Phases

## EARLY PHASE (0-5 YEARS)



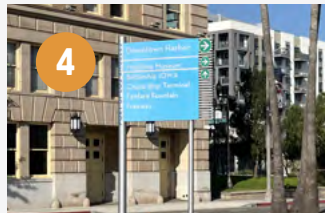
**LA Waterfront Signage Master Plan:** Develop a comprehensive wayfinding signage master plan



**LA Waterfront Gateway Signage:** Identify entry to the LA Waterfront at primary access points in San Pedro. Proposed locations are 22nd Street, Harbor Boulevard at the freeway offramp, and 6th Street



**Digital Tools (Website and App):** Support wayfinding with user-friendly information on the LA Waterfront website and through mobile apps



**Vehicle Directional Signage:** Install signage to improve wayfinding for drivers, as identified by the LA Waterfront Signage Master Plan and in coordination with parking signage



**Pedestrian & Bicycle Directional Signage:** Install signage to improve wayfinding for pedestrians and bicyclists, as identified by the LA Waterfront Signage Master Plan and in coordination with signage at transit stops.



## LATER PHASES (5+ YEARS)



**Ongoing implementation of Signage Master Plan:** Implement additional projects as identified in the LA Waterfront Signage Master Plan







## EVENT PHOTOS



# COMMUNITY OPEN HOUSE



*Introductory presentation*



*Stickers on the Recommended Projects' boards*



*Group discussions*



*Information Stations: Take Public Transit*



*Information Stations: Park Once Stay All Day*