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SAN PEDRO WATERFRONT DESIGN GUIDELINES

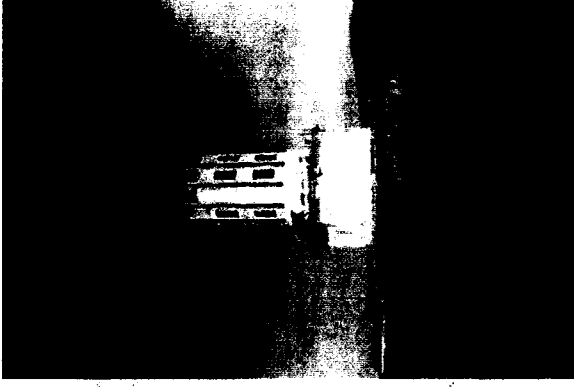
San Pedro Waterfront and Promenade Design Guidelines

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Introduction

Through an urban design and planning process involving the active participation of the community and waterfront stakeholders, a dynamic and exciting vision has been created for the San Pedro Waterfront in the form of a Master Development Plan. An essential element of this Plan is a set of design guidelines to direct future development in the project area so as to achieve the Plan's overall vision. These Design Guidelines will provide the framework to guide the physical design of buildings, landscape, and hardscape elements to ensure a character of development that is both high-quality and appropriate to the unique character of San Pedro.

Building on the work already completed for the San Pedro Pacific Corridor Redevelopment Project and Phase One (Waterfront Gateway) of the Bridge to Breakwater project, the guidelines will address the general character and vision of the Bridge to Breakwater project and will provide the guiding vision for future development in each of the waterfront districts. The Design Guideline serve as a general guide to public and private development on the project site. It recommends land and water uses, street layouts, building height limits, building setback requirements, and other development regulations that give prominence to the waterfront, activate the area, and provide continuous waterfront access. It also provides general building design standards that apply throughout the project area. As planning and design for the districts move forward, more detailed guidelines will be added.



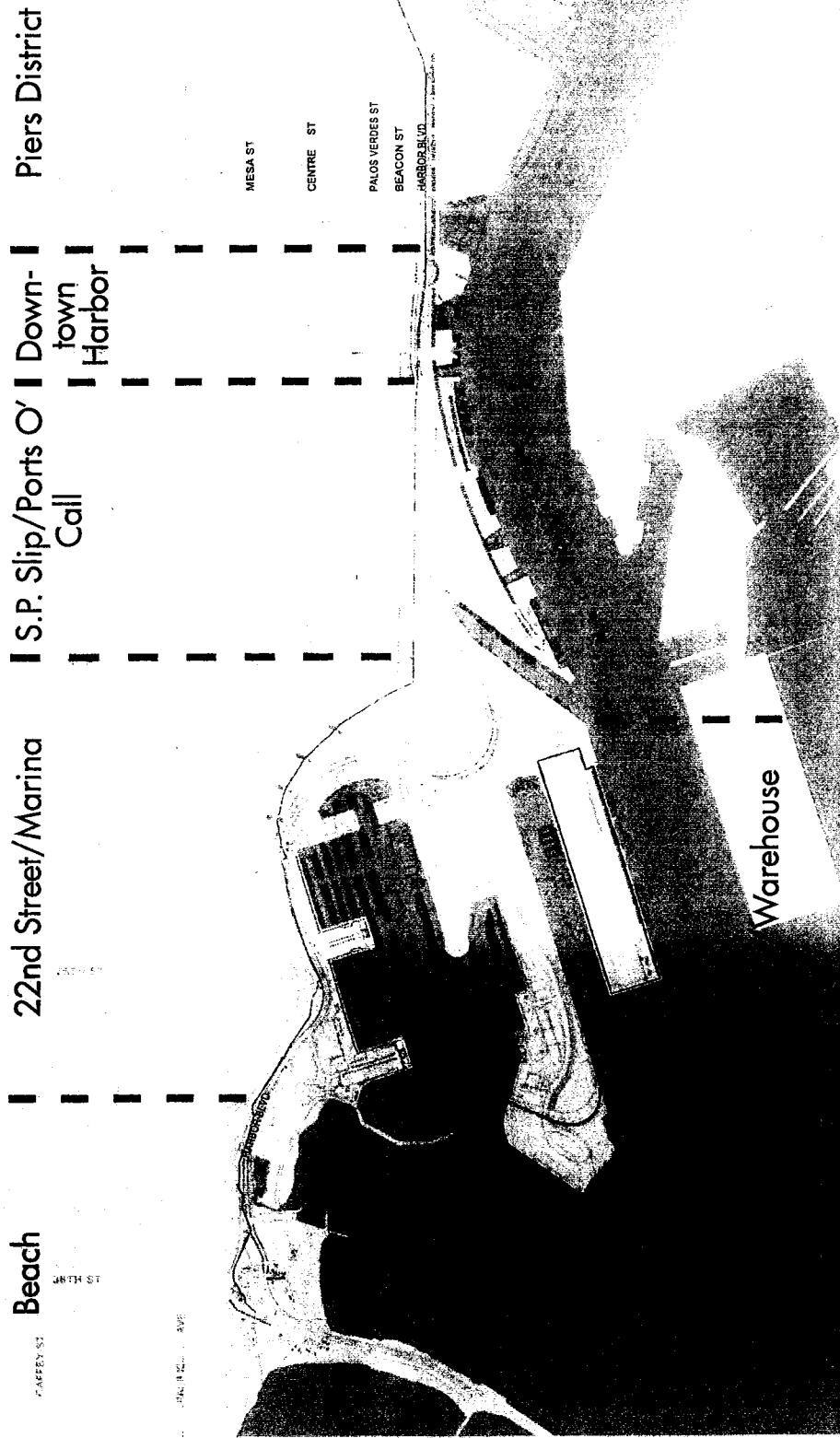
Angel's Gate Lighthouse

The Bridge to Breakwater Plan has as its principal goal the improvement of public access to San Pedro's main attraction - its working and recreational waterfront. As such, the design of the Plan is focused on creating an active, high quality, varied, and accessible environment at the water. These elements are ensured through the application of the Design Guidelines. These guidelines are focused on defining the public realm because the success of the Bridge to Breakwater Plan relies on the proposed public improvements and the character of development that activates this realm, rather than on specific uses or intensities of development.

1.0 General Character

- Land Use
- Water Use

Fig 1.1



Bridge to Breakwater Master Development Plan

Design Concept

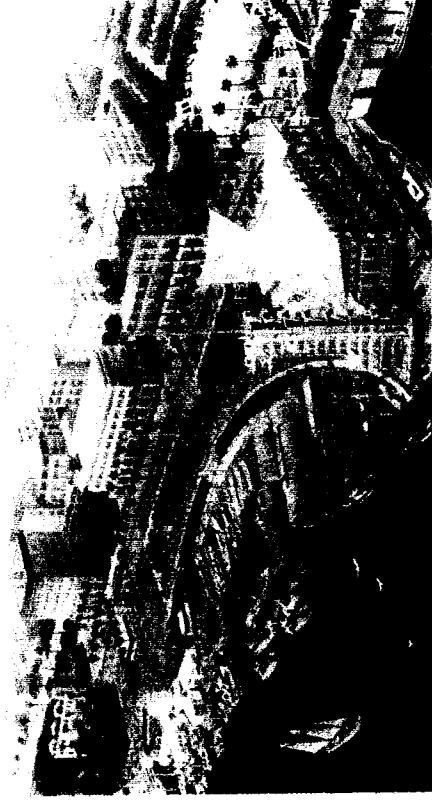
The design concept for the San Pedro Waterfront is based upon what makes the waterfront unique as a place – the water. A unique and adaptable resource, the waterfront embodies the distinctive character and charm of San Pedro's maritime industrial past and speaks to a future that seeks to integrate this history into a modern community amenity. As shown on the plan (fig 1.1), several unique districts have been established, defining the character and scale of the expansive waterfront. The following are key recommendations of the master development plan:

- Produce a vibrant water plan.
- Develop a continuous grand boulevard and waterfront promenade.
- Enhance San Pedro's unique history in new design.
- Establish distinct waterfront districts, keeping what works.
- Affirm the waterfront as a public resource.
- Provide a variety of transportation options.

The plan accommodates new harbors, an improved boulevard, and a new address for the waterfront from the Vincent Thomas Bridge to the Federal Breakwater. A mix of uses is proposed (as permitted by the Tidelands Trust Act) within a vibrant open space system including a continuous waterfront promenade and areas for recreation of varying sizes.



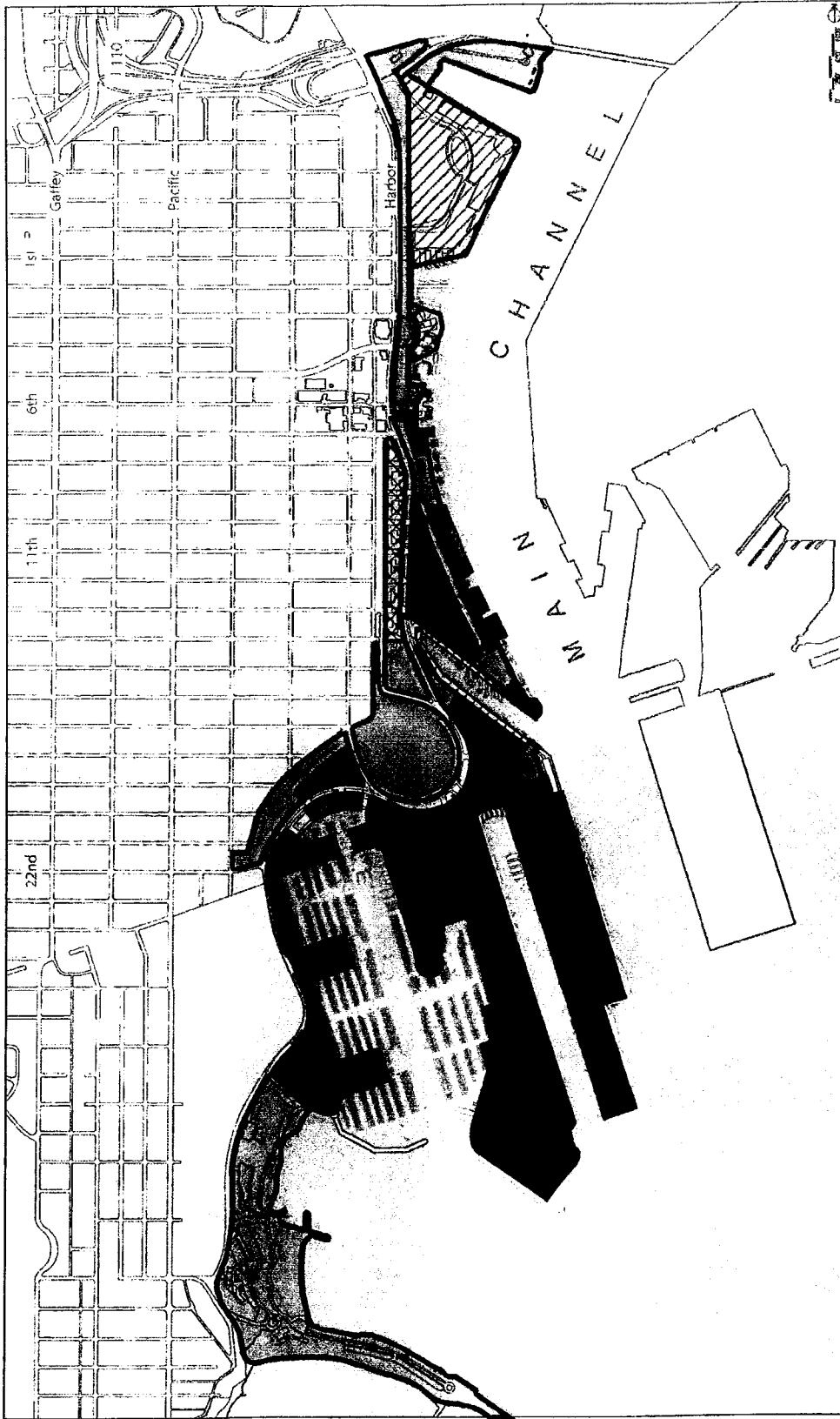
Artist's rendering of future development from the Bridge to the Breakwater, view south



Artist's rendering of the Downtown Harbor, view southwest



Fig 1.2



LAND USE

Recreational

Visitor Serving Commercial

Mixed Use

Maritime Commercial

Land and Water Uses

The Bridge to Breakwater Plan establishes use designations for land and water, ensuring mutually reinforcing uses for the whole of the Bridge to Breakwater. These designations should be considered within the context of the development scenarios, guidelines for improvements, and public amenity features described in the following sections of the Bridge to Breakwater Plan.

Land Use

Illustrated in Figure 1.2, the Bridge to Breakwater Plan accommodates a mix of land uses consistent with current market conditions, the desired character for the area, and restrictions imposed on tidelands properties by State law and on areas in close proximity to active port uses, especially with regard to cruise ship security. The Plan identifies four broad land use categories: Visitor Serving Commercial, Maritime Commercial, Mixed-Use, and Recreational. Special sites in the Outer Harbor/Warehouse District allow for both Visitor Serving Commercial and Maritime Commercial uses. In all parcels, pedestrian access will be provided at the water's edge where possible (exceptions can be made for purposes of security and for existing use issues).

Visitor Serving Commercial

This land use category provides commercial entertainment and services to the Port, including land uses that promote the historic, cultural and educational attractions related to maritime industry. (i.e. retail, restaurants, museums)

Maritime Commercial

This land use category describes commercial land uses associated with the maritime industry that connect the working port to the public. (i.e. cruise terminal, historic warehouses, commercial fishing)

Mixed Use

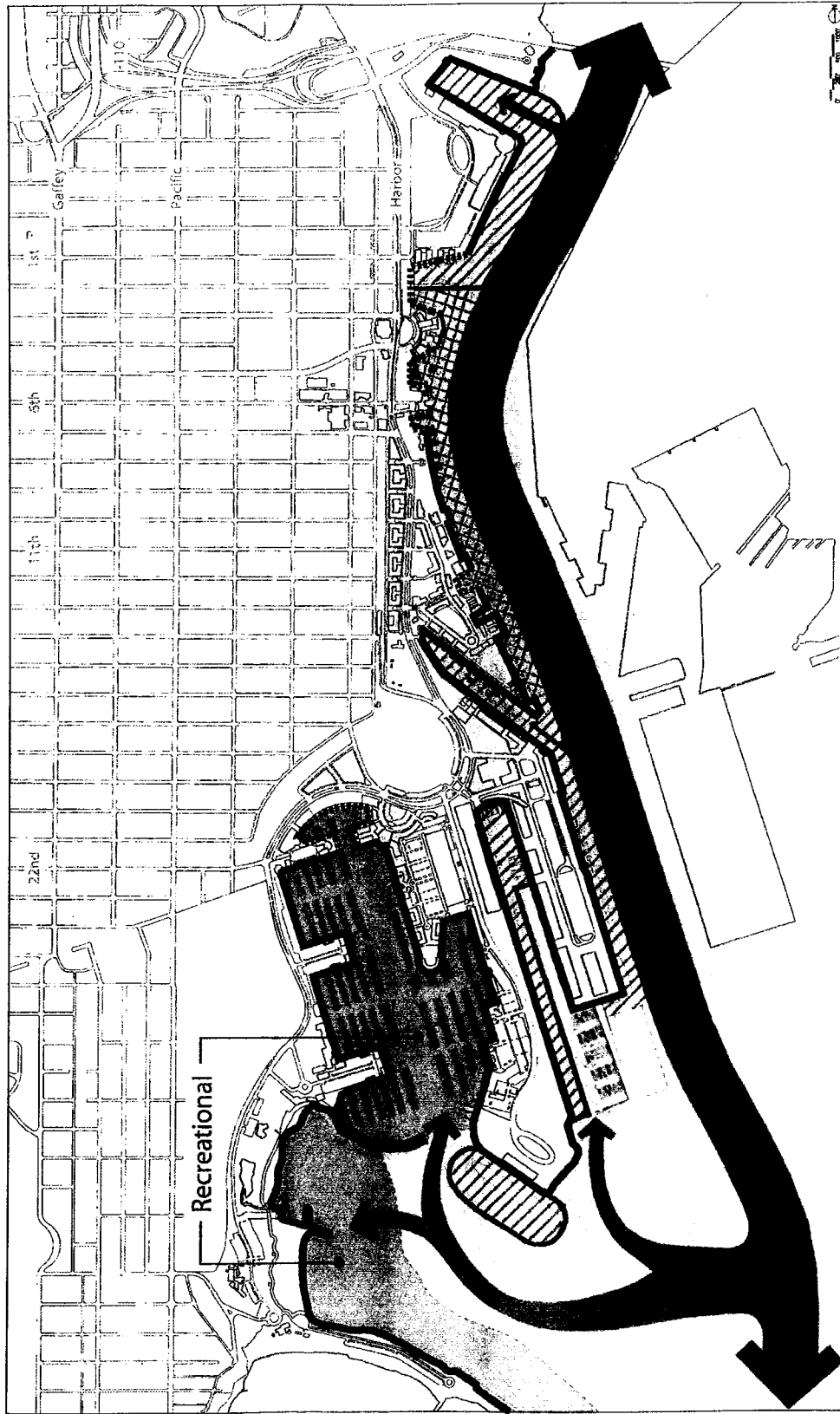
This land use category provides an active, vibrant, high intensity community by combining residential and compatible commercial land uses. Note: All potential residential land uses are subject to Tidelands laws. (i.e. live-work apartments, hotels, retail, restaurants)

Recreational

This land use category provides public access to the water, conservation of natural resources, and/or outdoor recreational opportunities (i.e. promenade, beaches, parks). This designation also allows for supporting uses such as restaurant, interpretive center, and museum store.



Fig 1.3



- New Harbor
- Navigational Channel
- ▨ Visitor Commercial
- ▧ Maritime Commercial

WATER USE



Water Use

The Bridge to Breakwater Plan establishes water use designations consistent with the overall vision and specific amenities of the Bridge to Breakwater, illustrated in Figure 1.3, the Plan identifies four broad water use categories: Visitor-Serving Commercial, Maritime Commercial, Recreational, and Navigational Channels.

Visitor-Serving Commercial

This water use category describes berthing for temporary use by the public and/or uses that serve the visiting public, including anchorage of visiting vessels of historic and/or cultural significance

Maritime Commercial

This water use category describes berthing of small and large vessels related to the maritime industry. (i.e. commercial fishing, cruise ship)

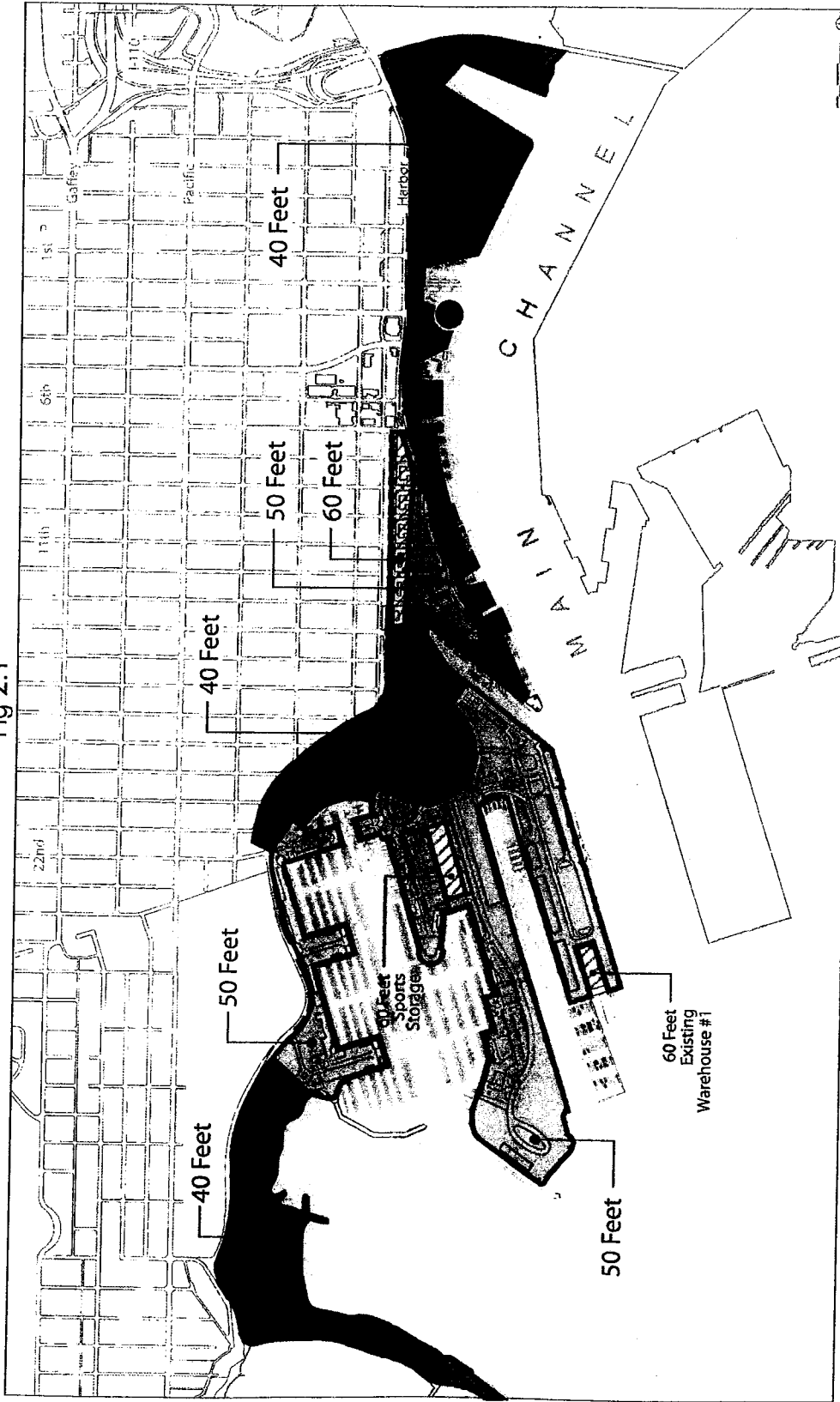
Recreational

This water use category is for public use that include vessel-free areas, water uses, and/or storage for vessels used by the public for recreational use. (i.e. beaches, marinas, boat launch)

Navigational Channels

This water use category describes areas that allow for the navigation of vessels and require a clear path of travel. (i.e. Main Channel)

Fig 2.1



MAXIMUM BUILDING HEIGHTS (Feet)

- 40 Feet
- 50 Feet
- 60 Feet
- Tower Element

In this section, guidelines are provided for the development and design of projects in the Bridge to Breakwater area so as to ensure a minimum standard of quality and appearance for public and private structures.

The design emphasis for the redevelopment of the Bridge to Breakwater is the creation of a system of mixed-use development sites organized around major public improvements. The scale of the project is intended to have a level of complexity in building design common to urban areas constructed over a number of generations. Thus, variety in architecture is purposely sought to avoid an appearance of the redevelopment being constructed at one time. The anticipated build-out of the redevelopment is expected to range between 20 and 30 years. This length in time in itself will assist the main goal of creating a long-lived and human-scaled place.

The architectural design quality of the buildings to be built in the project is of the utmost importance in meeting the redevelopment objectives. As such, the Port of Los Angeles will entertain redevelopment proposals only from redevelopers that have a demonstrated track record in constructing high quality buildings in urban settings.

With the exception of certain key historic and new structures, no one building is intended to dominate its neighbors. Blocks that are to be designed by one entity should utilize a diverse architectural vocabulary to ensure that variety is achieved.

2.0 Architectural Character

- Development Guidelines
- Building Design Objectives
- Building Design Standards
- Building Design Precedents

Development Guidelines

Building Heights

Fundamental to the Bridge to Breakwater Plan is the desire to create exceptional public spaces that take advantage of the unique environment of San Pedro and its waterfront. As such the Plan protects upland views to the water and adheres to the existing scale of development in San Pedro. Additionally, the guidelines establish a pattern whereby buildings generally decrease in height as they approach the waterfront. Illustrated in Figure 2.1, the maximum permitted building heights for the Bridge to Breakwater allow for taller buildings away from the water and shorter buildings nearer the promenade. Exempt from these limits are roof elements such as poles and masts, and other structures that occupy no more than 10% of the roof area. At the Piers district, an expanded cruise ship terminal, now under study, may necessitate (for functional reasons) building(s) in excess of 40 feet in height. Tower elements, or those portions of a building over 60 feet, shall be designed as slender structures to minimize view obstructions from inland areas, maintaining upland views and the East-West view corridors from existing streets. The build-up line for all areas will be 75% of the maximum building height in those areas.

Building Setbacks and Stepbacks

Building setbacks are used to ensure a consistent "street wall" along pedestrian spaces. Buildings along all streets in the Bridge to Breakwater Plan shall be built up to, or within, five feet of the property or leasehold line. In order to produce a complete "street wall," the Plan recognizes the need for maximized frontage of buildings in development areas. As such, the street wall should typically be 80% of the total linear street frontage (see district diagrams in chapter 3, figs 3.2-3.7 for details). A driveway, building entry, or an exterior public open space (including a porte cochere), may reduce the required street wall length. Building stepbacks and horizontal treatments are employed to insure that buildings maintain a pedestrian scale and that views to the water are enhanced from upland areas. Buildings of a height greater than 40 feet/three stories shall step back or provide horizontal banding.

Street-Level Treatment (Active Ground Floor Uses)

Such key streets as Harbor Boulevard and other east-west streets are envisioned as highly active pedestrian streets that enliven the waterfront or enhance pedestrian linkages from upland areas. Therefore, the following street-level treatments (active ground floor uses) are recommended to ensure an active and pedestrian friendly environment. At least 75 percent of the building frontage adjacent to Harbor Boulevard and other key streets shall be developed with uses that promote pedestrian activity including retail, restaurant, and other public-oriented activities (see district diagrams in chapter 3, figs 3.2-3.7 for details). Building on the features that contribute to the unique and friendly environment of downtown San Pedro, ground-level facades shall be substantially transparent and individually articulated. Historic San Pedro commercial building facade elements such as canopies and awnings, blade, hanging or otherwise unique signage, transom windows, and specially treated entrance vestibules are encouraged. Blank walls should be minimized.

Design Objectives

The guidelines that appear in this section apply to all development in the Bridge to Breakwater project area, unless otherwise noted. These general guidelines set a baseline for public and private structures to ensure a minimum standard of quality and appearance. As the project builds out, detailed guidelines addressing building design will be developed on a district-by-district basis.

Building Design Objectives

- A. Unless the developer proposes a specific use that requires a unique building, buildings should be designed utilizing base, middle and top forms as the primary method of relating buildings to each other (see fig 2.2 for a precedent).
- B. Buildings shall be designed so as to be attractive from all vantage points.
- C. Buildings shall be oriented towards the public street or promenade to provide form and function to the streetscape. The streetscape should be continuous and varied through the use of street furniture, landscaping, building articulation, building frontage setbacks and changes in sidewalk types and textures. Long buildings should be divided at a scale comparable to that of other buildings on the rest of the block. Driveway intersections with the public street should be minimized to avoid excessive interruptions in the streetwall.
- D. The front facade of a building should be considered the primary contributor to maintaining pedestrian interest and activity. The front facade is that elevation which faces a public street or public open space. The front façade(s) should receive a larger proportion of the allocation of time and expense in the design and construction of the building.
- E. The frontages of new buildings shall be harmonious with the block face on both sides of its street. As the area develops, an existing context for new buildings will appear. Applicants are expected to provide drawn and/or photo documentation of the block faces with the frontage proposed building drawn within its urban context, where existing buildings make possible.
- F. Disharmony in building design arises when the range of void-to-solid (e.g. window-to-wall) variation in the building façade is excessive. Disharmony should be avoided in the void-to-solid design. In general, examples of excessively high ratios include the all-glass office building and the multi-balconied apartment building.
- G. The size of a building is independent of its scale and can be modified through well-designed articulation. Scale is most effectively modified when the various integral elements of the facade (windows, balconies, loggias and parapets and so forth) support building articulation. The articulation of buildings should promote the integration of blocks in order to meet the design objectives of the redevelopment plan.



Building Design Standards

The building design standards following this subsection shall be used in the preparation of architectural floor plans and elevations, and site plans for review by the POLA Technical Review Committee.

Building Elements and Materials.

- A. Within these standards, the base shall be considered the first to third stories of the façade facing a public street, depending on the overall height of the building. The design of the base, as well as the quality and durability of its materials, should be emphasized to create visual interest and support pedestrian activity. The building's base should be presented to the Review Committee at a larger scale of drawing and greater detail than the remainder of the façade to ensure it meets the building design objectives.
- B. In addition to the base, the exterior design shall include a middle field section and a cap on the top. The middle of the building shall be differentiated from the base by a horizontal transition line. The transition line's specific location shall be determined primarily by the overall height of the building and that of any adjacent buildings. If adjacent buildings are lower than the proposed building, then the transition line should relate to such adjacent building. A horizontal transition line should also be established separating the middle field from the cap or top of the building.
- C. In the absence of a context created by existing buildings, the base transition line should range from one-fifth to one-quarter of the overall height. The upper transition line, articulating the cap, should be placed approximately one-eighth of the overall height from the top. Transition lines may consist of a continuous, shallow balcony; a shallow recess, an articulated trim course cornice, a water table, a residential stoop, fenestration or other appropriate means as determined by the Technical Review Committee. The transition should be supported by a change of window rhythm or size and a change in material, color or texture.
- D. Building facades shall be articulated to create variety and interest. Walls shall be finished in edged stone veneer, terrazzo, terra cotta, tile, glass, wood, brick, stucco, and cast stone. Where applicable, exteriors should only feature pale colors. Materials shall change only along a horizontal line, with the heavier material below the lighter. Greater variety in building finishes should be accomplished through differences in surface treatments of the material, e.g. polished and etched stone. Materials at the base shall be more durable and/or easier to repair than those at the middle and top. Reflective glass shall be prohibited. Architectural treatment of facades should provide visual complexity while maintaining formal integrity. Low-rise elements shall be articulated to create interest and variety and to promote the pedestrian scale of the street. Articulation of the first two floors with architectural detailing such as storefront design and awnings shall be required. Special treatment and detailing of the cornice of streetwall buildings shall be required. Tower elements shall be designed with distinctive roof forms that create a pleasing skyline profile. Mechanical equipment, appurtenances, and penthouses located on rooftops shall be architecturally screened and enclosed, and incorporated as an integral part of the architectural design.

Building Projections. Attached canopies or roof overhangs, awnings, water windows, balconies, roof overhangs, and projecting signs may encroach into the public right-of-way in accordance with the maximum distance, measured perpendicular from the closest front façade of the building, as listed in the following table:

Architectural Element	Encroachment Permitted
Awnings	6 Feet
Water Windows	3 Feet
Balconies on front facades	3 Feet
Other Balconies	8 feet
Attached Canopy	4 Feet
Signs	3 Feet

Cafes, Outdoor. Outdoor cafes, where permitted by the land use regulations, may extend onto the public right-of-way upon issuance of an annual license by the POLA. Such encroachment shall convey no rights to the licensee beyond those enumerated in the license. Outdoor cafes shall be delineated from the public way by planters and/or metal fencing with no more than two entrances to the café seating area. A clear width of at least 15 ft. must be maintained between any outward portion of the café and the water's edge or closest street furniture and equipment (variances can be granted for existing buildings).

Entrances, Buildings.

- A. All buildings shall be designed with their principal entrance facing a public street, except for residences and marketplaces that may front on a private street or a plaza. Where a building fronts on more than one public street, the primary entrance should generally face the higher order street. The principal entrance shall be easily identifiable as such from the sidewalk and may not occur simply as a void between buildings.
- B. Secondary entrances allowing access to the same side of a building as the principal entrance should be clearly designed to be secondary in importance in the overall façade arrangement.
- C. Service entrances should face parking facilities and driveways.
- D. Every dwelling and office shall have direct access to the public street without the necessity of passing through a parking facility.



Façades (see also, Building Elements and Materials).

- A. Shop fronts should have a kick plate that ranges in height from 9 to 42 inches running continuously beneath the required fenestration.
- B. Masonry units may be turned at the wall opening to visually create a thick wall and should be used in the design of balconies, loggias and larger openings.

Fences and Freestanding Walls.

- A. Multi-family, Commercial and Mixed-Use Buildings. Except for passenger terminals, no fences or freestanding walls shall be permitted between a building and a streetline.
- B. Recreational and Public Uses. Fencing and walls shall be as determined by the Review Committee.

Fenestration.

- A. A minimum of 70% of the first story of all buildings intended for retail use, excepting marketplace uses, shall be in window glass of which 60% shall be window display glass. A minimum of 20% of the total façade area facing a public or private street, exclusive of storefront facades, shall be in window glass.
- B. Windows are to be recessed in relation to the building facade to ensure an adequate shadow line. Generally, this shall be a minimum recess of four inches for townhouses and six inches for other buildings.
- C. Windows shall be operable except for storefront windows.
- D. Window sills should be provided, and lintels may be shown. Lintels may have keystones. Sills should not project more than two inches from the wall. The window sill should slightly overlap the width of the window opening, but should not project more than two inches.
- E. Storefront glass shall be clear. Other windows may be tinted but should have a light transmission factor of at least 67%. Exterior glass reflectance for tinted windows shall be a maximum of 8%.

Floor Elevations.

- A. A building's first floor elevation shall be no more than 5 feet above the average curblineline elevation for the length of the façade, except as indicated below.
- B. Retail first floors shall be located no more than 9 inches above the average curblineline elevation for the length of the façade and preferably at the sidewalk elevation adjacent to the building.
- C. Residential first floors shall be located a minimum of 18 inches above the closest sidewalk. Windows sills shall be a minimum of 4 feet 6 inches above the finish grade or sidewalk.
- D. Ramping for handicapped access to the first floor elevation, where needed, shall generally be parallel to the building façade in a location not intended for store displays.

Historic Preservation.

Any alterations to buildings that are listed on the State and/or National Register of Historic Places or which are deemed eligible for listing shall be carried out in a manner that is consistent with all applicable state and federal statutes. At this time, the following structures in the project area are listed on the National Register: Lane Victory, Ralph J. Scott (historic Fireboat #2), Municipal Warehouse #1, San Pedro Municipal Ferry Building (Maritime Museum).

Mechanical Equipment Screening.

- A. Roof level mechanical equipment. The location and masking of rooftop mechanical equipment shall be fully integrated into the design of the roof and building. This may include, but not be limited to parapets that mask mechanical equipment from street level, as well as horizontally from adjacent buildings. In general, mechanical equipment should be located at the roof level, except as indicated below.
- B. Ground level mechanical equipment. Mechanical equipment at ground level shall be screened by landscaping, fencing or walls or a combination of these elements from ground level view.

Parking.

The Bridge to Breakwater Plan envisions a dispersed parking strategy that combines existing parking areas on the project site and



in upland areas combined with new facilities to be built with new development. This strategy will consist of street parking, public and shared structured parking, and surface parking lots dispersed at key locations throughout the site and in adjacent upland areas (see fig. 4.3). The Bridge to Breakwater Plan encourages the dispersed placement of parking in facilities substantially hidden from public view, when possible. Any new parking lots and structures should be located away from the waterfront to enhance the quality of the promenade and the public realm at the water's edge. Discussed below are development and design guidelines for parking structures, above ground parking structures, and parking lots in the Bridge to Breakwater.

A. **Structured Parking.** Above-ground structured parking within a development parcel should be either completely encapsulated (i.e. clad in such a manner that it is indistinguishable from the building elements around it), or visually screened by means of other uses, by substantial perimeter planters, or by architectural elements which effectively shield vehicles within the structure from view at grade level. Ceiling-mounted lighting within the structure should also be screened from grade-level view. At street level, other uses, preferably active uses, shall screen above-grade parking from predominant public views. Above-grade parking shall be designed to appear as an integral part of the building facade. Upper floors shall have punched openings, with no horizontal emphasis. Where parking exists on top floors, elements such as trellises or plantings shall screen views from above. (Also see fig. 2.7 for parking structure design recommendations)

B. **Surface Parking -** Parking lots should be located at the rear of the property behind the building. A less desirable solution, but acceptable when special conditions exist, is to locate the parking to the side of the buildings. Surface parking shall be well screened from public street views with perimeter landscaping and shall be well-lighted.

Roof.

- A. The roof of a building may be flat, pitched, or both. The rooftop shall be designed to be attractive from nearby buildings that will be taller as indicated on the Maximum Building Heights Illustration (fig 2.1).
- B. Flat roofs shall be surrounded by a horizontal parapet wall no less than 3.5 feet high from the roof deck whether designed as a terrace or not, unless designed as an architecturally significant element.
- C. If the roof is flat, designing it as a terrace attached to a partial penthouse, where feasible, is the preferred way to achieve the building design objectives.

Solid Waste and Recycling.

- A. Each building shall be designed to provide for adequate storage of solid waste disposal, including provisions for recycled materials.

- B. All areas for solid waste and recycling collection shall be located within buildings or parking facilities.
- C. There shall be at least one trash and recycling pick-up location provided for each multi-family or non-residential building.
- D. All exterior trash and recycling locations shall be enclosed and located in a manner which is obscured from view from parking lots, streets and adjacent residential uses or zoning districts by a fence, wall, planting or combination of the three. If located outside the building, the container shall be situated on the same horizontal plane as the driveway providing access to the container.
- E. All exterior solid waste enclosures shall be constructed of masonry with opaque metal gates compatible with the architectural materials of the building.

Story, Building.

- A. Each typical story in residential, commercial and mixed use buildings shall be a minimum height of 10 ft. from floor to ceiling but no taller than 20 ft. from floor to floor. Non-typical floors include first floors, assembly, conference, and exhibition rooms, theatres, penthouses and the double-height space of a floor incorporating a mezzanine space. Other story heights for special use facilities such as entertainment, cultural, and civic uses may be proposed by the developer and approved by the Technical Review Committee.
- B. The first full story above ground shall be a minimum of one foot taller than typical upper stories.

Telecommunications Equipment.

- A. Excepting the antenna itself, all parts and components of personal communications antennas, satellite dishes, and television and radio antennas shall be screened from view regardless of elevation, or shall be disguised within an enclosed structure. The screening shall be designed as part of the overall design theme of the building to which it is associated.
- B. Dish antenna intended for private use may not exceed 4 meters in diameter.
- C. Attached antennas shall not extend more than 30 feet above the roof line of the building.
- D. Antenna panels for personal communications services (PCS) may be attached to the parapet of a building provided they are indistinguishable in color and texture from the building material and do not extend above the top of the parapet to which they are attached.

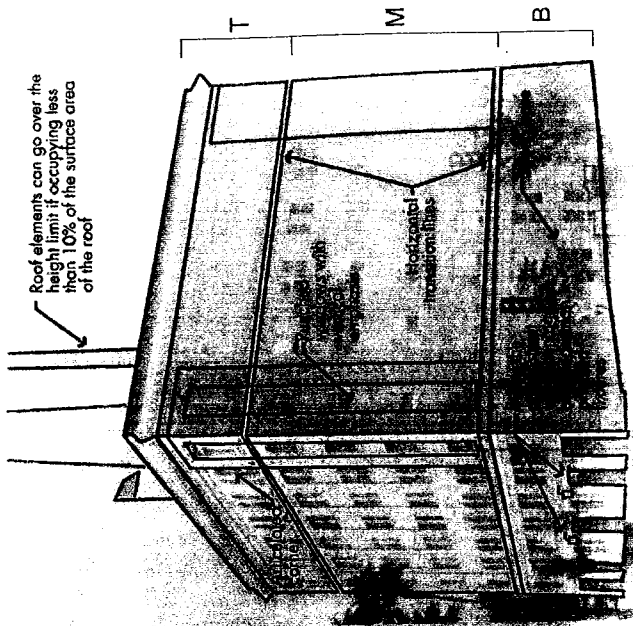
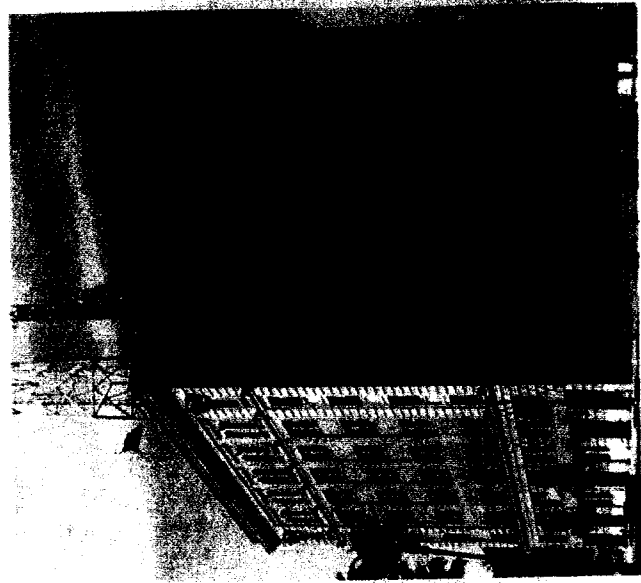


Building Design Precedents

The following diagrams illustrate building types and architectural/spatial features that are recommended in the Bridge to Breakwater Project area. Through graphic illustration and notation, these precedents describe those features recommended in associated buildings and/or districts as indicated. These examples are not intended to recommend that particular architectural styles or building forms are to be copied, but rather that the salient elements that contribute to the character of those forms should be incorporated in new development. The recommendations are meant to create an environment that relates to San Pedro's unique history and environment and that ensures the character and quality of development desired by the Port of Los Angeles and the community alike.



Typical Civic Building (Fig 2.2)

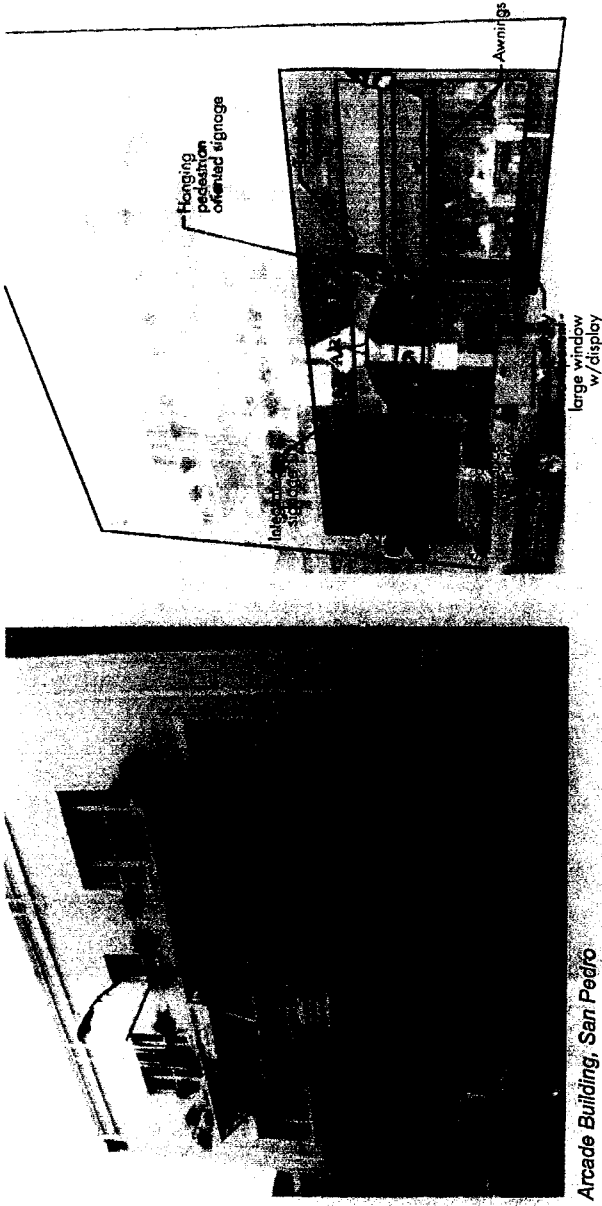


City Hall, San Pedro

Above is an example of a typical civic building recommended for the San Pedro waterfront. Many of the elements described below should be applied to all buildings 4 stories or higher. Elements of this building should be incorporated in, but not limited to, the proposed housing along the bluffs. The following elements contributing to the character of this structure are recommended:

1. Civic in nature.
2. Differentiated Base (B), Middle (M), and Top (T) with horizontal articulation dividing them.
3. Punched fenestration with vertical emphasis.
4. Use of light colored stone/masonry.
5. Strong base.
6. Articulated corners.
7. Meets the active street with openings and pedestrian-oriented fixtures.
8. Roof elements can go over the height limit if occupying less than 10% of the surface area of the roof.

Typical Mixed-Use Structure (Fig 2.3)

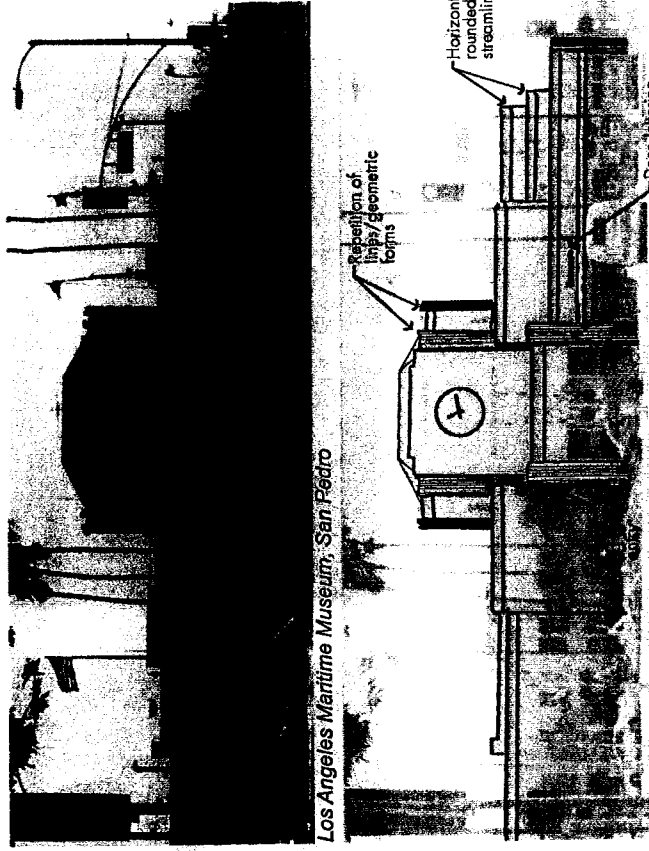


Arcade Building, San Pedro

Above is an example of a typical mixed-use structure recommended for the San Pedro waterfront. This type of structure is suggested for multi-story buildings with ground floor office or retail and residential or office above. Elements of this building should be incorporated in, but not limited to, the areas of the Ports O' Call/S.P. Slip and 22nd St./Marina districts away from the water's edge. The following elements contributing to the character of this structure are recommended:

1. Active ground floor uses.
2. Clear, fully glazed storefront.
3. Integrated signage.
4. Use of awnings, hanging signage, and other elements to improve the pedestrian environment.
5. Individually articulated facade.
6. Transom windows.
7. Projected balconies are allowed.
8. Specially treated entrance vestibule.

Typical Maritime Structure (Fig 2.4)



Above is an example of a typical maritime structure recommended for the San Pedro waterfront. The Maritime Museum is an excellent example of the Art Deco style of building found throughout San Pedro and its waterfront. Elements of this building should be incorporated in, but not limited to, the water's edge at the S.P. Slip and Ports O' Call. The following elements contributing to the character of this structure are recommended:

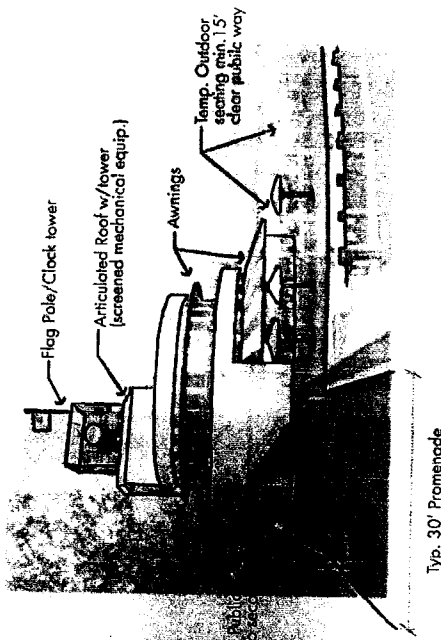
1. Civic in scale.
2. Primary emphasis is horizontal.
3. Vertical emphasis at the entry and decorative vertical detailing breaks up horizontality.
4. Exterior color is white and light pastel colors.
5. Repetition of lines and geometric forms.
6. Art Deco lettering.
7. "Streamlined" form.



Typical Waterfront Restaurant/Commercial Structure (Fig 2.5)



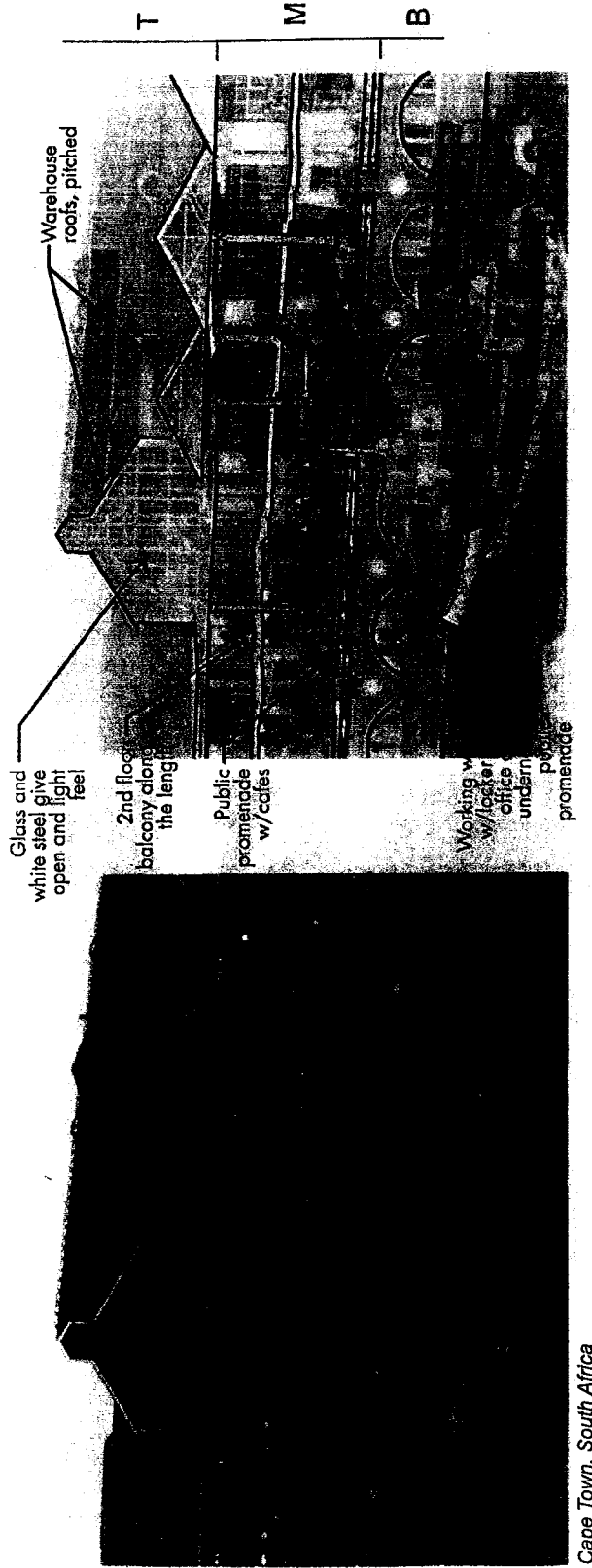
Marina House, Baltimore



Above is an example of the type of structure that is recommended for the San Pedro waterfront promenade. Commercial uses include cafe or restaurant and/or retail stores. Similar structures are recommended at, but not limited to, the Downtown Harbor district, S.P. Slip/Ports O' Call district and at appropriate locations in the 22nd Street/Marina and Beach districts. The following elements contributing to the character of this building are recommended:

1. Orient to views to the water.
2. Enforce indoor/outdoor connection through use of glass and multiple openings.
3. Provide shaded outdoor areas (awnings, umbrellas, etc.)
4. An articulated roof with tower element, flag pole, clock tower and that screens any mechanical equipment.
5. Temporary outdoor seating with a minimum of 15 feet clear public way on the promenade.
6. Provide public access to second floor balcony area.
7. Use of light colors.
8. Materials include timber, glass, and metal.

Typical Working/Commercial Wharf (Fig 2.6)



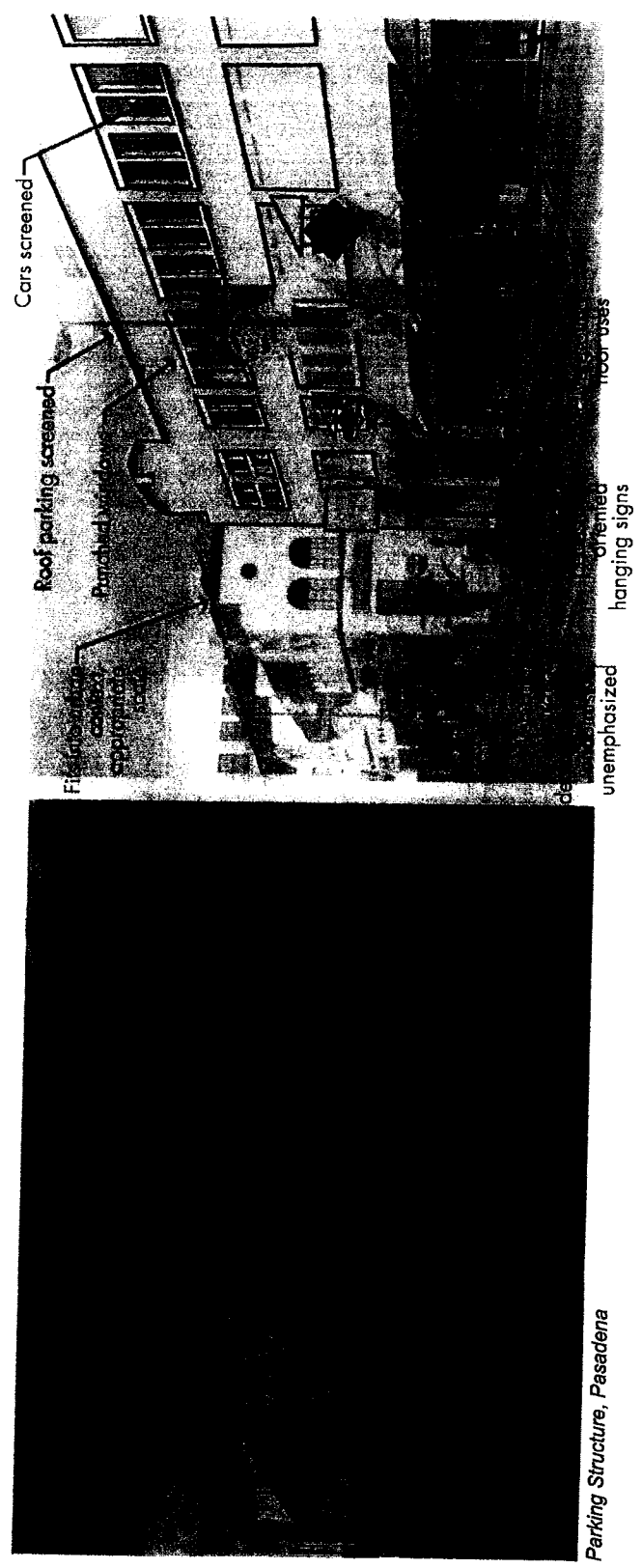
Cape Town, South Africa

Above is an example of the type of structure and space recommended for the S.P. Slip area of the San Pedro waterfront. Elements of this building should be incorporated in, but not limited to, the water's edge at the S.P. Slip and the Warehouse district. The following elements contributing to the character of this space are recommended:

1. Working wharf with locker and office spaces located underneath a public promenade.
2. Active public ground level. Public promenade with cafes, retail, restaurants above or at grade.
3. Articulated (warehouse) roofs.
4. Glass and white steel give open and light feel.
5. Second floor balcony along the length.
6. Outdoor dining.
7. Two-story retail and restaurant.
8. Strong Base (B), Middle (M), Top (T).



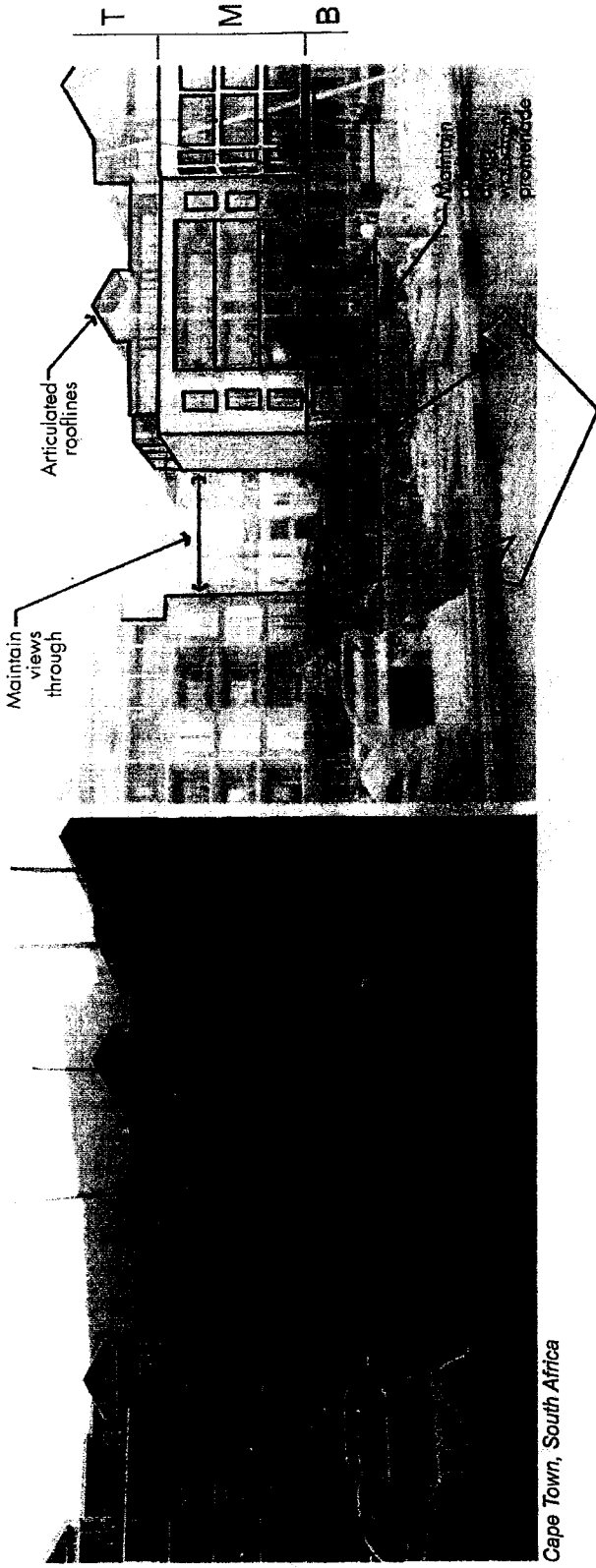
Typical Parking Structure (Fig 2.7)



Above is an example of a typical parking structure recommended for the San Pedro waterfront. Elements of this building should be incorporated in the multiple small scale parking structures suggested by the Plan (see figs 4.3-4.8). The following elements contributing to the character of this structure are recommended:

1. Appropriate scale to urban context. Replicates a building facade in scale, proportion, and form.
2. Active ground floor uses.
3. Punched openings.
4. Clearly defined pedestrian entry.
5. Contributes to the pedestrian environment through awnings, hanging signs, etc.
6. Vehicles on roof and inside structure screened to views from street, adjacent buildings, and higher elevations.
7. Articulated roofline.

Typical Hotel/Time Share/Residential (Fig 2.8)



Cape Town, South Africa

Above is an example of a typical hotel/time share building recommended for the San Pedro waterfront. Elements of this building should be incorporated in, but not limited to, the 22nd Street/ Marina districts. The following elements contributing to the character of this structure are recommended:

1. 4 Stories typical (+ penthouse).
2. Maintain public access along waterfront promenade.
3. Strong Base (B), Middle (M), and Top (T).
4. Maintain views through to water.
5. Uses an array of forms.
6. Varied rooflines.
7. Breakdown facade masses.
8. Waterfront loft/maritime character.
9. Active ground floor (patios, etc.).
10. Deep recessed balconies (shaded).



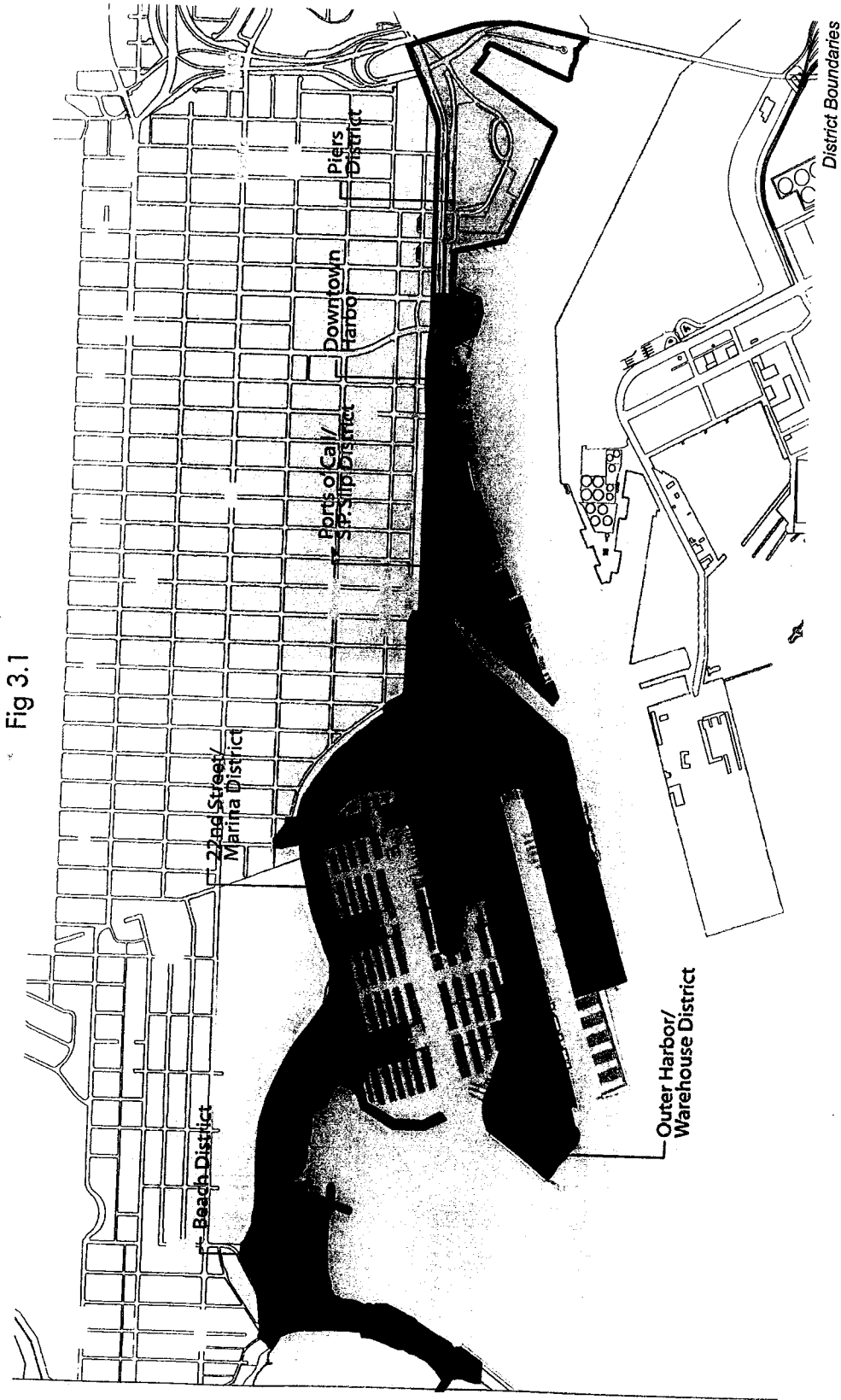


Fig 3.1

Several unique districts have been established as part of the Master Development Plan. These districts define the character and scale of the expansive waterfront. They provide new uses and environments centered around the waterfront's existing assets.

The following six district descriptions serve to define the character of each of the seven distinct waterfront districts envisioned by the plan in a narrative fashion. Following the narrative descriptions are a series of district plans which illustratively describe the development standards as they apply at the district level. District specific building design standards will be added as the planning and design of those districts move forward.

3.0

District

Character

- District Descriptions
- District Development Standards

Piers District



on the promenade.

The basic premise for the Piers District is that the promenade and the open spaces surrounding it will be organized by lines in the landscape. These lines will orient the promenade users and enable meaningful transformations in the space, thereby creating the ground for the promenade itself to exist--much as the breakwater does at the Port's scale.

The thematic and programmatic focal point of the Piers District is the cruise industry. The proposed program for the Piers District includes the Waterfront Gateway Project which consists of the Los Angeles Cruise Ship Promenade, the Harbor Boulevard Parkway, and the Gateway Plaza, currently under construction. Interchange improvements to the Harbor Boulevard/Swinford Street (I-110/SR 47) intersection are also planned, to facilitate movement of heavy truck traffic, buses, and cars. This junction is also the gateway to the World Cruise Center, which will undergo terminal modifications.

Berths for three cruise ships will be accommodated on the waterfront at all times during ongoing and future improvements/construction.

Future improvements at the Piers District include a new cruise ship terminal and the construction of a North Harbor that will accommodate tug boats and provide a unique attraction for viewers

Downtown Harbor District



A new harbor at 6th Street will be the centerpiece of the Downtown Harbor District. The Downtown Harbor will become the civic and cultural stage for San Pedro, also serving as an anchor for businesses in the upland downtown areas. The Maritime Museum and City Hall are linked by a new town square across Harbor Boulevard. The Ralph J. Scott historic Fireboat will be on display at the new Downtown Harbor, providing another cultural and educational destination at the waterfront. North of Fire Station #112 is the new Maritime Exposition building, providing an international showcase, which could include exhibit space, meetings and conference rooms, cultural activities and events, a visitor's center, and offices. The 5th Street Green will provide a celebrated arrival area to the Downtown Harbor. Small cafes will offer a place to observe the drama and scale of the contemporary working port and the symbols of its past.

The Downtown Harbor is where the main street of the waterfront

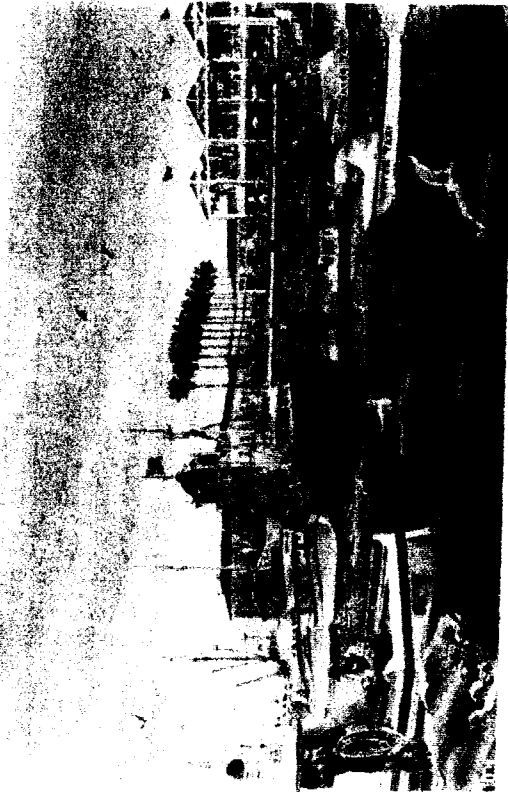
(promenade) meets the main street of downtown (6th Street). It is also the place where the city and the waterfront are most integrated and have the closest proximity to one another. As such this district is the heart of the waterfront. Thematically, it performs as the heart of the celebration of maritime history, with the LA Maritime Museum, the Ralph J. Scott (historic Fireboat #2) display and the LAMI Brigantines as the focus.

The character of the district will be civic, public, institutional, and educational. It is a place for learning and a stage for observing the theatre of the working port, where the drama of history and the modern functions of the port are juxtaposed. It is also a place of remembrance, focused at the memorials in John S. Gibson Park.

The area is also a historic and reconceptualized transport hub, where pedestrian, private, and public modes of transportation converge. The public dock will serve as a water gateway, a front door the city.



Ports O' Call/S.P. Slip District



It is an area for both local residents and visitors. This district is a place for working, for living, and for visiting. The mix of uses will bring a mix of users. It will be guided by a more integrated land use strategy, creating a more urban and lively environment. Upland areas will be more connected to the waterfront through enhanced east-west connections and view corridors and residential development below the bluffs. 13th Street will serve as central spine and main street.

Central to the design for this district is opening up the waterfront physically and visually. Integrated into the Plan are activities and spaces that promote passive viewing of the working harbor. The working harbor will serve as the entertainment for the restaurants and public places. Increased water access will extend to the concept of dining and touring with dinner and harbor cruises.

A key element of the district plan is the existing commercial fishing industry that operates at the S.P. Slip and the Municipal Fish Market. Entertainment and education will come from the unique and authentic San Pedro, the harbor and the fishing industry. Fishing operation will be protected, enhanced, and integrated into a visitor experience in the bi-level promenade that will run along the S.P. Slip. The fishing industry will be directly connected to its customers, helping it to thrive. The Plan will also bring the fishing slip into the Ports O' Call experience, functionally and visually.

The vision for Ports O' Call/S.P. Slip District is a revitalized retail and restaurant district that capitalizes on the views to the adjacent industrial fishing uses in the Southern Pacific Slip. New streets that connect with Harbor Boulevard preserve inland views to the water and a continuous waterfront promenade offers improved pedestrian circulation at the water's edge, offering a truly authentic "fishing village" experience. Two new parks are proposed, the Point Park at the southernmost tip of Ports O' Call and a plaza park adjacent to Acapulco restaurant. A prime residential community adjacent to the Beacon Street Bluffs, which will maintain upland views to the water, is planned just west of Ports O' Call, the only tidelands area in the project area where residential uses may be permissible.

The Ports O' Call/S.P. Slip District is the commercial center of the waterfront, the San Pedro Marketplace. Part of the plan for this area involves a revitalized/rethought/redeveloped Ports O' Call.

22nd Street/Marina District



The 22nd Street/Marina District north of Cabrillo Marina will be developed along a realigned Harbor Boulevard. The current vacant lot between 22nd Street and Crescent Avenue, comprised of approximately three city blocks, will be developed for a new harbor/marina and enhanced settings for the Cabrillo Beach Yacht Club and 22nd Street Restaurant.

A proposed San Pedro Park is within walking distance of the new harbor and adjacent existing residential areas, with a scenic overlook serving as a neighborhood park with seating, views across the waterfront and children's play areas. The lower park affords opportunities for water features, a small amphitheater, informal ball games, picnic areas, botanical gardens and other uses. San Pedro Park will be a public oasis. It will be casual, active, playful, and natural; and will accommodate many types of recreation. The Park will be the anchor for a series of adjacent parks in this area including

existing Bloch Field and Crescent Avenue Park.

This district is the gateway from the southern neighborhoods of San Pedro and from Palos Verdes and areas west. It will serve as a community meeting place, taking advantage of panoramic views.

The Plan will protect and enhance the thriving marina and make it more of a community amenity. Connections between the marina and the beaches and natural environment will be improved. The existing waterfront promenade in this area will be enhanced, as well.

Water will be brought closer to the upland areas in multiple ways. This will enhance the existing uses of the area by creating a more celebrated location in the west channel and providing more water frontage for new development.



Outer Harbor/Warehouse District



opportunities for getting on the water, from private boats to yachts, ferries to cruise ships will be provided.

Warehouse Pier will have a historic/industrial character and will benefit from the adaptive re-use of historic warehouse buildings. New uses may include an artists district and/or an International Trade Mart. The pier will have a strong connection to the industrial and military history of the Port. This area will be a unique environment, made special by the grand scale of the buildings in a small space.

The Outer Harbor/Warehouse District is significant as the gateway to San Pedro from the harbor. The Warehouse #1 building and pier provide significant opportunities to create a district with restored warehouses and a promenade that takes full advantage of the water's edge and views of the harbor.

The southernmost tip of the Outer Harbor will accommodate a growing cruise ship terminal and berth for a growing cruise industry. Adjacent to the terminal is a public park, taking advantage of prime views that the peninsula can provide. The second phase of Cabrillo Marina, Cabrillo Marina II, will be developed on the West Channel side of the pier. It is also proposed that the Red Car will be extended to the cruise ship terminal and park. New uses may include commercial developments, a hotel, and a boat ramp.

Outer Harbor will be more resort and nautical oriented. Multiple

Beach District



The overall goal for the Beach District is to create a coherent and connected environment improving access between existing assets such as the Cabrillo Marine Aquarium, the historic bathhouse, the fishing pier, and the Cabrillo Youth Camp. Like the Maritime Museum in the Downtown Harbor Area, the Aquarium serves as the primary cultural anchor for the Beach District generating rich educational possibilities for the thematic development of open space elements. The entire beach area should be considered as a nature and marine educational resource.

Natural areas – salt marshes, tidepools, and beaches – are currently underutilized for their scenic and educational value. They will be connected via well-defined trails consisting of on-grade walkways or elevated boardwalks through areas with sensitive vegetation. The promenade that starts from the Vincent Thomas Bridge continues to the Federal Breakwater linking these existing assets.

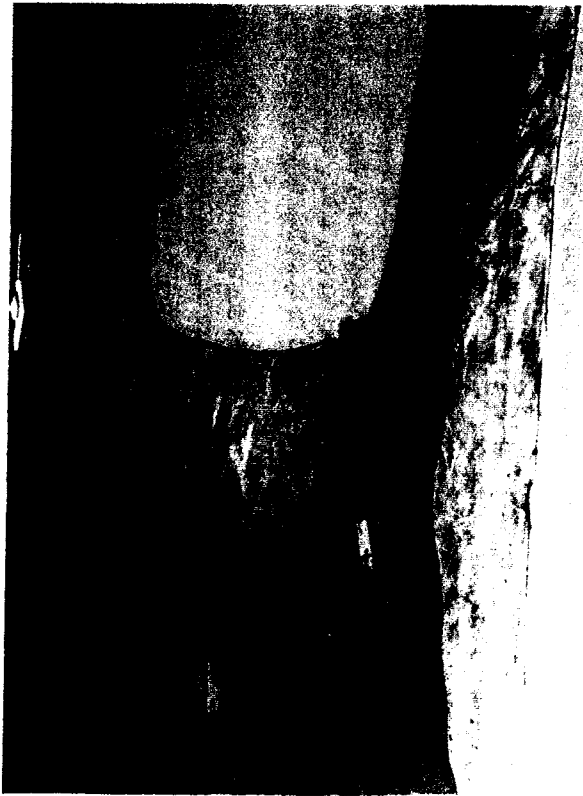
New features in this district include a proposed children's marine themed playground, a pedestrian paseo to the front door of the aquarium, an interactive fountain, and remote parking areas near the Marina Hotel and a new Aquatics Center. Elements of the plan also include improving the existing picnic facilities and expanding landscaping to increase the space available for informal picnics.

The goal for this district is to create a clean and accessible natural environment. There will be no substantial new development in this area. The Plan will expand and facilitate access to the area, while diminishing the impact on adjacent neighborhoods. Managing parking and vehicular access to this district is an essential element of the Plan. Parking for buses is provided remotely, in order to preserve a large expanse of land for dedicated for beach use. Boat trailer traffic will also be reduced by limiting boat ramp access.

The promenade will take the form of an elevated boardwalk in much of this area to limit impact on the natural environment. It will serve as a venue for educational tours and displays and as a separation between active beaches and passive natural areas

The Plan also enhances the environment, visibility, and access to the aquarium. The aquarium's connection to the water will also be improved.

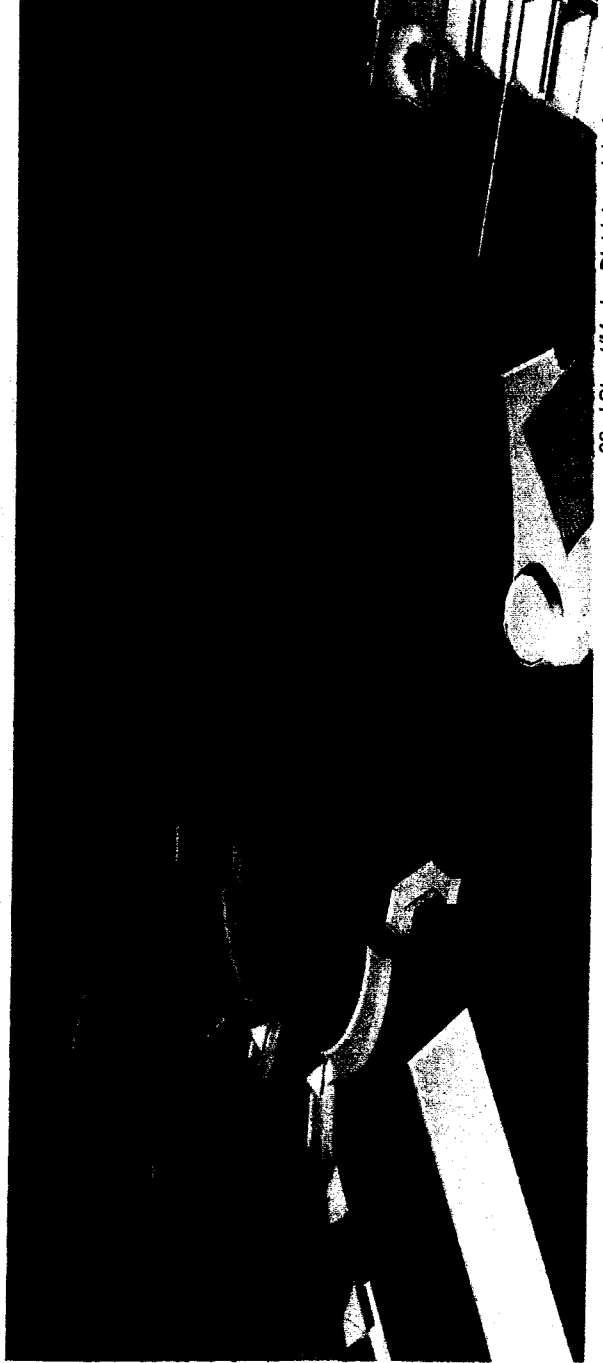




Beach District model, view north



Downtown Harbor model, view southwest



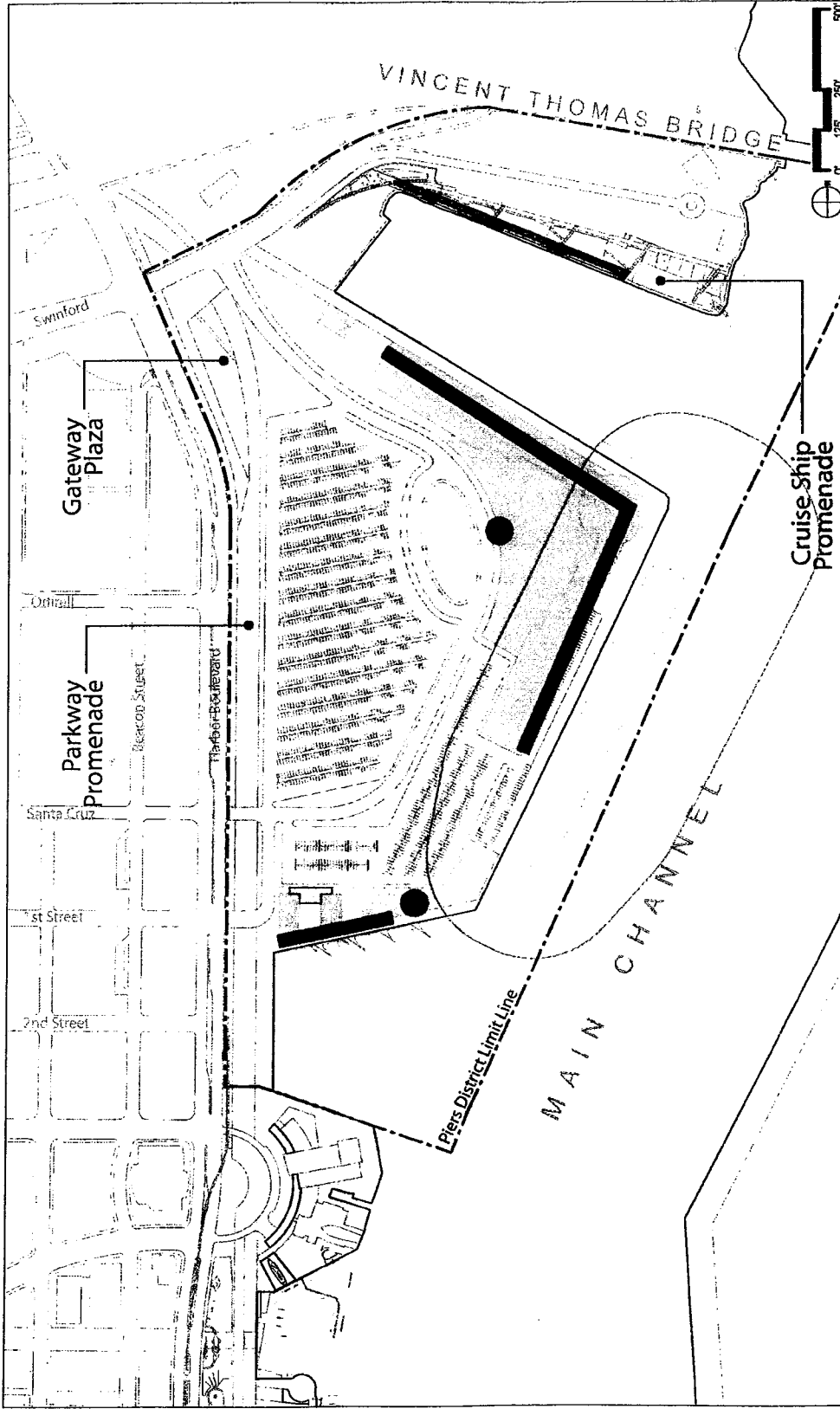
22nd Street/Marina District model, view northwest

District Development Standards

The diagrams on the preceding pages (Figures 3.2-3.7) illustrate the development guidelines at the district level. The diagrams illustrate existing buildings and proposed development sites. For the proposed development sites, required frontages and backs of lots are noted. Where required frontages are indicated, buildings shall be built up to or within five feet of the property or leasehold line on at least 80% of the total linear street or water frontage. Where active ground floor uses are indicated, at least 75% of the required building frontage shall be developed with uses that promote pedestrian activity including retail, restaurant, and other public-oriented activities. Where architectural emphasis is noted, structures must address the street and/or water with a distinct design element such as a tower or facade articulation.



Fig 3.2



Piers District







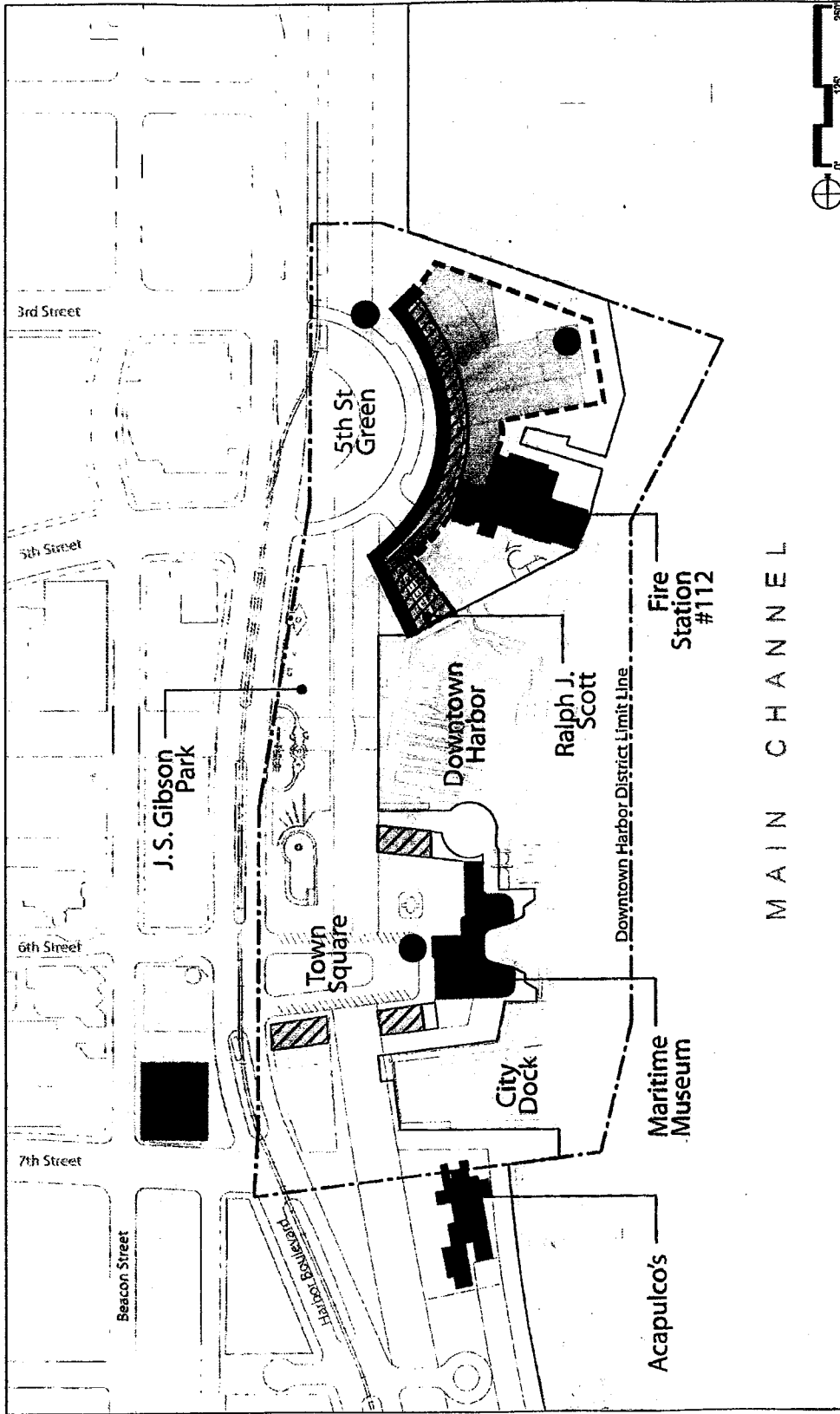
-  Existing Buildings
-  Proposed Development
-  Required Frontage
-  Back
-  Active Ground Floor Uses
-  Architectural Emphasis

Fig 3.3

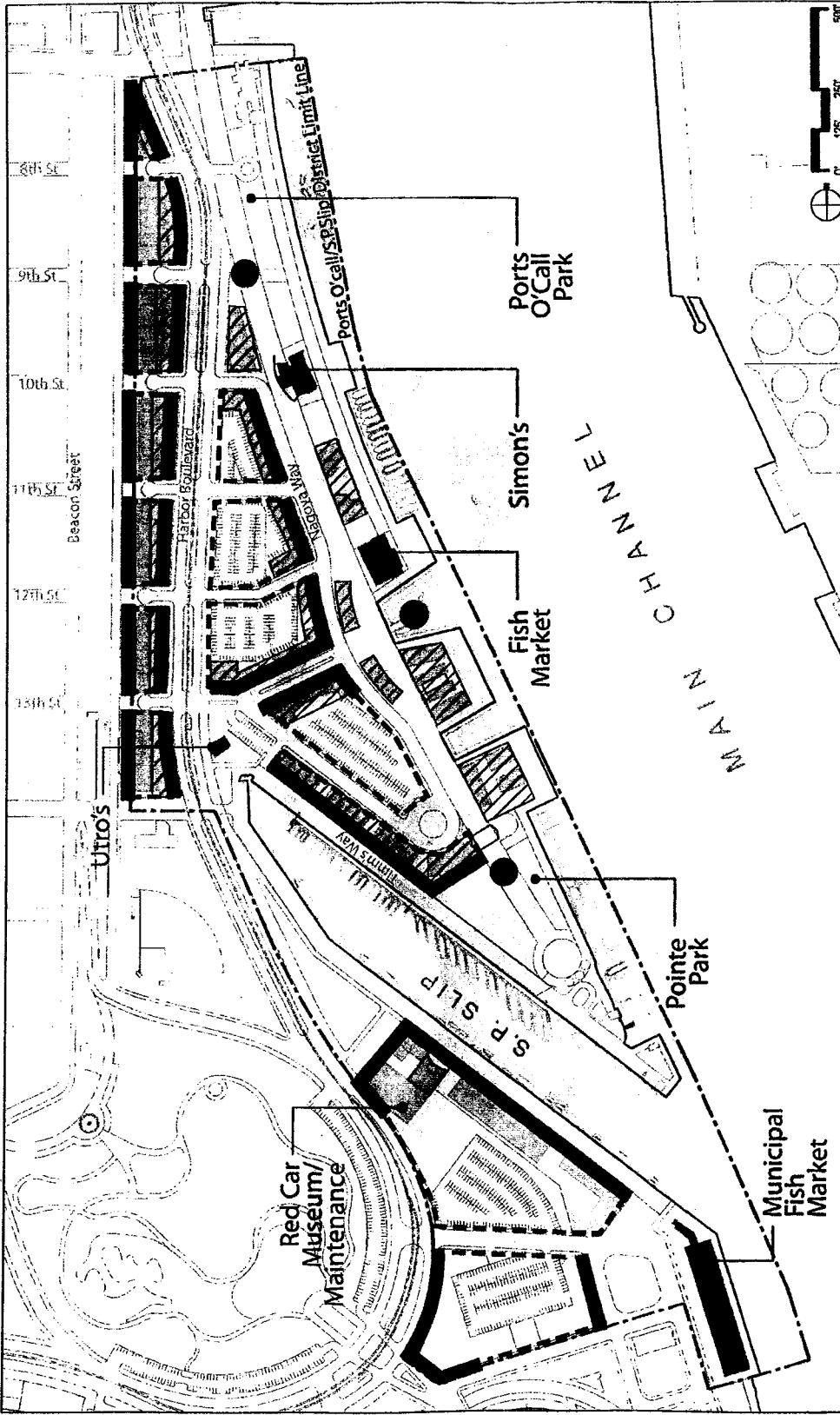


DOWNTOWN HARBOR DISTRICT

- Existing Buildings
- Proposed Development
- Required Frontage
- Back
- Active Ground Floor Uses
- Architectural Emphasis



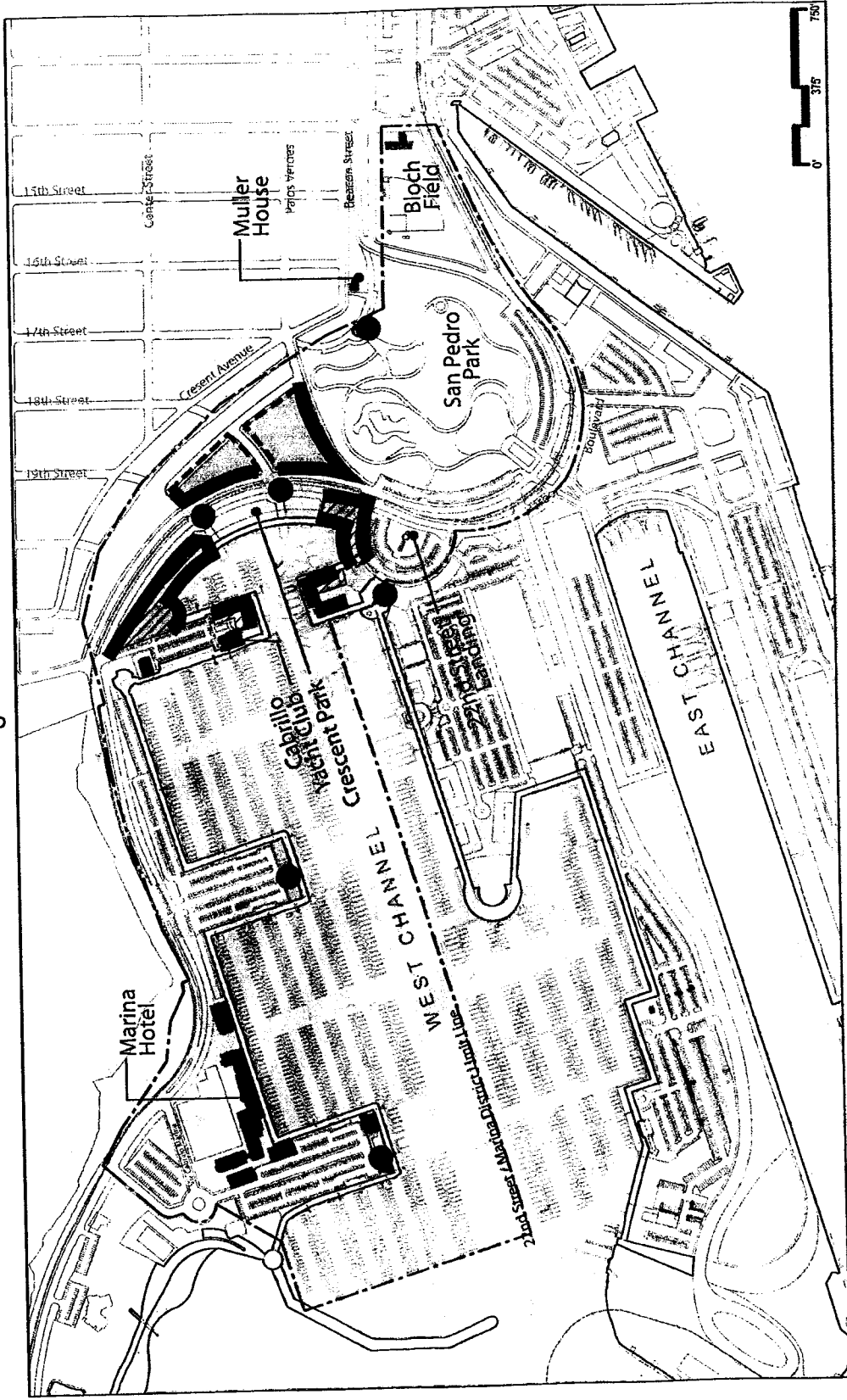
Fig 3.4



PORTS O'CALL/ S.P.SLIP DISTRICT

- Existing Buildings
- Proposed Development
- Required Frontage
- Back
- Active Ground Floor Uses
- Architectural Emphasis

Fig 3.5



22nd STREET / MARINA DISTRICT







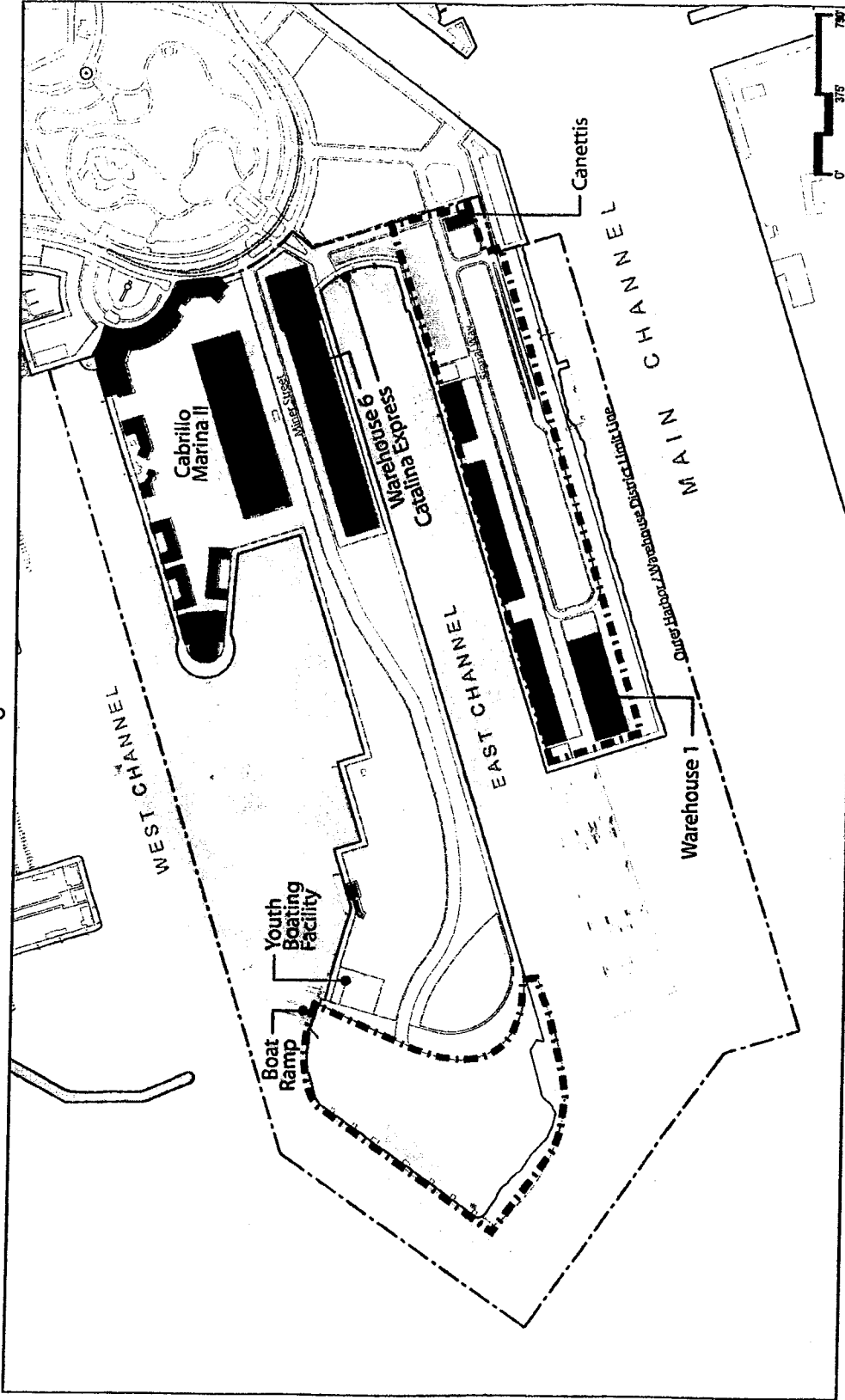
-  Existing Buildings
-  Proposed Development
-  Required Frontage
-  Back
-  Active Ground Floor Uses
-  Architectural Emphasis

Fig 3.6

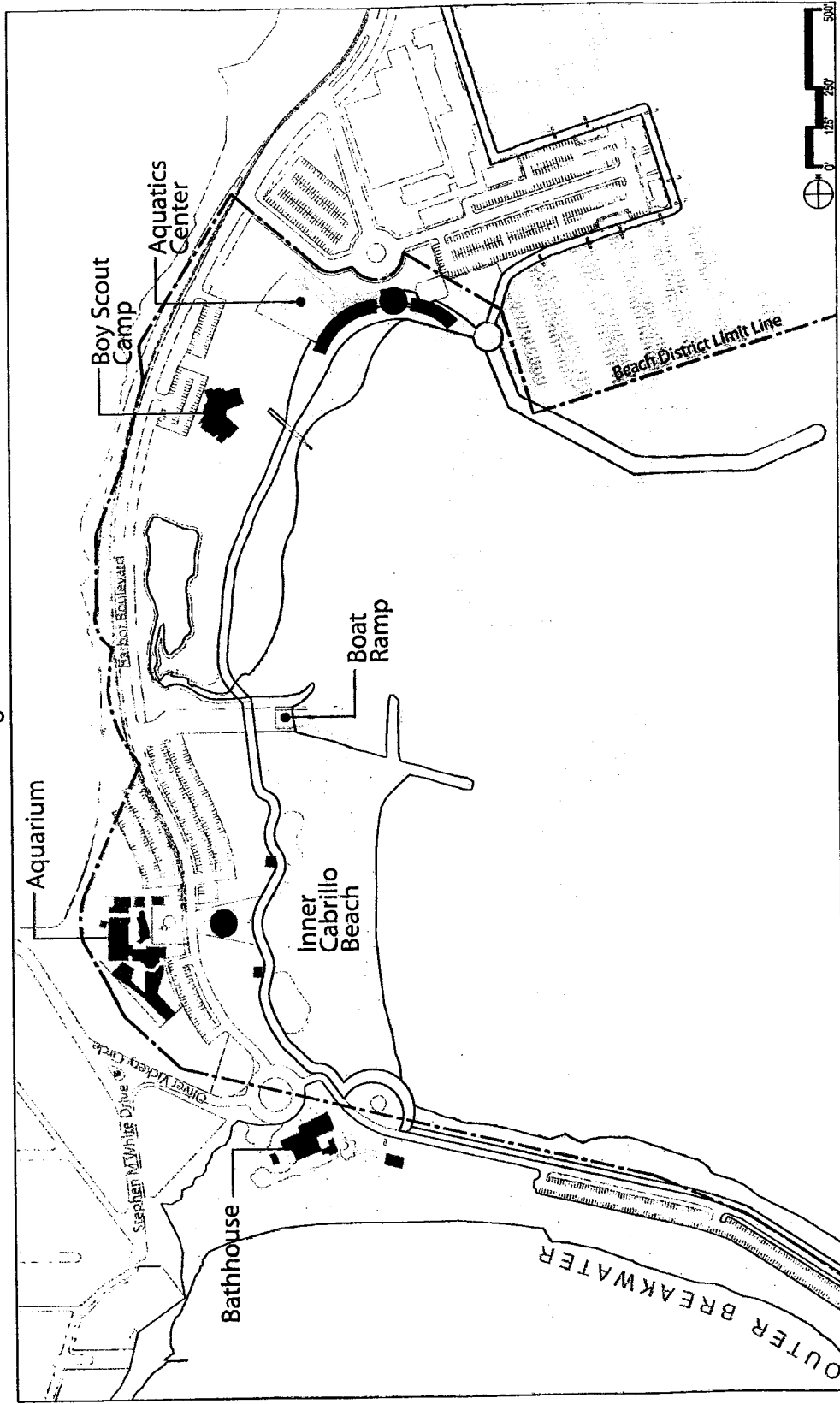


OUTER HARBOR/ WAREHOUSE DISTRICT

- Existing Buildings
- Proposed Development
- Required Frontage
- Back
- Active Ground Floor Uses
- Architectural Emphasis

Visitor Serving Commercial/Maritime Commercial Landuse District

Fig 3.7

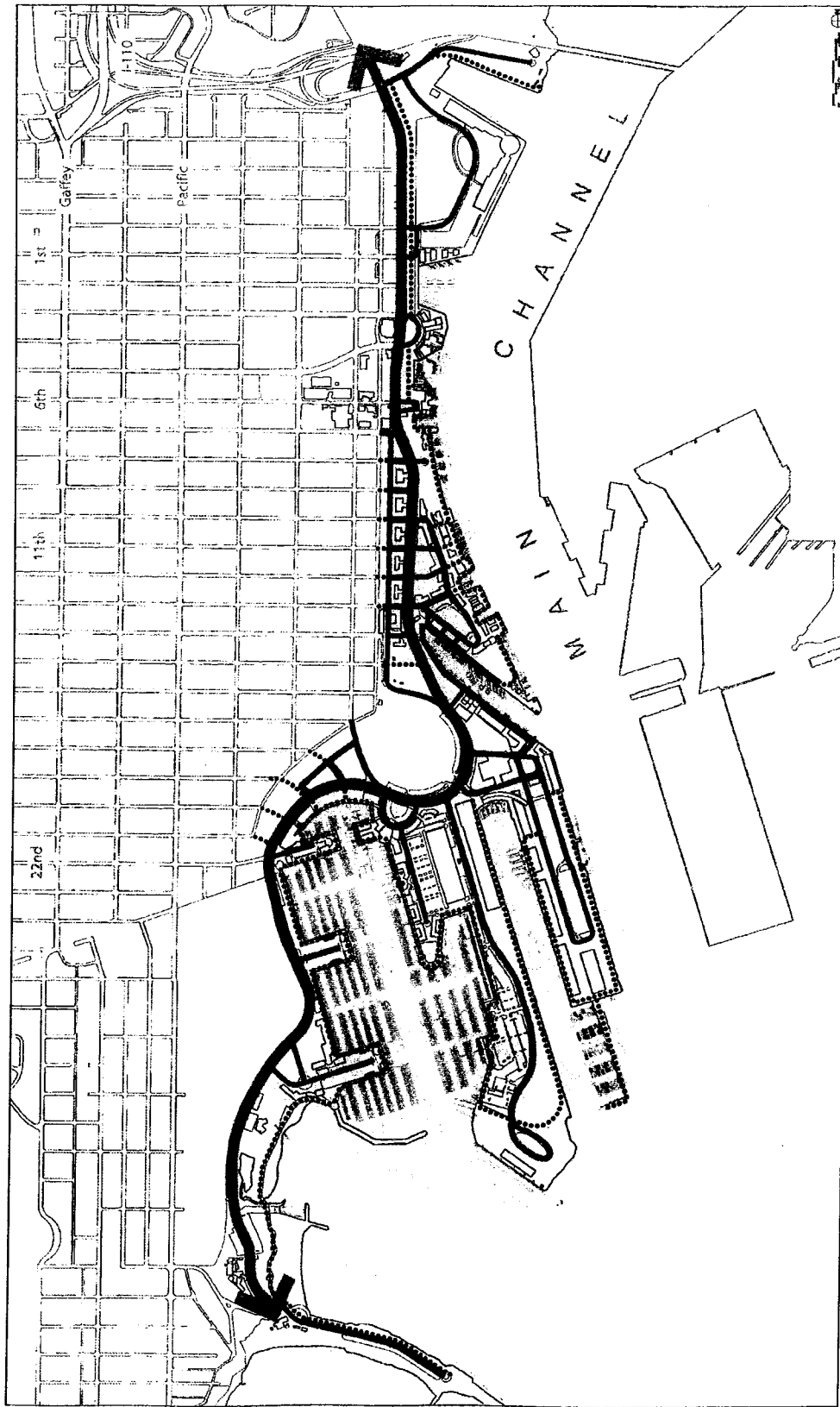


BEACH DISTRICT

- Existing Buildings
- Proposed Development
- Required Frontage
- Back
- Active Ground Floor Uses
- Architectural Emphasis



Fig 4.1



Harbor Boulevard



Pedestrian & Vehicular



Pedestrian only

RIGHTS OF WAY

The Bridge to Breakwater Master Development Plan takes an integrated approach to parking and transportation. A new system of streets, an expanded Red Car route, new and existing structured and surface parking, a new water taxi, and new pedestrian linkages are meant to increase access to the waterfront, provide linkages to upland areas, and ease circulation throughout the site. In addition, rights of way are established to protect and enhance existing waterview corridors and to provide increased visual access to the waterfront.

4.0 Circulation

- Rights of Way
- View Corridors
- Parking Plan
- Linkages
- District Circulation Standards
- Key Streets Character

PUBLIC ACCESS

Public "rights-of-way" enhance the physical and visual access to the water through the establishment of protected view corridors and circulation paths for pedestrians and vehicles through development parcels. These rights of way also serve to establish new and improved connections between the project area and existing upland areas.

Rights-of-Way

Public rights-of-way aligned with existing east-west streets and along new alignments to facilitate movement to and through the waterfront and the project area shall be created in the Bridge to Breakwater Plan, as identified in Figure 4.1. The right-of-ways shall be a minimum of 40 feet wide (unless otherwise noted). Rights-of-way shall have the character of a public street, whether open to vehicular traffic or solely pedestrians.

View Corridors

View corridors will be assured through the use of right-of-way designations. Public view corridors shall be aligned along existing view corridors from upland areas in San Pedro, providing visual access to the water or to focal elements, such as the Maritime Museum (See Figure 4.2). New view corridors will be aligned to provide visual connection to the waterfront or to key sites throughout area of new development. Public view corridors are straight, largely unobstructed shafts of space with clear views to the water or a focal element from public rights-of-way, as viewed at ground level. The minimum width of public view corridors shall be the same width as the street right-of-way (illustrated in the street section diagrams, figs 5.10-13). Sky bridges or gross floor area above, over, or within public view corridors are prohibited. Typical street furnishings associated with a public street, such as street trees, banner poles or pedestrian scaled light fixtures are permitted within a view corridor. Trees species with high branching canopies shall be selected to preserve eye level views. Along Harbor Blvd., canopies and other structures should be designed to minimize impacts to views down that street.

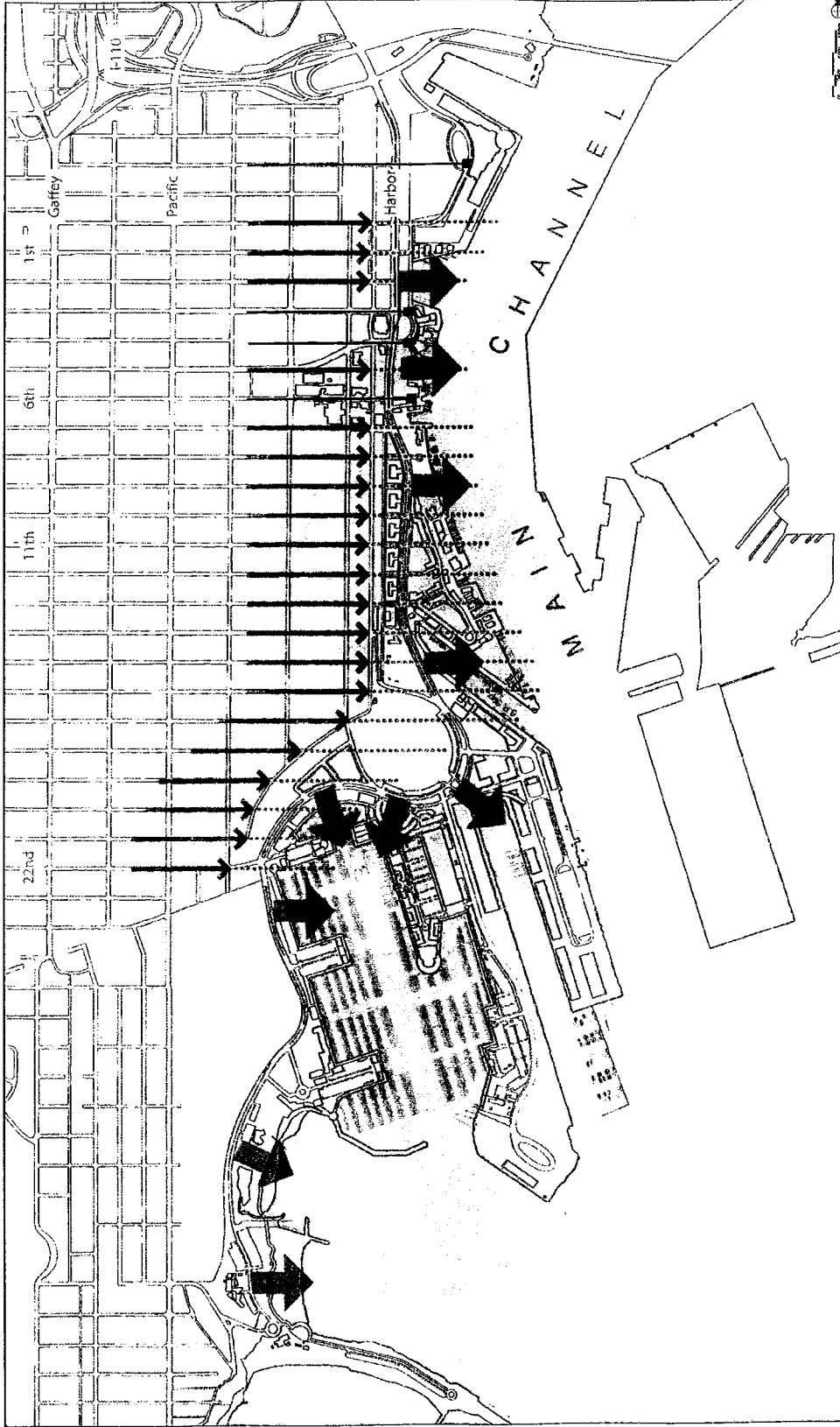
Site Access

Curb cuts provide for site access in the development parcels of the Bridge to Breakwater Plan (as indicated in the district circulation diagrams, figs 4.4-9) The use of shared driveways between adjacent parcels is encouraged. When feasible, new development should be linked to adjacent property by common circulation areas for cars and people. When no development exists on adjacent properties, consideration should be given to how sites can develop common circulation linkages in the future. Exceptions may be appropriate for small parcels or other special conditions. Access to parking and loading areas shall be screened from predominant view, and designed to allow vehicles to maneuver on site without obstructing public pedestrian or vehicular circulation. Truck loading should be an integral part of the development and should be screened from public view. All exterior garbage and refuse facilities and mechanical equipment should be screened in a manner that is compatible with the overall building design and streetscape treatment.

Parking

The Bridge to Breakwater Plan recommends a dispersed parking solution involving street parking, surface parking, and parking structures throughout the project and adjacent areas. Proposed parking locations are illustrated in Figure 4.3.

Fig 4.2

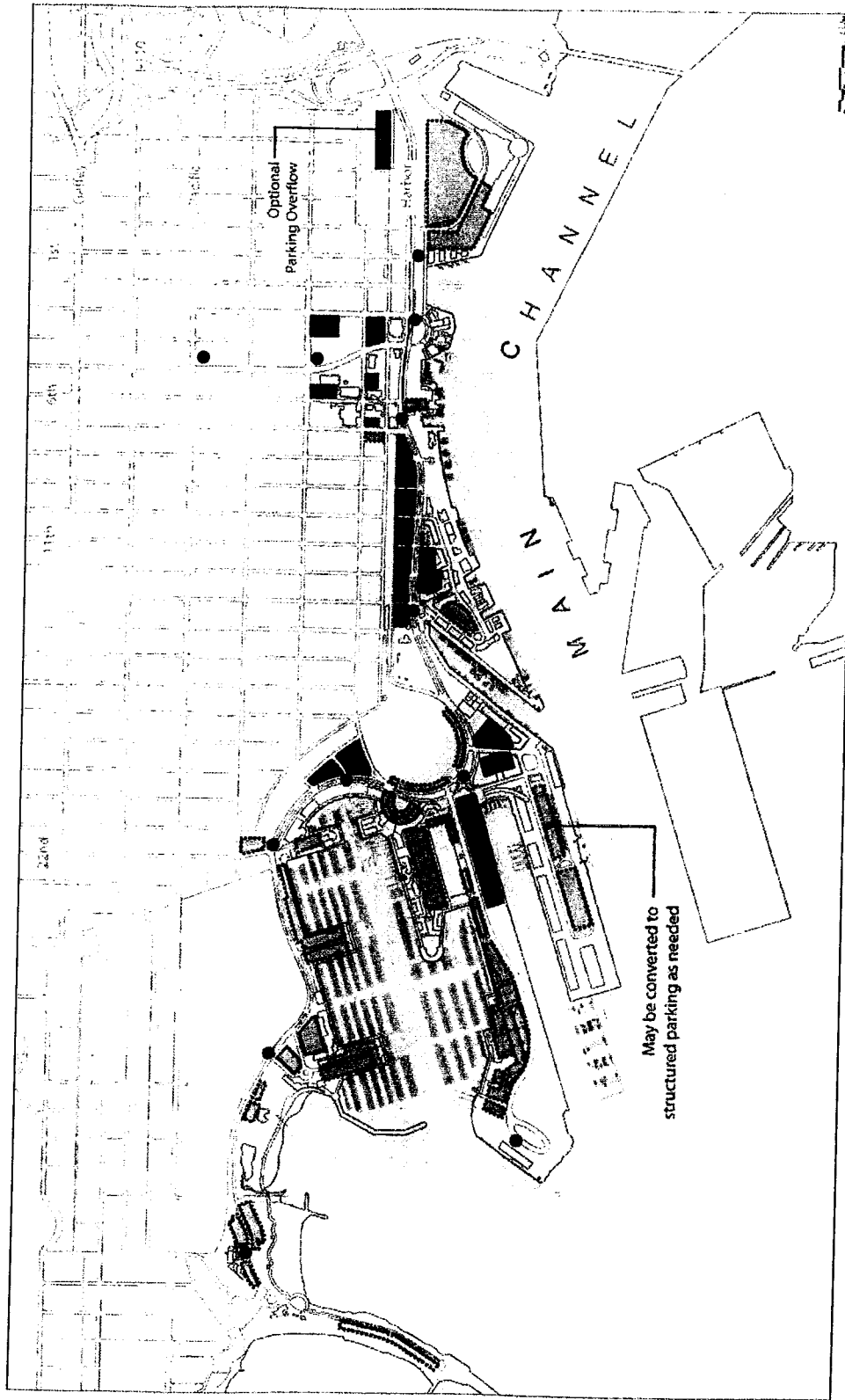


WATER VIEW CORRIDORS

- ➡ Ground level water views from Harbor Blvd.
- Views terminate at important structures (eg. Maritime Museum, Maritime Expo, Ralph J. Scott, Cruise Ship Terminal)
- ⋯ Distant Views from elevated bluff vantage



Fig 4.3



PROPOSED PARKING PLAN

- Surface Lot Parking
- Structured Parking
- Proposed Red Car Stations

District Circulation Standards

The diagrams on the proceeding pages (Figures 4.4-4.9) illustrate circulation guidelines at the district level. The diagrams illustrate existing buildings and proposed development parcels. Vehicular Access (curb cuts) are shown for development parcels along with proposed locations for surface and structured parking. Proposed Water Taxi stops and existing and proposed Red Car stops are also shown. Section lines indicate the location and orientation of the key street character sections illustrated in Figures 4.10-4.13. Lastly, vehicular and pedestrian linkages between Port properties and upland areas are indicated on the diagrams.



Fig 4.4

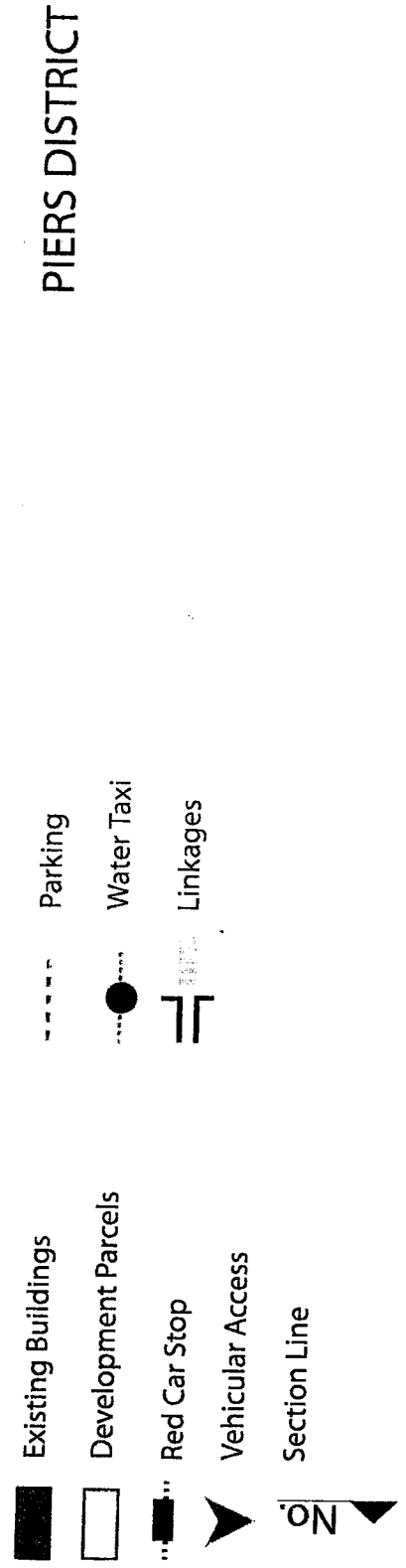
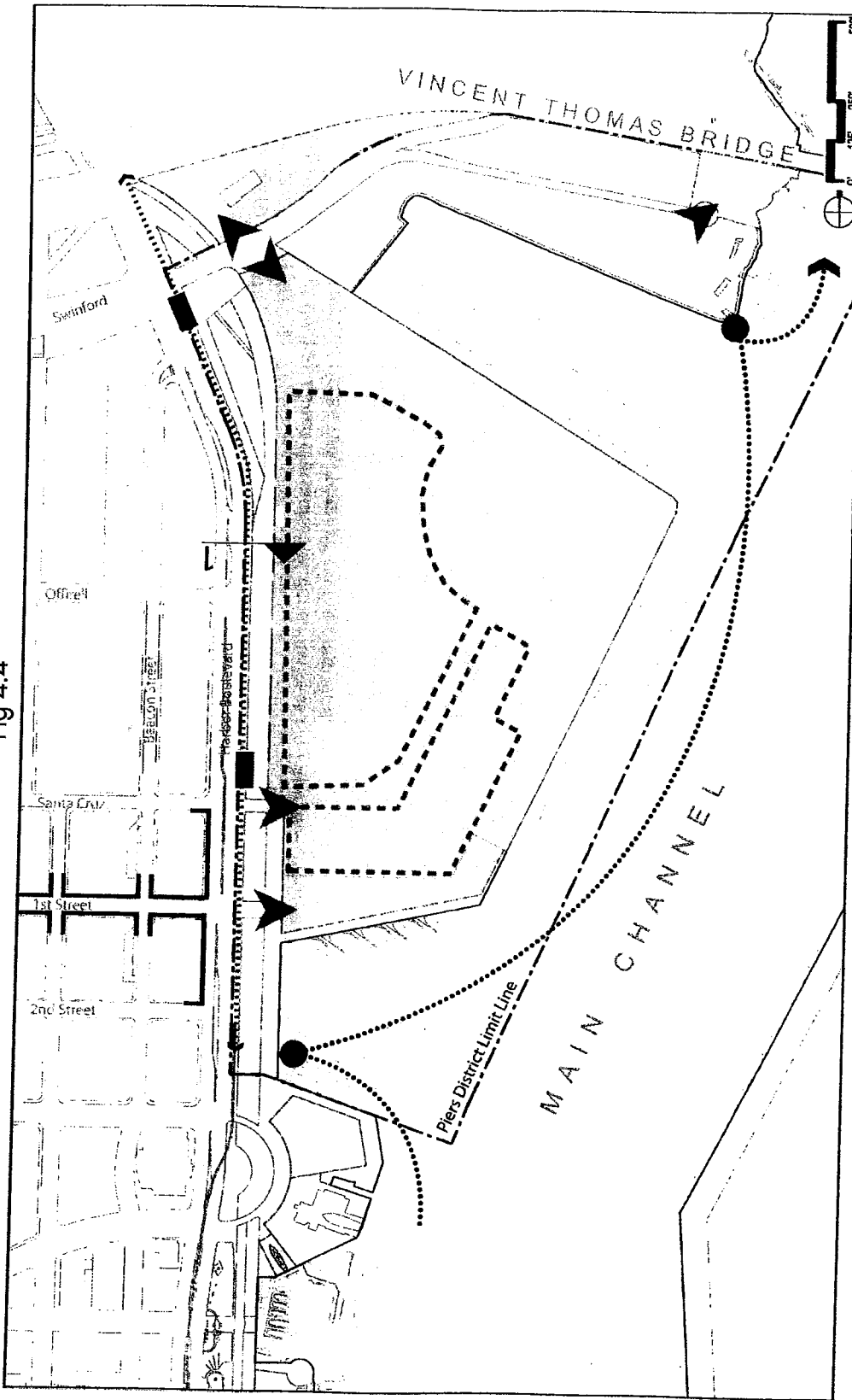
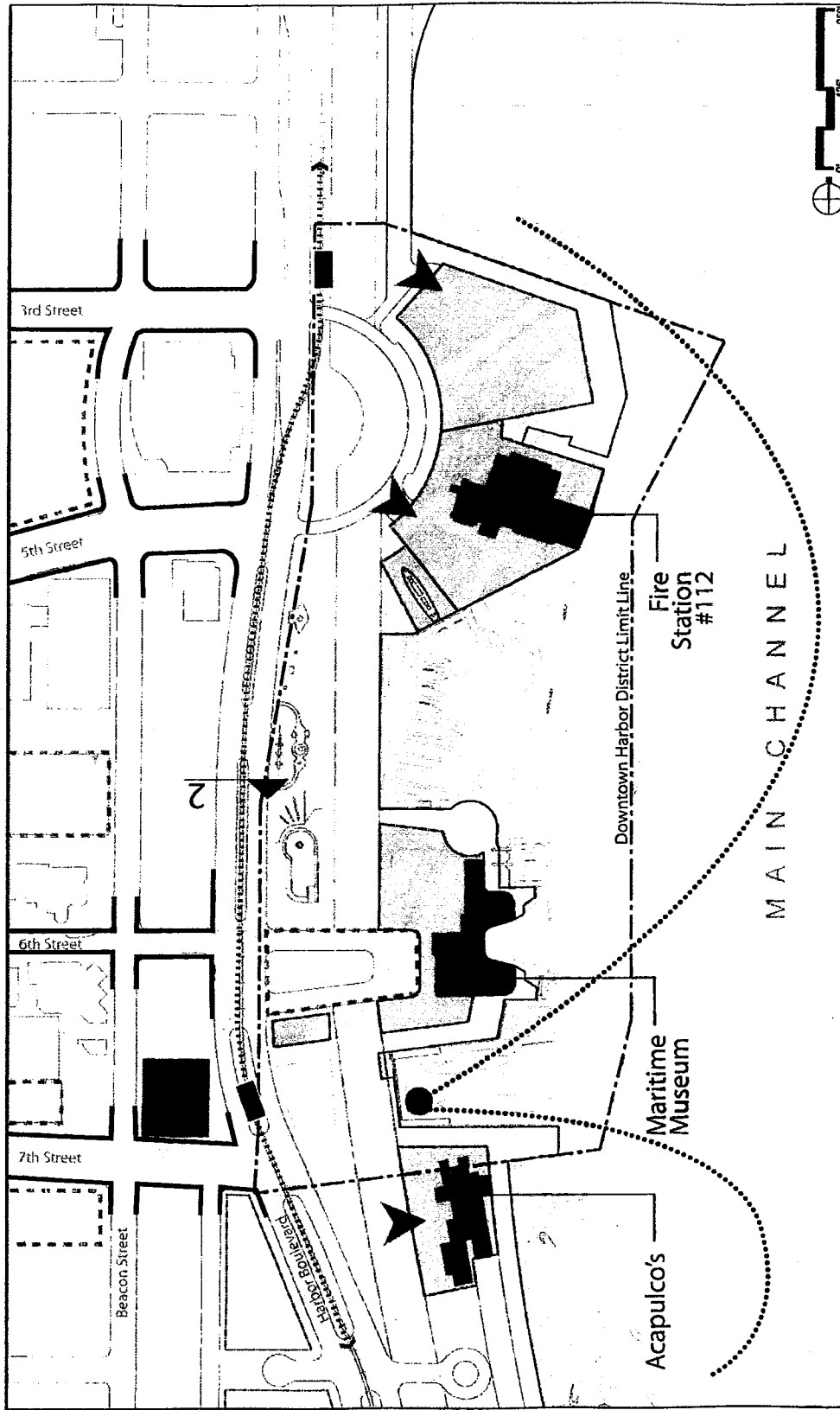


Fig 4.5

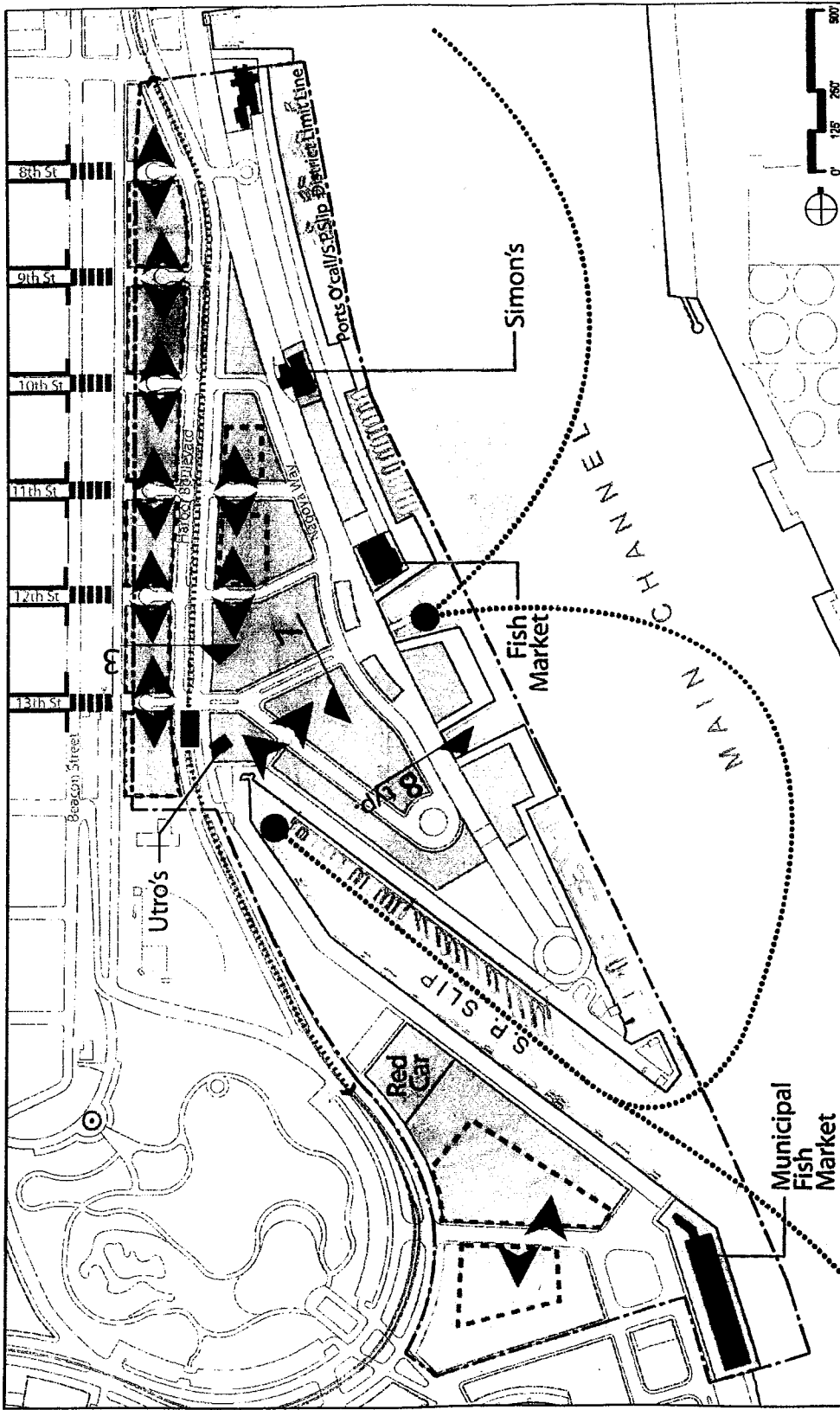


DOWNTOWN HARBOR DISTRICT

- Existing Buildings
- Development Parcels
- ⋯ Red Car Stop
- ▶ Vehicular Access
- ◀ No.
- Parking
- Water Taxi
- ≡ Linkages
- Section Line



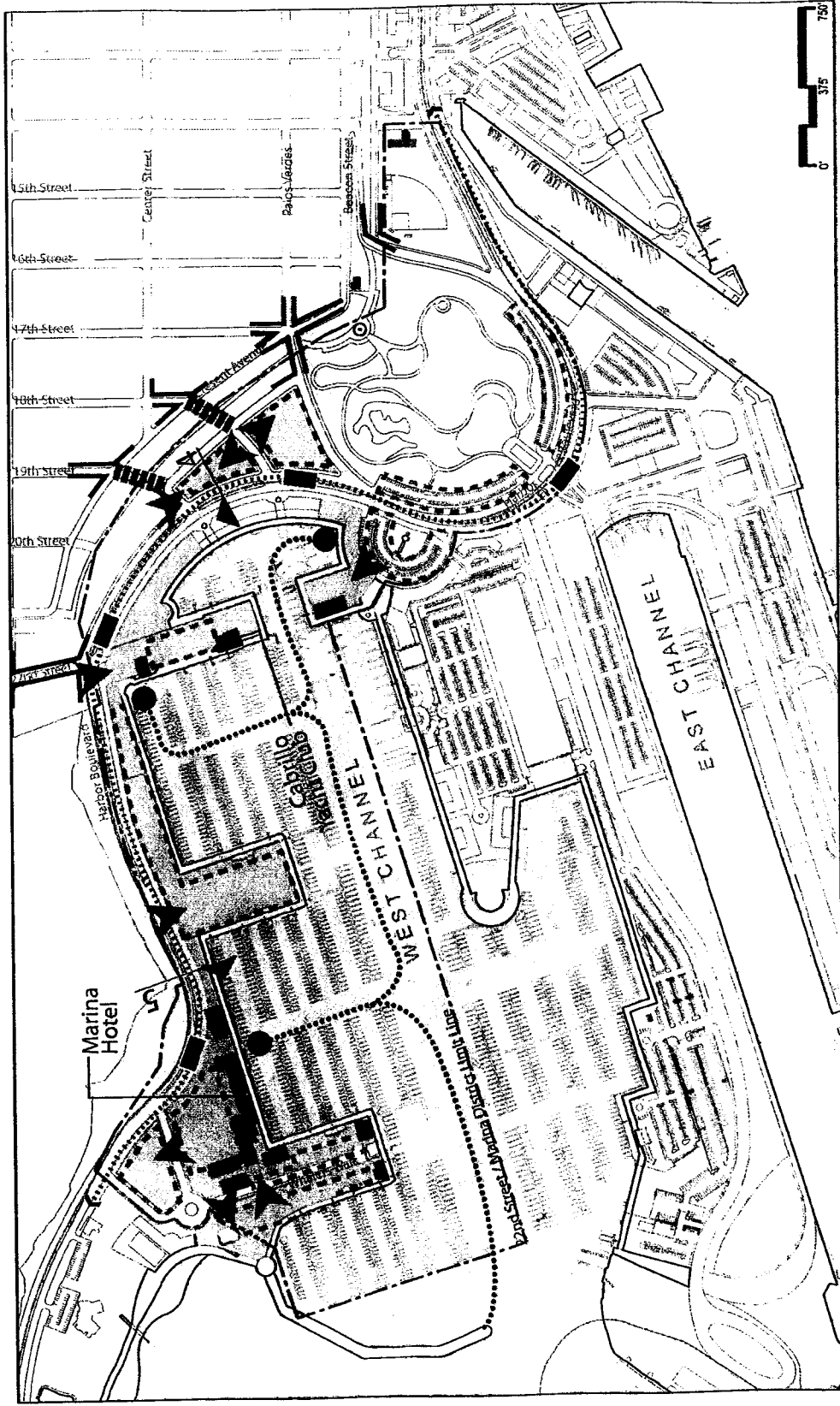
Fig 4.6



PORTS O'CALL/ S.P.SLIP DISTRICT

- Existing Buildings
- Development Parcels
- Red Car Stop
- Vehicular Access
- Section Line
- Parking
- Water Taxi
- Linkages

Fig 4.7

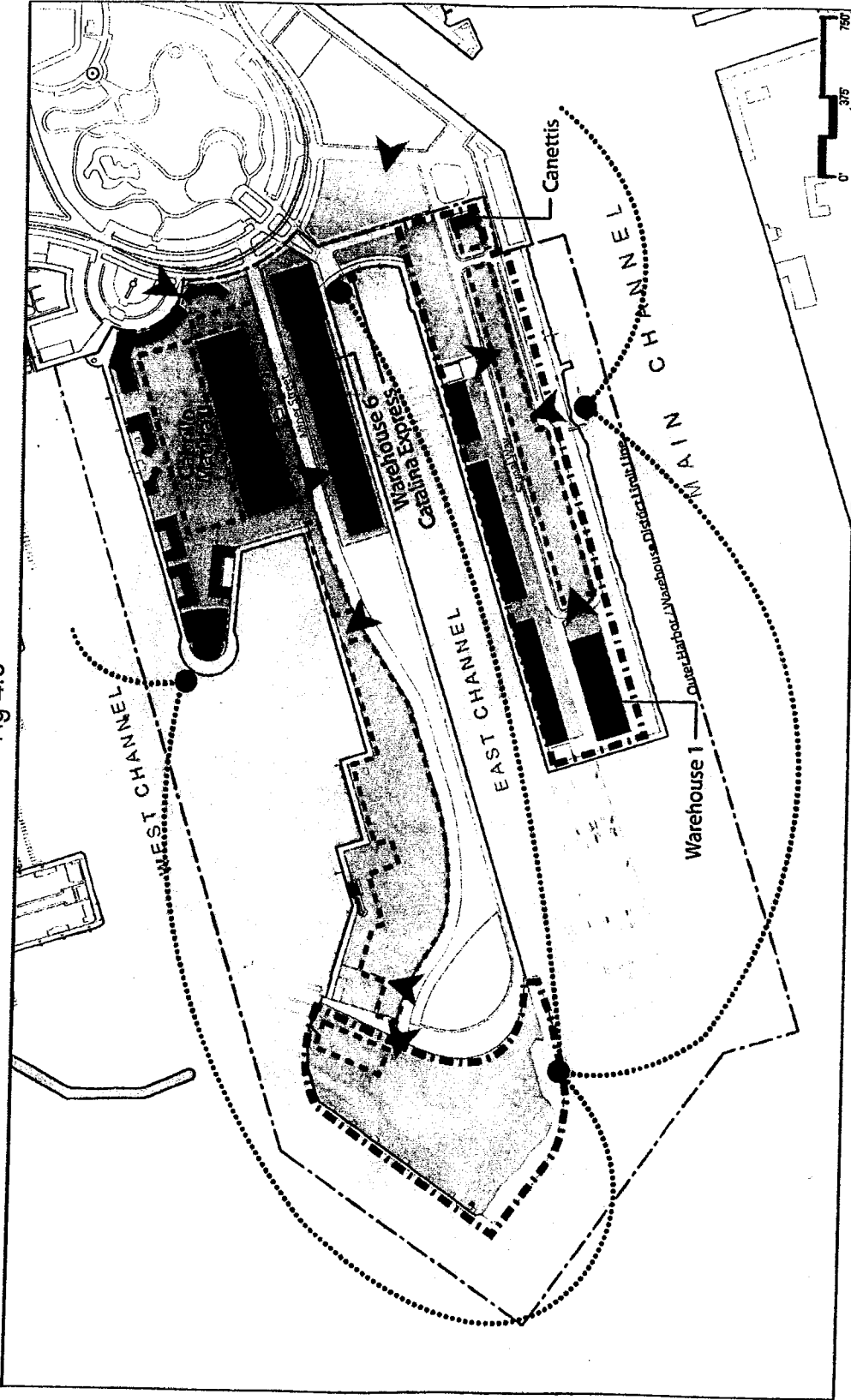


22nd STREET / MARINA DISTRICT

- Existing Buildings
- Development Parcels
- Red Car Stop
- Vehicular Access
- Section Line
- Parking
- Water Taxi
- Linkages



Fig 4.8



OUTER HARBOR/ WAREHOUSE DISTRICT

	Existing Buildings		Parking
	Development Parcels		Water Taxi
	Red Car Stop		Linkages
	Vehicular Access		Section Line
	No		

Visitor Serving Commercial/Maritime Commercial Landuse District

Fig 4.9

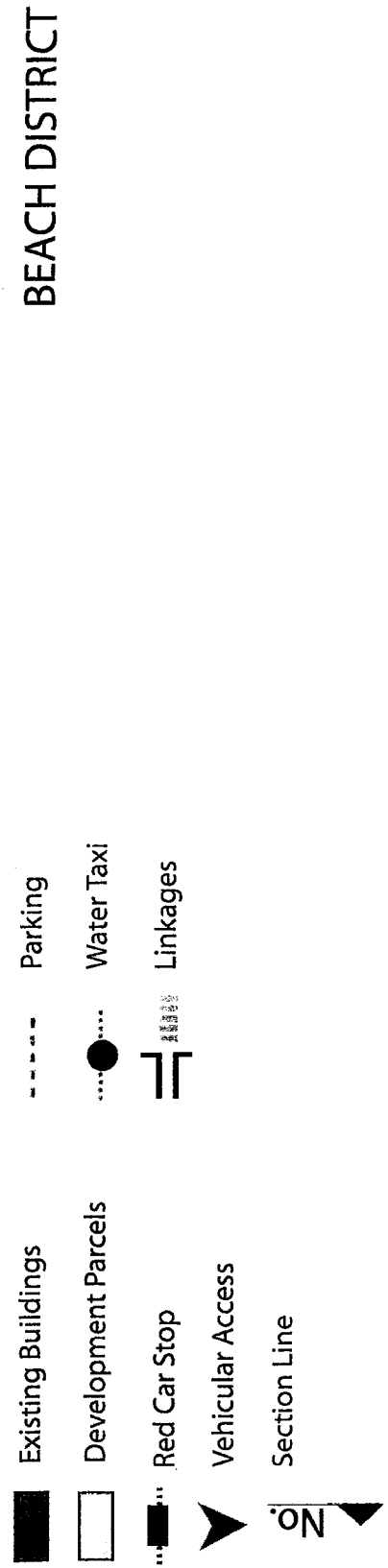
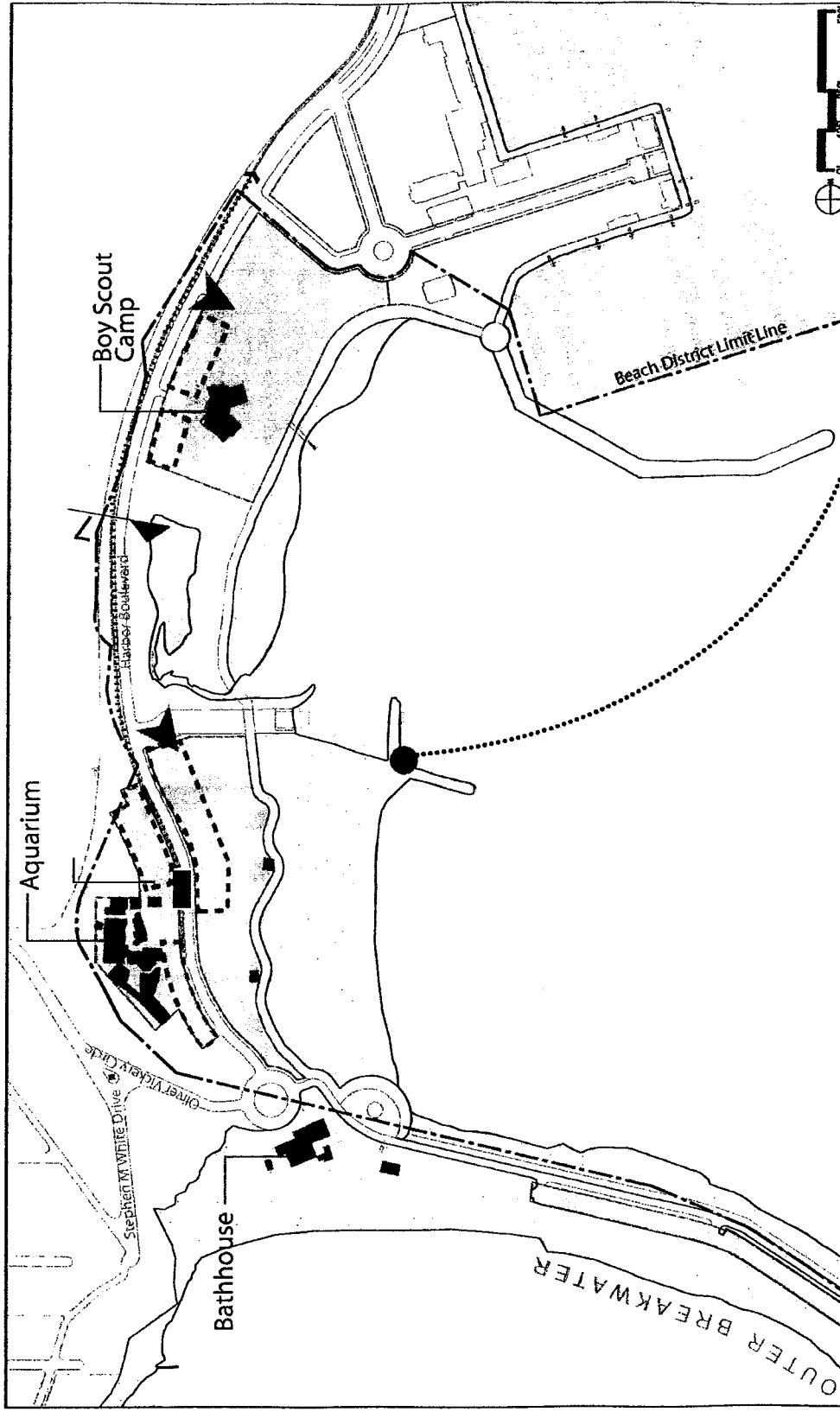
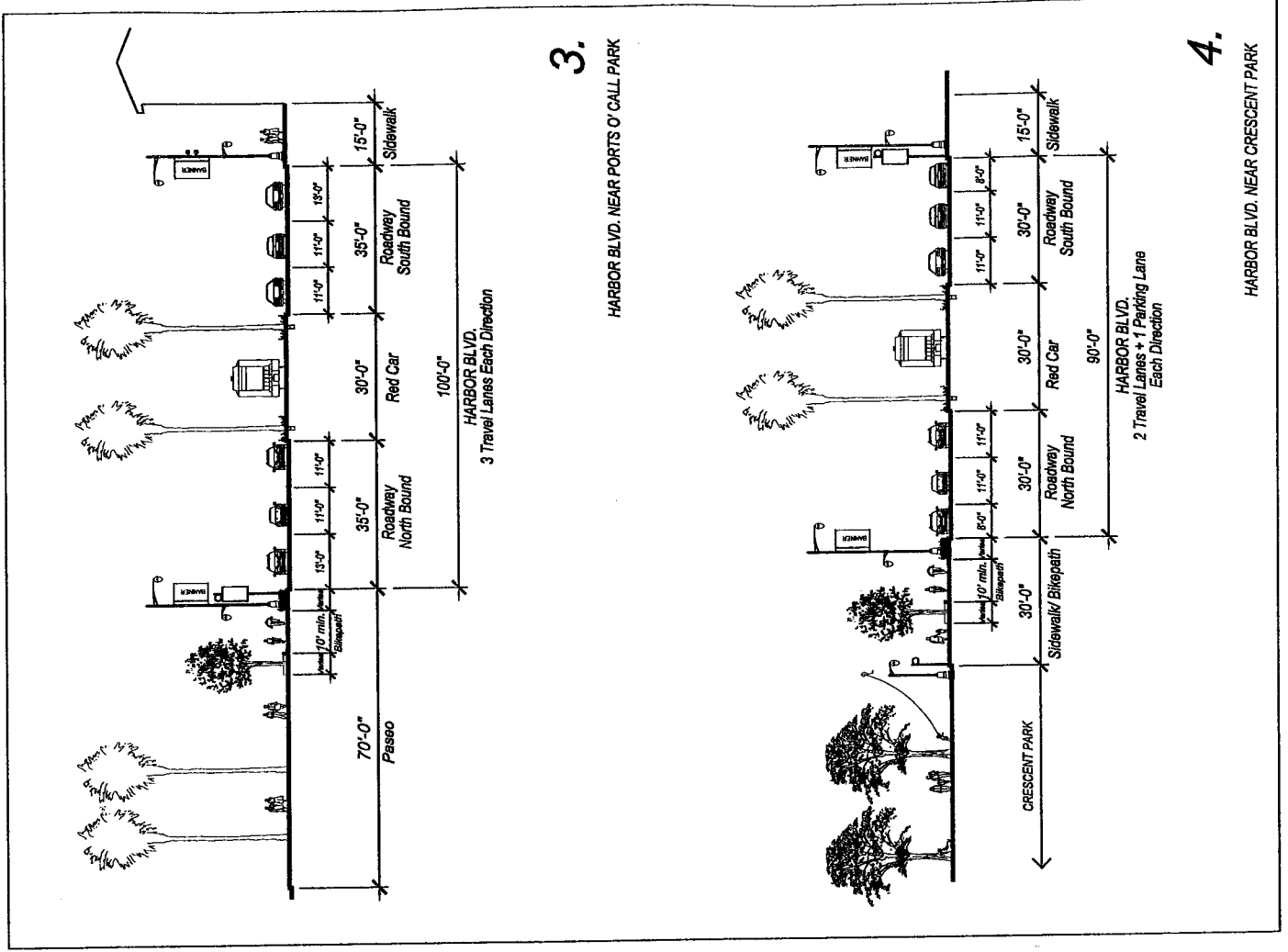


Fig 4.11

Section 3: The Design Guidelines propose that Harbor Boulevard near Ports O' Call Park have an approximate 132-foot right-of-way with a central 30-foot Red Car transit median (there will be a 38-foot transit median at San Pedro Park) and a curb-to-curb dimension of 100-feet. This section of Harbor Boulevard is designed to accommodate three lanes of traffic in either direction. There will be a 12-20-foot zone on both sides to accommodate a pedestrian sidewalk, street tree planting, signage, and lighting.

Section 4: The Design Guidelines propose that Harbor Boulevard near Crescent Park have an approximate 135-foot right-of-way with a central 30-foot Red Car transit median and a curb-to-curb dimension of 90-feet. This section of Harbor Boulevard is designed to accommodate two lanes of traffic in either direction and one parking lane in each direction. There is an approximate 15-foot zone on the land-side to accommodate a pedestrian sidewalk, street tree planting, signage, and lighting and a 30-foot area on the Crescent Park-side to accommodate a separated bicycle/pedestrian landscaped promenade.



④
③



Section 5: The Design Guidelines propose that Harbor Boulevard at Cabrillo Marina have an approximate 80-foot right-of-way with a central landscaped median with a curb-to-curb dimension of about 67-feet. This section of Harbor Boulevard is designed to accommodate two lanes of traffic in either direction with the Red Car sharing the inside curb lane. There is an approximate 10-foot zone on both sides to accommodate a pedestrian sidewalk, street tree planting, signage, and lighting.

Section 6: The Design Guidelines propose that Harbor Boulevard at the salt marshes have an approximate 50-foot right-of-way with a curb-to-curb dimension of about 26-feet. This section of Harbor Boulevard is designed to accommodate one lane of traffic in either direction with a 14-foot dedicated lane for the Red Car on the land-side. There is an approximate 10-foot zone on the harbor-side to accommodate a pedestrian sidewalk, street tree planting, signage, and lighting.

Fig 4.12

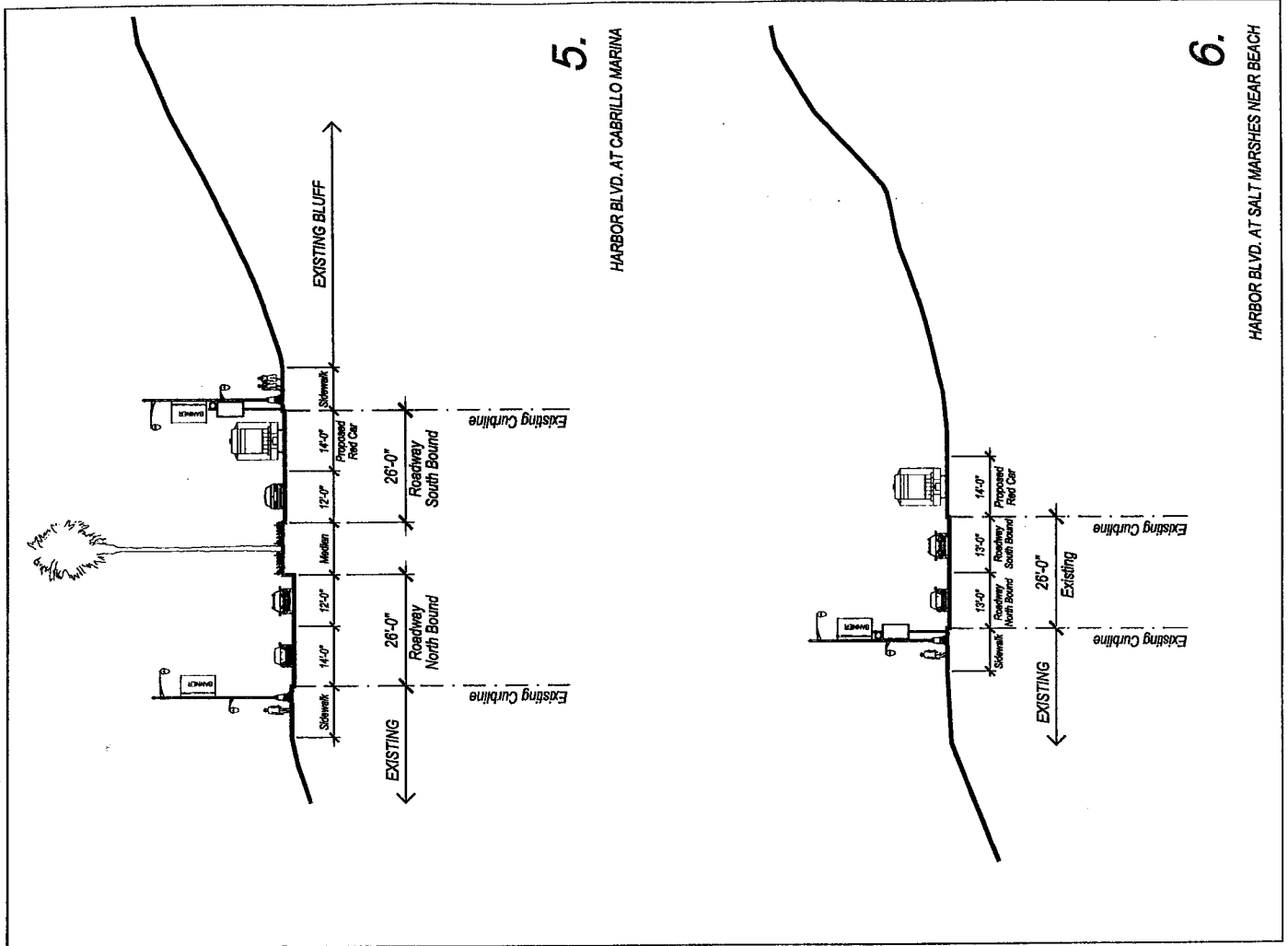


Fig 4.13

Section 7: The Design Guidelines propose that East-West streets with medians have an approximate 80-foot right-of-way with a minimum 10-foot central landscaped median and a curb-to-curb dimension of about 50-feet. East-West streets with medians are designed to accommodate one lane of traffic in either direction with a dedicated parking lane on both sides. There is an approximate 15-foot zone on the either side to accommodate a pedestrian sidewalk, street tree planting, signage, and lighting.

Section 8: The Design Guidelines propose that East-West streets without medians have an approximate 70-foot right-of-way with a curb-to-curb dimension of 40-feet. East-West streets without medians are designed to accommodate one lane of traffic in either direction with a dedicated parking lane on both sides. There is an approximate 15-foot zone on the either side to accommodate a pedestrian sidewalk, street tree planting, signage, and lighting.

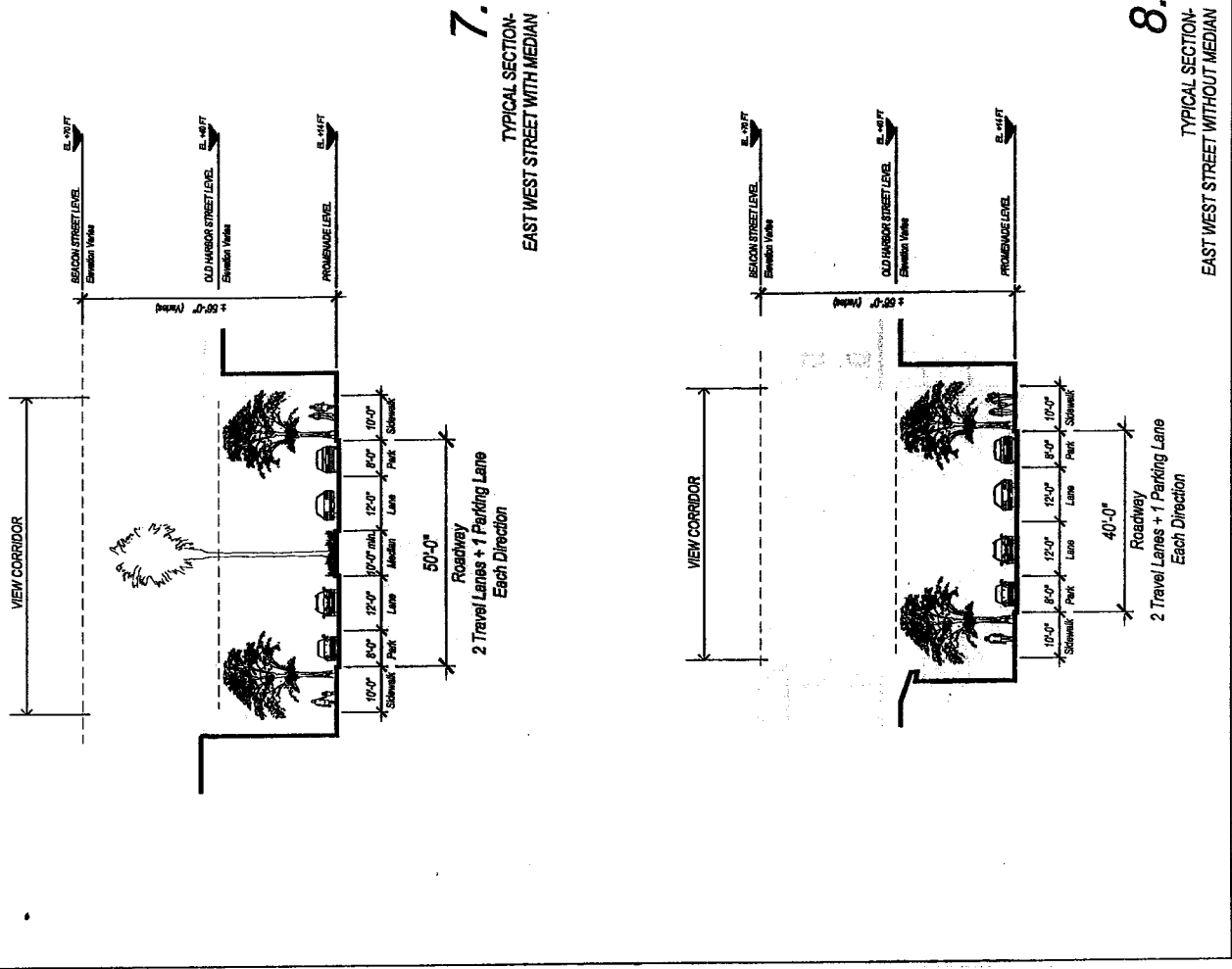


Fig 5.1



San Pedro Waterfront
Potential Open Space Uses

This project proposes an inter-connected series of waterfront open spaces, promenades, and street corridors to re-establish visual and physical connections to the waterfront, create strong connections from the waterfront to upland areas, and provide much needed open space. Harbor Boulevard is envisioned as a grand boulevard connecting the gateway at the exit from the 110 Freeway to Cabrillo Beach. A continuous pedestrian promenade traces the waterfront in most areas. Plazas and open spaces of varying scales along the waterfront will be the settings for casual gatherings, public events, informal recreation, and the celebration of San Pedro history and culture.

Open spaces are envisioned first as places that serve the immediate community by providing a high quality of life with recreational and cultural resources. At the same time it is recognized that San Pedro's unique history and setting make it a place that regularly hosts regional events linked to its rich history and current activities. Each component of the open space system: boulevard, promenade, large park, pocket park, plaza and streetscape represent opportunities to develop a strong sense of place unique to San Pedro. The design of open spaces must reflect the environmental and cultural history of the region as well as the current maritime activities to make the waterfront unique to Los Angeles.

5.0 Open Space

- Open Space Context
- Open Space System and Components
- Plant Materials
- Site Furnishings and Seating
- Paving and Wall Materials
- Open Space Character
- Promenade Character

Open Space Context

The adoption of the WATCH report in May of 2002 established the concept of a continuous pedestrian promenade from the Vincent Thomas Bridge to the Federal Breakwater at Cabrillo Beach. The plan also envisioned the realignment of Harbor Boulevard and the creation of additional open spaces along the waterfront from Crescent Avenue to the Cruise Ship terminal. Existing promenades and parks in the area between Crescent Boulevard and Cabrillo Beach would be improved and new plazas and transit services added. The centerpiece of the project was an expanded and improved plaza linking the Maritime Museum with the Downtown District. A subsequently completed Concept Framework Urban Design project confirmed the WATCH Plan concepts and provided additional refinement to the types of development and open space that would be appropriate within the Port owned property along the waterfront.

San Pedro is known as a working maritime community with a rich cultural and physical history. Like all port areas, the land from the Bridge to the Breakwater has been significantly reshaped by human hands. Prior to port development this area was a rich marine environment characterized by wetlands, mudflats and coastal bluffs.

As with most communities in urban areas of the Los Angeles Basin, parks and open space are in limited supply, sometimes less than 1/10 of the nationally recommended 1-acre per 1,000 residents. Although few formal parks serving active and passive recreation needs are located within the project area, the Cabrillo Beach area which includes the Cabrillo Marine Aquarium, the Historic Cabrillo Bathhouse, picnic facilities, tide pools, a restored salt marsh, recreational boating, swimming beaches, diving areas and wind sports is one of the richest and most diverse parks in the City. Additionally, the existing promenades and open spaces within the Ports of Call area, the marinas and the more industrial facilities are publicly accessible and enjoy astounding views of the maritime environment and operations.



Typical Promenade (fig 5.2)

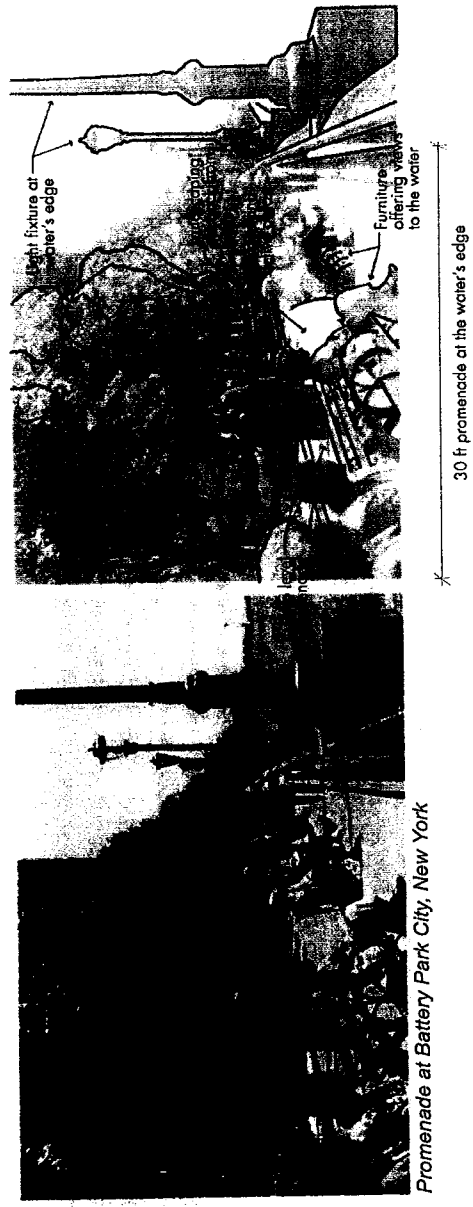


Figure 5.2 illustrates an example of the promenade type recommended for the San Pedro waterfront. The following elements contributing to the character of this space are recommended:

1. Continuous 30 foot wide promenade at the water's edge (where possible).
2. Maximize views of the water.
3. Provide areas for both passive and active recreation.
4. Two-level promenade
5. Typical lower level
 - public seating at edge
 - clear strolling/walking area
 - lighting
6. Typical upper level
 - continuous shaded allée of trees
 - seating
 - walking
 - lighting

Open Space Components

Harbor Boulevard

Harbor Boulevard (see location on Figure 4.1 and sections at key locations in Figures 4.10-13)) is designed to perform as a dramatic waterfront boulevard similar to that of Lakeside Drive in Chicago. The landscape treatment of Harbor Boulevard establishes a uniformly strong and easily recognizable identity throughout the length of the primarily north-south corridor. The treatment will produce a stately tree-lined street with generous sidewalks separated from vehicular traffic. Plantings and man-made elements such as paving, street-lights, and hardware will assume a scale reflective of the immediate marine environment with special attention paid to pedestrians. Effective and attractive signage, safe cross-walks, and Red Car Line transit stops will establish this primary vehicular corridor as a shared vehicular/pedestrian environment with particular emphasis assigned to the pedestrian.

Waterfront Promenade

A continuous pedestrian promenade (see location on Figure 4.1 and sections at key locations in Figures 5.11-22) from the Cruise Terminal to Cabrillo Beach is the unifying element for the San Pedro Waterfront. This multi-purpose public open space corridor is a critical investment towards the redevelopment of the harbor. Sometimes modest and sometimes bold, this multi-purpose public open space corridor will provide a generous right-of-way (minimum of 30 feet wide in all locations) and ample opportunities for seating, walking, rollerblading, biking, people-watching and fishing in addition to an area to host art shows, festivals, and learning about the San Pedro waterfront. The promenade will provide a public showcase amidst the working Port of Los Angeles.

In most locations, the promenade will consist of two levels, an upper and lower. The lower level will be closest to the water's edge and will focus on access to the water and water activities. It will be paved and feature minimal landscaping, signage, and lighting. In many areas there will be a continuous single or double row of palm trees. Where the lower promenade meets the water's edge, there will be no railings or fence except in key locations, most commonly at existing cafes and at gangways. The promenade at the water's edge will be as clean and uncluttered as possible. There will be a significant material change (wood, stone) in the promenade within six feet of the water's edge. Bollards and other site furnishings including specialty items such as light poles, banner poles, festivals, and learning about the San Pedro waterfront. The promenade will provide a public showcase amidst the working Port of Los Angeles.

The upper level of the promenade will be a linear park with active and passive uses. In wider portions of the promenade there are separated walking and cycling paths, seating areas, and facilities for events such as festivals, farmers markets, and art installations. Allées of trees and planted areas will provide separation between pathways. Seating elements with water views, including benches, seat-walls, and steps will be provided along the length of the promenade. Water elements such as pools and fountains will be integrated into the promenade experience in each district.

The promenade connects a series of smaller adjacent parks and plazas of varying scale along its route. These smaller parks each assume their own character and scale and provide important visual and physical pedestrian access to the harbor and proposed development parcels.

Large Open Spaces

Two large parks, the San Pedro Park and the Cabrillo Beach District are planned as an integral part of the Bridge to Breakwater Project (see Figure 5.1). For ease of public access, all open spaces within the project area will be located within close proximity to a variety of transportation options including Red Car and Water Taxi stops and surface and structured parking.

San Pedro Park

San Pedro Park is a 23-acre area located adjacent to 22nd Street at the foot of Crescent Avenue extending down to the realigned Harbor Boulevard. The park will ultimately connect Beacon Green and Bloch Field with the current Crescent Avenue open space achieving a continuous greenway from downtown San Pedro to the Marina/ Resort District. The park is divided by natural topography into two main areas. These are the upper Overlook area and lower Lowland area. The Overlook will provide a visual connection to San Pedro's significant surrounding geographic and man-made features. 22nd Street Overlook Park will feature an expansive lawn and picnic area, game tables, a tot-lot, water feature, and plaza area.

The Lowland Area will feature terraced botanical gardens, children's play areas, a focal water element, multi-purpose sports fields, a general-purpose events area, an exercise circuit for running and cross training, as well as interpretive elements illustrating the significant geographical features of San Pedro.

Cabrillo Beach District

Cabrillo Beach is a 33-acre area located adjacent to the Federal Breakwater in the Cabrillo Beach District. The beach will serve as a gateway and southern limit to the promenade from the south. Improvements to the area are intended to showcase the rich marine ecology of the area and to accommodate a variety of family-oriented active recreational uses including marine themed children's play areas, an interactive water feature, picnic areas, events area, volleyball courts, open lawn areas for informal recreation, wind-surfing, and boating facilities, interpretive elements, and satellite educational facilities for the Cabrillo Marine Aquarium. The aquarium is a significant cultural resource and regional attraction to this area. The proposed plan strives to provide improved connections between the water's edge and the aquarium complex via a pedestrian promenade and renovated entry plaza with water features, seating and planting. Existing parking is relocated to increase flexible lawn use lawn space for picnics and informal recreation. A widened promenade along the beach will better the swimming beach area to the breakwater fishing pier and wind sports area. A new boardwalk is planned as a connection to the marina area. This boardwalk will also serve as an overlook allowing protected views into the restored salt marsh. The existing tidal pools and grunion viewing area on the west edge of the beach requires sensitive consideration of fragile marine environments.



Small Open Spaces (see Fig. 5.1 for locations)

5th Street Green

5th Street Green is a 1-acre park located in the Downtown Harbor District. The park will feature a lawn area and local and regional historical interpretive elements. 5th Street Green serves as a grand arrival area to the Downtown Harbor and as a visual link from upland areas to the waterfront.

Downtown Pocket Parks

Located adjacent the waterfront in the Downtown Harbor District, approximately ten individual landscaped Downtown Pocket Parks vary in size, shape, and orientation. Situated between buildings, these pocket parks will accommodate family and senior seating, passive recreation [game tables], lawn areas and interpretive exhibits illustrating the history of modern day shipping.

John S. Gibson Park

John S. Gibson Park is a 1.3 acre park located south of 5th Street Green in the Downtown Harbor District. Gibson Park is the home of a number of local, national and international maritime-related memorials, a small landscaped pedestrian plaza, and a lawn area. The plan proposes to maintain the existing memorials and enhance their surroundings with improved landscaping and interpretive elements.

Point Park

Point Park is a 3-acre park located in the Ports O' Call/S.P. Slip District. Point Park will attract local and regional visitors to view fishing boats and their maintenance operations. A series of water features and small pedestrian gathering areas will expand the current uses of existing open space. The Park will also contain interpretive exhibits recognizing historic Timm's Landing, Dead Man's Island, and the Quarantine Station.

Fisherman's Park

Fisherman's Park is located is a 1.5 acre park located north of San Pedro Park in the Ports O' Call/S.P. Slip District at the half-way point of the Red Car Line. The park potentially accommodates a Red Car station, Industrial Garden, pedestrian plaza, and an information kiosk.

Warehouse 1

Warehouse 1 is a linear open space approximately 9-acres in area located in the Outer Harbor/Warehouse District. This unique and exposed park will attract local and regional visitors to a variety of park amenities. These amenities may include an environmental/industrial sculpture and art garden, water features as well as small pedestrian plazas, lawn areas, and a variety of interpretive exhibits portraying the history of maritime uses in San Pedro. The area will also potentially include an exercise training and running circuit.

Outer Harbor

Outer Harbor is a 15-acre park located in the Outer Harbor/Warehouse District. The park is designed to accommodate a variety of youth and children-oriented active recreational uses that could include interactive water features, interactive fog/ mist park, a skate park in addition to an

exercise training and running circuit. The park will also feature a number of small pedestrian plazas, lawn areas and interpretive exhibit area with references to the harbor's physical connection to the sea.

Crescent Parks

Crescent Parks are situated in the 22nd Street/Marina District. The parks are designed to accommodate a lawn and plaza area in addition to a native garden. These parks will reinforce the area and axis where the harbor meets the shoreline.

Senior Center

The Senior Center is approximately 1-acre in area. It is located north of the Beach District. The Senior Center will feature a range of local and regional senior-oriented programs that may include lawn bowling, bocce ball, board game tables, seating and outdoor dancing.

Cabrillo Youth Camp/Aquatic Center-Tidal Pool

The Cabrillo Youth Camp and Aquatic Center is a 26-acre area located in the Beach District. The facilities currently serve youth activities including overnight camping, swimming, picnics, volleyball, and boating. The beaches in adjacent to the youth camp have been identified as a potential dune restoration area.

The Aquatic Center-Tidal Pool Area itself is approximately 3-acres and includes an Olympic-sized pool and Tidal Pool complex. The Aquatic Center together with the Tidal Pool will accommodate a variety of aquatic-related recreational and educational uses including swimming, diving and lifeguard instruction.



Plant Materials

San Pedro is located in Sunset Climate zone 24 which has foggy mornings, mild winters, cool summers and is in direct contact with the ocean breezes. On shore winds carry salt spray inland which can limit the growth of many vegetation species. Portions of the area within this study, especially in the Cabrillo Beach area include the steep natural bluffs with a unique marine influenced natural vegetation composition.

The soils in the study area are a combination of native soils and fill materials with high salt content from the ocean influence. Areas which were filled for construction purposes in the past tend to have poorly drained and poorly aerated soils with low fertility and organic matter. All of these aspects create difficult conditions for plant growth and will require leaching, soil replacement, drainage structures or other methods to insure healthy growth. A local agronomist should be consulted in the design phases of projects to insure that adequate soil preparation is achieved to successful plant growth.

Figures 5.3-5.4 outline the tree and shrub/ground cover/grass species that have been recommended for the different open space elements of the project area.

General Guidelines

- Select plants that tolerate marine conditions including salts, wind and local soil conditions where planting areas are exposed to the ocean and salt spray. Test soils in project areas in the project design phases and include soil improvement measures in project documents.
- Except in habitat restoration areas design planting with masses of single species to achieve consistency within the project area and to simplify landscape maintenance.
- Select plants that have low water use. Where moderate and higher water use is required and group plants by hydro-zone for water use efficiency.
- Select plants that can be maintained in their natural forms to reduce required trimming, energy use and green waste.
- Mulch all tree and shrub beds with 2 to 4 inches of high quality shredded bark mulch. Maintain this depth to reduce water use and weeds.
- Select plants that require minimal fertilization and pest control to improve storm water quality. Utilize integrated pest management when possible.



Cistus Salvifolius



Brahea Edulis

- Select shrubs and groundcovers that can serve as wildlife habitat encouraging the presence of migratory birds, butterflies and other species.
- Compost green waste on site or allow green waste to be used as mulch in planting beds.
- Use canopy trees to create shade for sidewalks, seating and gathering areas.
- Plant trees no smaller than 24" box size in general. On streets and in areas where shade is desired plant larger sizes to provide shade faster. Select tree species with long life spans.
- Provide shade trees in surface parking areas to reduce the ambient temperature.
- Avoid trees with known pests and diseases or that are known to damage pavements or utilities.
- Utilize vegetation to support spatial definition, define views or to enhance sense of place.
- Maintain required sight distances and visibility along streets and at curb cuts.
- Provide adequate root zone space for trees in all planting areas and raised planters. Where ever possible provide continuous or planting areas between trees to increase the root zone. Use structural soils under paving to allow for root growth. Install root barriers at the edge of pavement, not at the edge of the rootball.
- Where trees are surrounded by pavement utilize porous pavements to allow for water and gas exchange. Use decomposed granite as the surface of tree wells where ever possible.
- Use turf in areas intended for recreation and gatherings. Use low growing ground covers in other areas to reduce watering and maintenance needs.
- Select plant materials for bio-swales or other storm water cleansing based on filtration qualities.
- Develop planting with a hierarchy of maintenance needs where highest use areas and selected gardens can afford higher maintenance.
- Utilize highly efficient irrigation systems for all planting including moisture sensors. Plan for the use of reclaimed water sources in the future.



Echinum Fastuosum



Cupressus Macrocarpa



Magnolia Grandiflora



Fig 5.3

TREE DESIGNATION

BOTANICAL NAME	COMMON NAME	PROMENADE	RECOMMENDED	PARKS
<i>Acacia melanoxylon</i>	Black Acacia	◆		▲
<i>Arbutus cuneifolia</i>	Star Pine	◆		▲
<i>Brahea edulis</i>	Guadalupe Fan Palm			▲
<i>Casuarina equisetifolia</i>	River She Oak			▲
<i>Casuarina stricta</i>	Coast Beefwood			▲
<i>Cupressus arizonica</i>	Carrotwood			▲
<i>Cupressus macrocarpa (CA)</i>	Monterey Cypress			▲
<i>Grevillea robusta</i>	Silk Oak			▲
<i>Juniperus torulosa</i>	Hollywood Juniper			▲
<i>Lagunaria patersonii</i>	Cow Itch			▲
<i>Magnolia grandiflora</i>	Southern Magnolia	◆		
<i>Melaleuca quinquenervia</i>	Cajeput Tree	◆		
<i>Metrosideros fenzlensis</i>	New Zealand Christmas Tree	◆		
<i>Olea Europaea</i>	Fruitless Olive	◆		
<i>Phoenix Canariensis</i>	Canary Island Date Palm	◆		
<i>Phoenix d. majo</i>	Date Palm	◆		
<i>Pinus pinea</i>	Stone Pine	◆		▲
<i>Quercus agrifolia (CA)</i>	Coast Live Oak	◆		▲
<i>Quercus virginiana</i>	Southern Live Oak	◆		▲
<i>Schinus terebinthifolia</i>	Brazilian Pepper			▲
<i>Taxodium mucronatum</i>	Montezuma cypress			▲
<i>Ulmus Parvifolia</i>	Chinese Elm	◆		▲
<i>Washingtonia robusta</i>	Mexican Fan Palm	◆		▲

(CA)=native to California

* preliminary list based on micro-climate and form, other species may be approved.

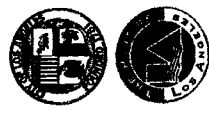
Ocean Exposure= 1) Most exposed shoreline conditions 2) Considerable exposure, wind protection and no direct spray 3) Moderate salt in soil and mild wind

Fig 5.4

SHRUB/GROUND COVER/GRASSES DESIGNATION		PROMENADE	PARKS
BOTANICAL NAME	COMMON NAME		
Abelia 'Edward Goucher'	Pink Abelia	◆	
Abelia x grandiflora 'Sherwoodii'	Dwarf Abelia		
Achillea	Yarrow	◆	
Arctostaphylos uva ursi (CA)	Manzanita		
Baccharis (CA)	Prostrate Coyote Bush		
Banksia speciosa	Showy Banksia		
Carissa macrocarpa	Natal Plum		
Ceanothus species (CA)	Wild Lilac	◆	
Cistus species	Rockrose	◆	
Coprosma species		◆	
Correa alba var. pannosa 'Western Pink Star'	Western Pink Star		
Echium candicans	Pride of Madeira	◆	
Erigeron karvinskianus (CA)	Mexican Daisy		
Escallonia species		◆	
Euphorbia species		◆	
Galvezia speciosa 'Boca Rosa' (CA)	Island Snapdragon		
Grevillea species		◆	
Hebe species	Hebe	◆	
Helictotrichon	Blue Oat Grass	◆	
Heuchera	Coral Bells	◆	
Iris douglasiana		◆	
Juncus patens (CA)	California Gray Rush		
Juniperus species	Juniper	◆	
Kniphofia	Torch Lily	◆	
Lantana species		◆	
Lavandula species	Lavender	◆	
Leptospermum species	New Zealand Tea Tree	◆	
Myoporum species		◆	
Myrica californica	Pacific Wax Murtle	◆	
Nepeta	Catmint	◆	
Philomis fruticosa	Jerusalem Sage	◆	
Phormium species	New Zealand Flax	◆	
Pittosporum species		◆	
Rhaphiolepis species		◆	
Rhus integrifolia	Lemonade Berry	◆	
Ribes species	Pink Flowering Currant	◆	
Rosa rugosa	Ramans Rose	◆	
Rosmarinus officinalis	Rosemary	◆	
Salvia species	Sage	◆	
Sedum species	Stonecrop	◆	
Stipa gigantea	Feather Grass	◆	
Verbena		◆	
Viburnum species		◆	
Viola species	Pansy	◆	
Westringia rosmariniformis	Coast Rosemary	◆	

(CA)=native to California

* preliminary list based on micro-climate and form, other species may be approved.



Site Furnishings and Seating

Seating and site furnishings should be selected to provide comfortable opportunities for resting, facilities to secure bicycles, sun and rain shelters for transit and docks, provisions for collection and recycling of waste materials and opportunities for district identification through kiosks or signage. Seating may be free standing or constructed as freestanding or retaining walls or terraced steps. Seating and railings shall conform to the most current accessibility standards. Site furnishings should be designed or selected to reinforce district character and in concert with the site interpretive program. All of these elements have the potential to reinforce strong design themes, identity and sense of place.

General Guidelines

- Materials should be high quality and durable in the local marine climate with a long life span and minimal periodic maintenance.
- All elements of the site furnishing palette shall support and enhance the maritime nature of the site.
- Appropriate materials include stone, metal, concrete and hard woods such as Ipe and Teak when allowed to weather naturally.
- Metals should have rust-inhibiting finishes such as powder coating and be resistant to UV light, chipping, flaking and salt spray.
- Freestanding moveable seating shall be capable of permanent attachment except where moveable furniture is utilized and stored in a secure location.
- Seat walls or other linear stairs or curbs shall restrict the use of skateboards or in line skates.
- Waste receptacles shall have the ability to be identified as recycling collection containers and quantities shall be determined to allow the separated collection of waste by glass/plastic, paper and general waste unless other recycling programs are conducted.
- Waste receptacles shall have lockable covers and removable liners to conceal waste and allow for simple maintenance.
- Shade structures or umbrellas shall be utilized to provide shaded seating areas. These structures shall be designed to withstand coastal winds and UV light.
- Railings shall be designed to withstand the marine environment. Railings shall not act as obstructions in pathways.

Paving and Wall Materials

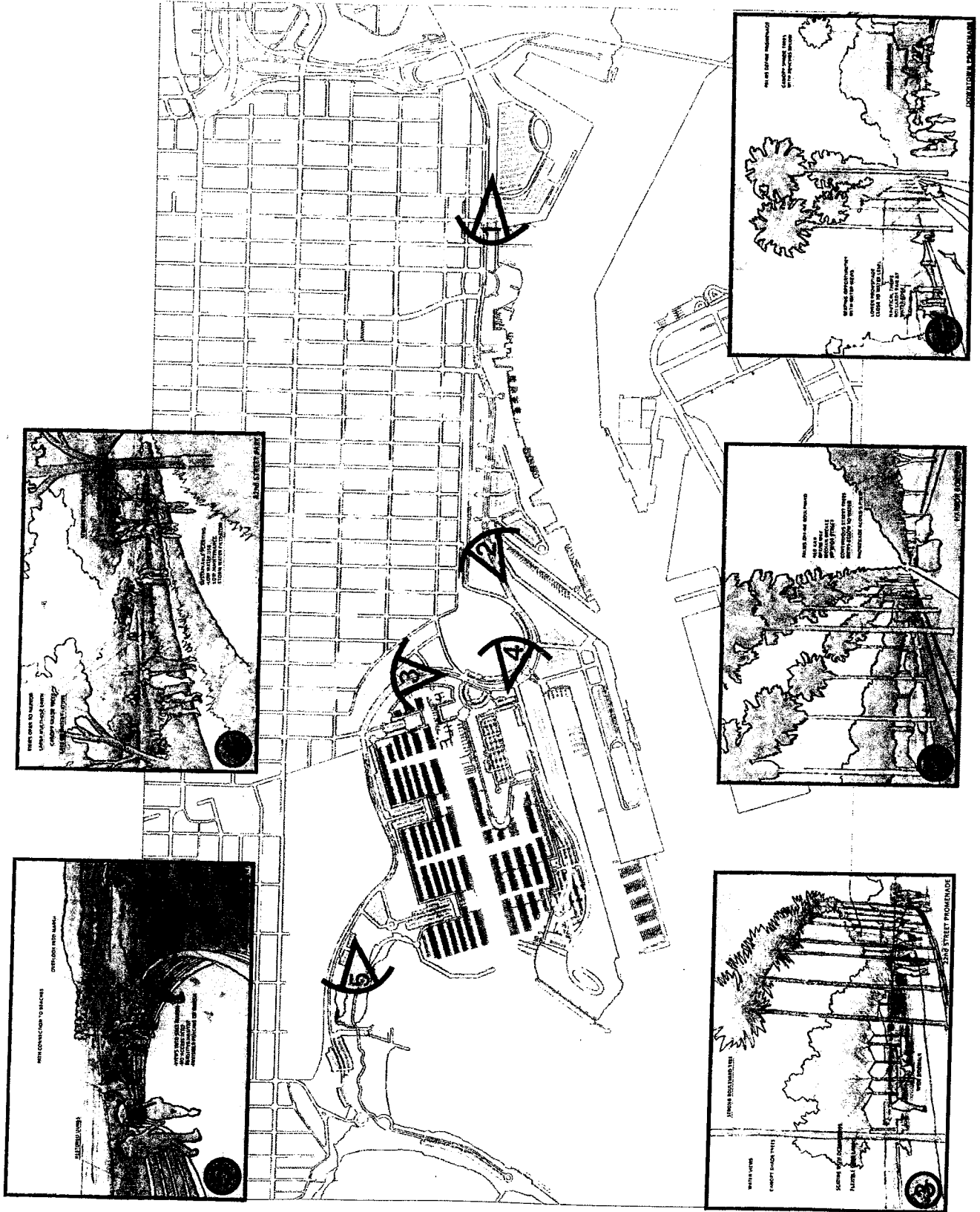
Paving materials shall be selected to provide high quality durable surfaces for pedestrian and vehicular areas. Site wall materials should be selected to provide permanent maintainable structures. Materials commonly used in marine environments such as concrete, stone and wood are preferred. Paving and wall materials should be consistent within the project extent but accent materials should be used to reinforce district identity and character.

General Guidelines:

- Paving shall conform to all local and ADA code requirements.
- Paving shall have a low albedo to reduce glare and heat absorption.
- Permeable paving materials should be used where possible to reduce stormwater utility infrastructure and to provide filtration.
- Paving should be used to tie the promenade together.
- Paving materials should incorporate recycled materials when possible such as glass aggregate, fly ash or recycled aggregates.

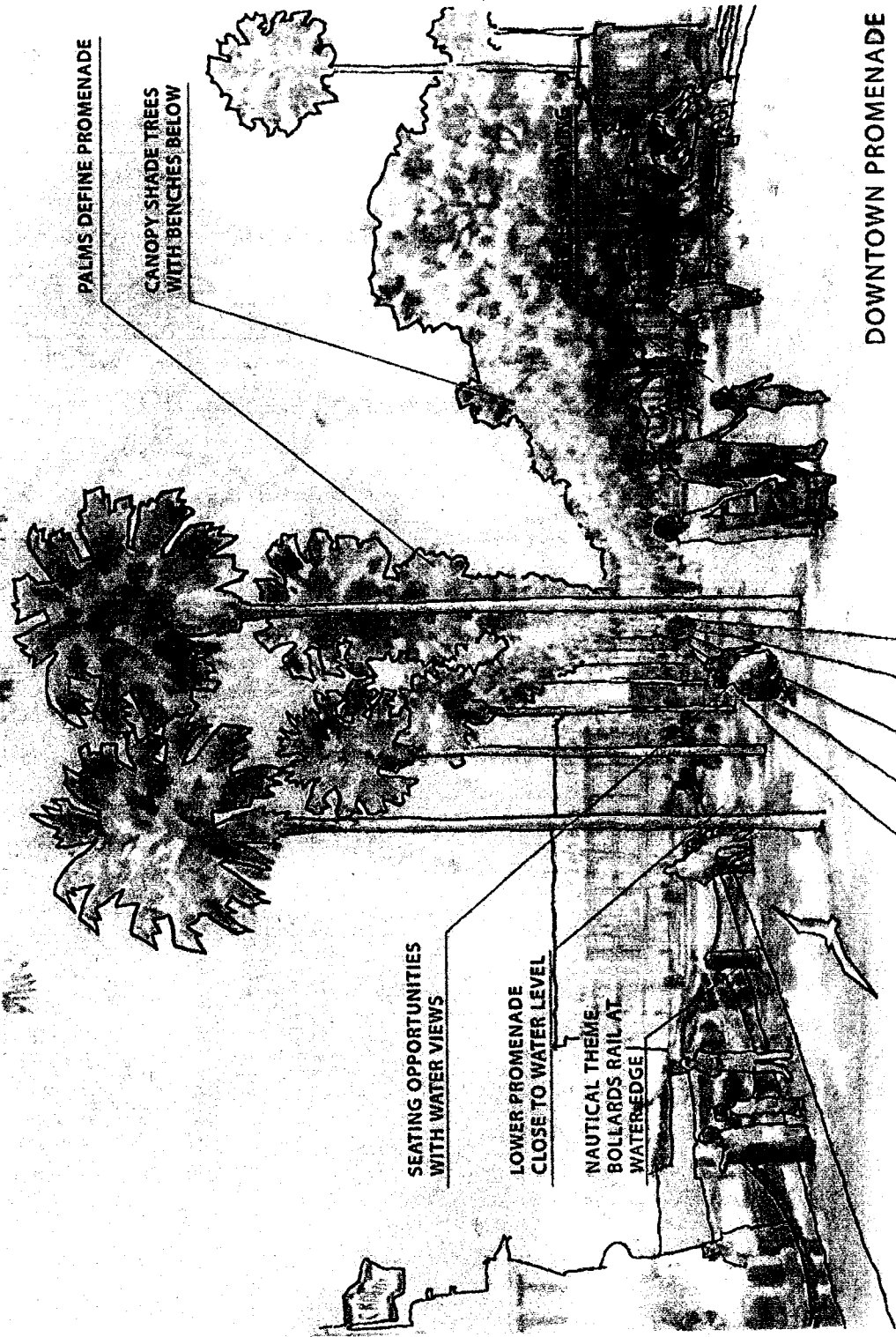


Fig 5.5



The diagrams on the preceding pages (figs 5.6-10) illustrate the recommended elements and character of the open space environments. Analysis is overlaid onto artists' renderings of the Bridge to Breakwater Project after build-out.

Fig 5.6



- DOWNTOWN PROMENADE**
- ESTABLISHES USER ORIENTATION
 - COHESIVE, MEMORABLE, AND VISUALLY DIFFERENTIATED PEDESTRIAN CORRIDOR
 - RICHNESS IN CONTRAST BETWEEN MARITIME INDUSTRIAL REFERENCES AND CONTEMPORARY ENVIRONMENT
 - BORROWED REFERENCES FROM LOCAL MARITIME PAST
 - ESTABLISHES A GENEROUS AND ACTIVE PEDESTRIAN CORRIDOR BETWEEN THE HARBOR AND SAN PEDRO
 - EXTENDED PANORAMIC VIEWS OF HARBOR AND VINCENT THOMAS BRIDGE

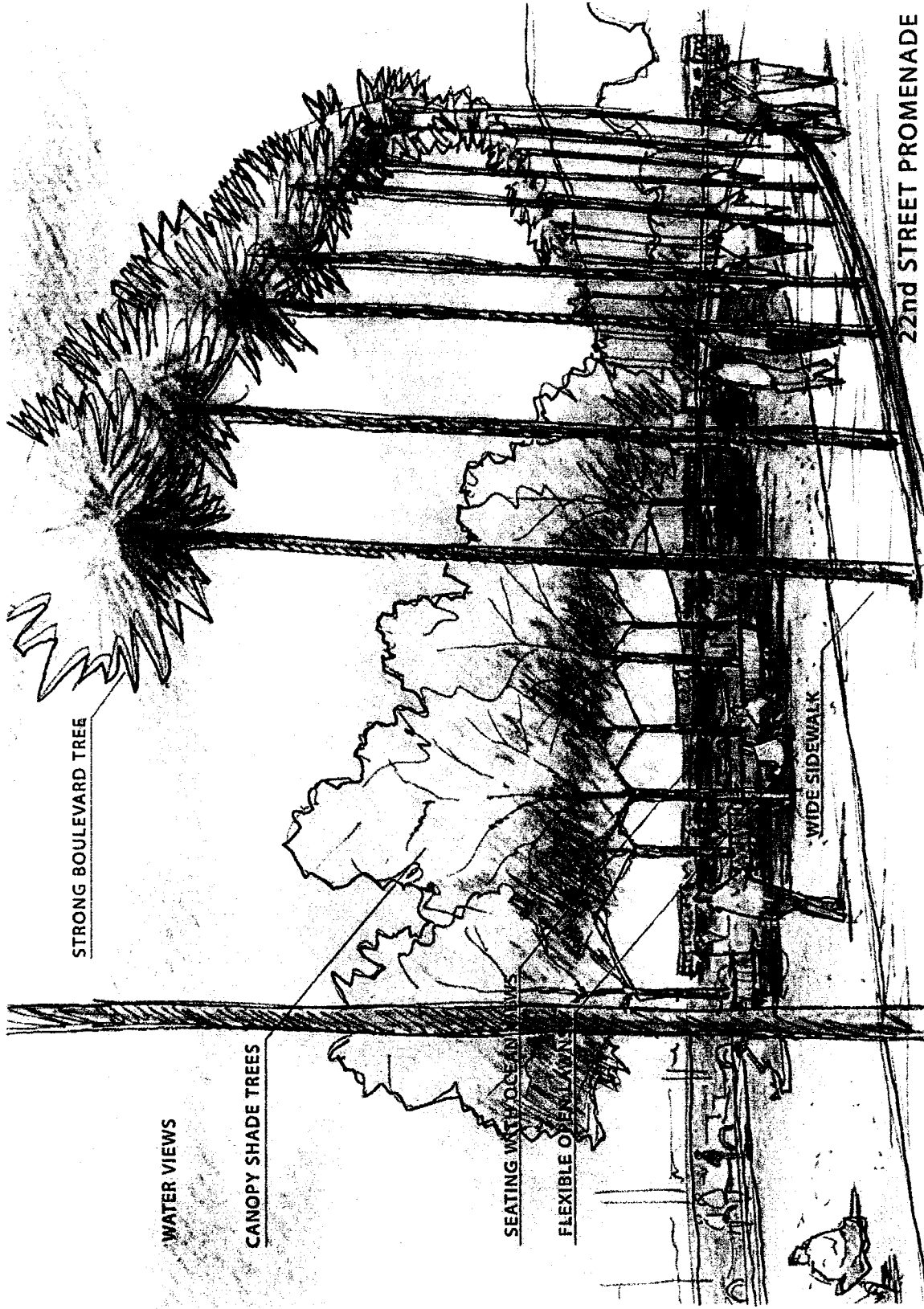


Fig 5.7



- HARBOR BOULEVARD**
- PROVIDES A UNIFORMLY STRONG AND RECOGNIZABLE LINEAR IDENTITY
 - PEDESTRIAN-SCALED SAFE TRAVEL ROUTES
 - COHESIVE, MEMORABLE, AND VISUALLY DIFFERENTIATED
 - CONTRIBUTES TO AN OVERALL SENSE OF PLACE

Fig 5.8



STRONG BOULEVARD TREE

WATER VIEWS

CANOPY SHADE TREES

SEATING WITH GREEN

FLEXIBLE OPEN SPACE

WIDE SIDEWALK

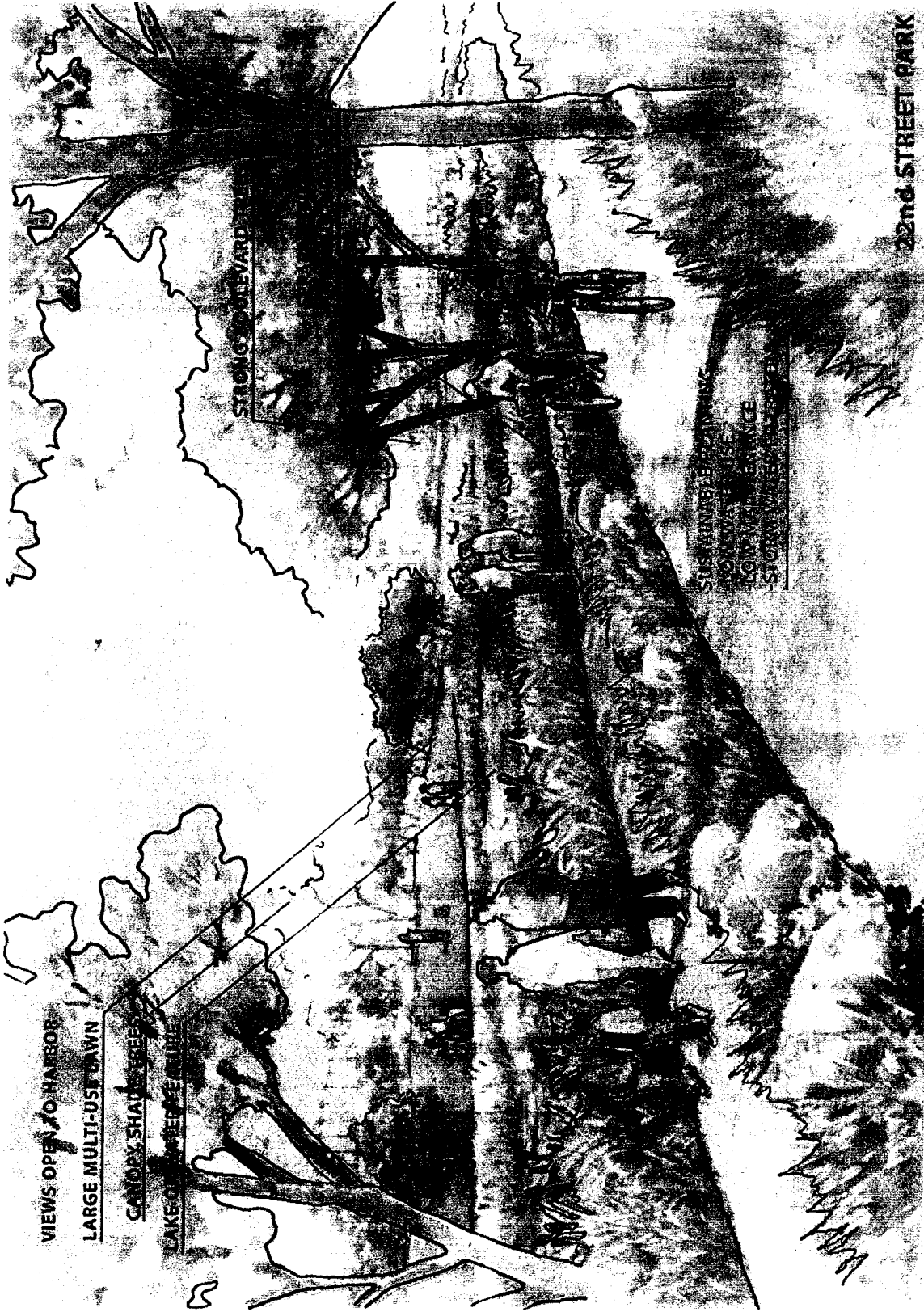
22nd STREET PROMENADE

22nd STREET PROMENADE

- ACTIVE AND PASSIVE RECREATIONAL USES
- FILTERED AND PANORAMIC HARBOR VIEWS
- ESTABLISHES A GENEROUS GREENWAY TRANSITION BETWEEN THE HARBOR AND SAN PEDRO
- COMMUNITY ORIENTATION AND WAY-FINDING



Fig 5.9



VIEWS OPEN TO HARBOR
LARGE MULTI-USE LAWN
CANOPY SHADE TREES
LAKE OR WATER FEATURE

STRONG BOWEN AVENUE

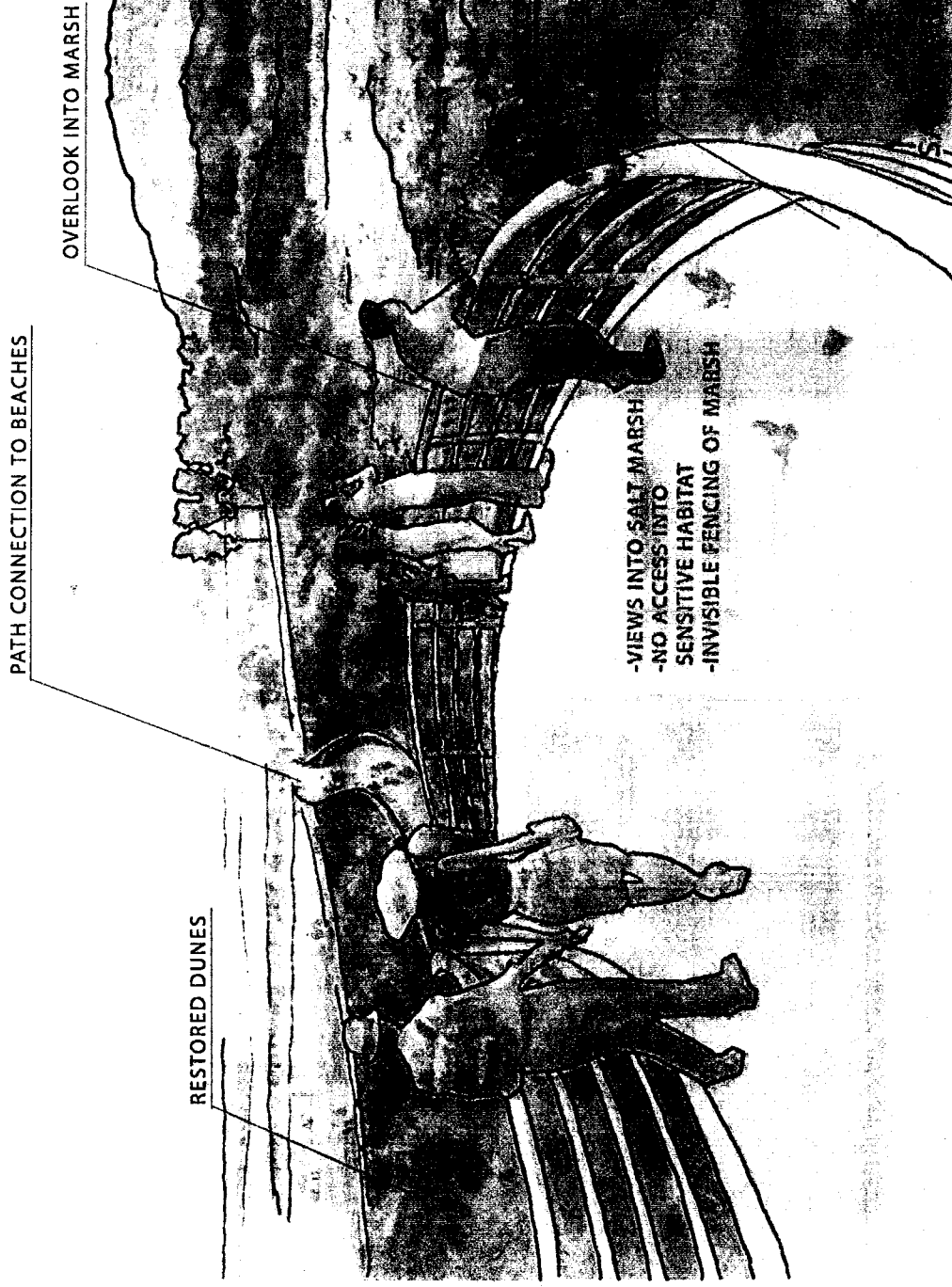
SUSTAINABLE ENVIRONMENTAL DESIGN
LOW IMPACT DEVELOPMENT
STORM WATER MANAGEMENT

22nd STREET PARK

22nd STREET PARK

- ACTIVE AND PASSIVE RECREATIONAL USES
- FILTERED AND PANORAMIC HARBOR VIEWS
- A CELEBRATION IN CONTRASTS BETWEEN THE NATURAL AND MAN-MADE GARDEN ELEMENTS
- REFERENCES TO THE RICHNESS OF ROMANCE AND TRADITION OF THE CALIFORNIA GARDEN
- INCORPORATES A RICH DIVERSITY OF INDIGENOUS PLANTS JUXTAPOSED WITH THE REFLECTIVE AND EVOCATIVE POTENTIAL OF WATER

Fig 5.10



-VIEWS INTO SALT MARSH
 -NO ACCESS INTO SENSITIVE HABITAT
 -INVISIBLE FENCING OF MARSH

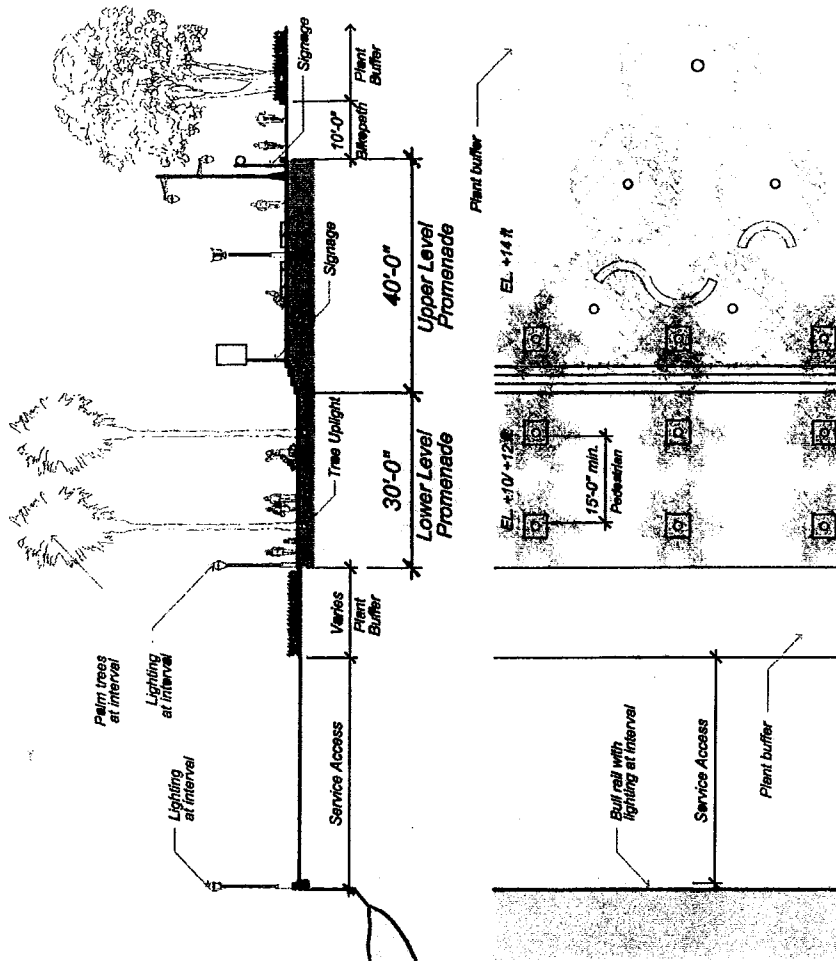
- SALT MARSH BOARDWALK
- EXTRAORDINARY LINEAR PEDESTRIAN EXPERIENCE
- INTIMATE ACCESS TO NATURAL SYSTEMS
- VASTNESS OF OVERALL SCALE AND PERSPECTIVE
- EXTENDED PANORAMIC VIEWS
- RICHNESS OF NATURAL BUILT MATERIALS



Promenade Character Detail

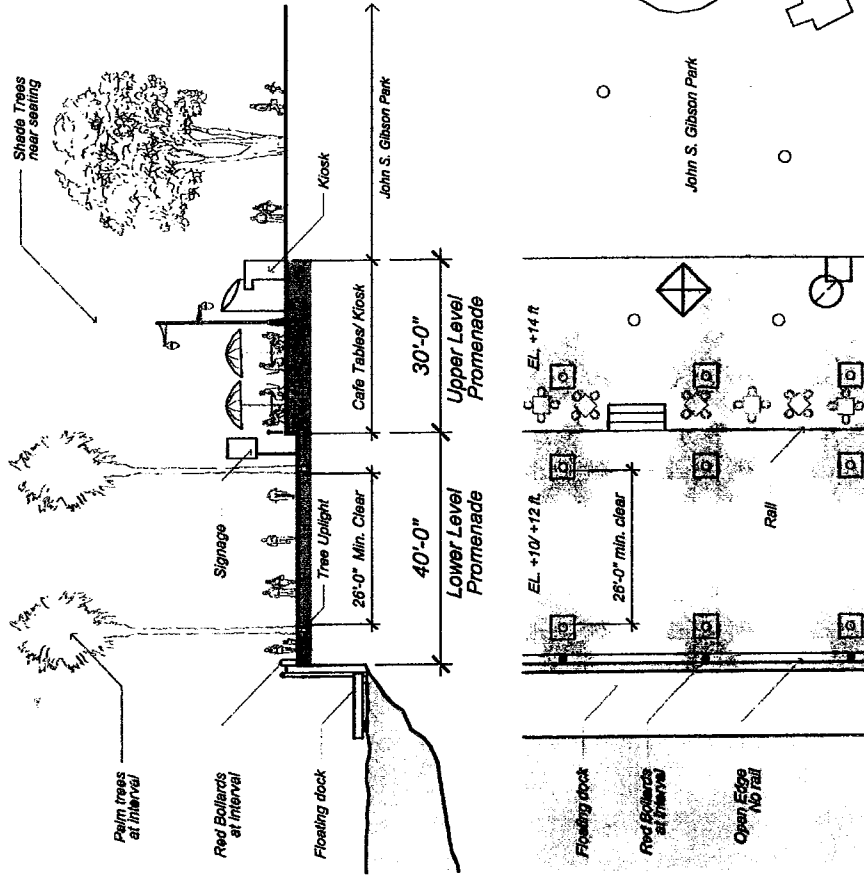
The sections and part plans in this section detail the recommended dimensions and locations of the waterfront promenade and its elements (including signage, lighting, plantings, bike path, etc.) in twelve different locations/conditions (see figs 5.11-5.22).

Fig 5.11



1. PROMENADE BETWEEN 2nd & 3rd STREET

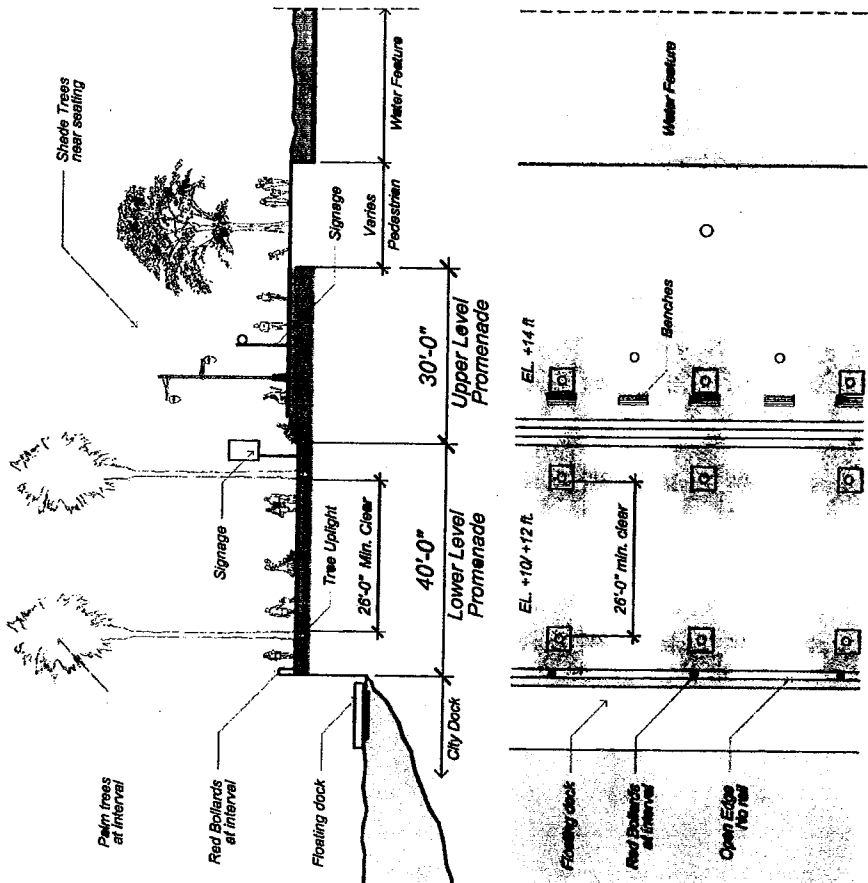
Fig 5.12



2. PROMENADE BETWEEN 5th & 6th STREET



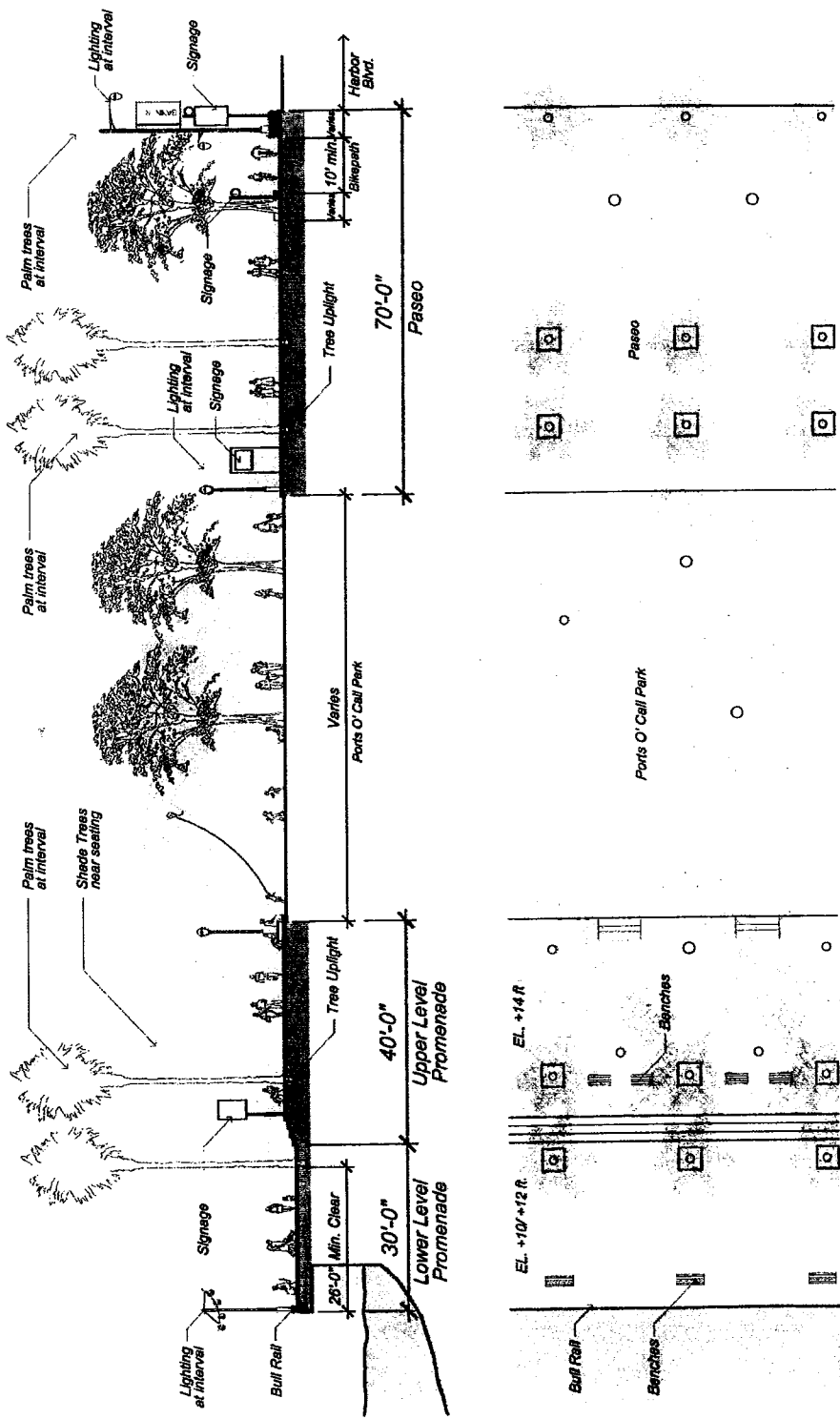
Fig 5.13



3. PROMENADE BETWEEN 6th & 7th STREET

3

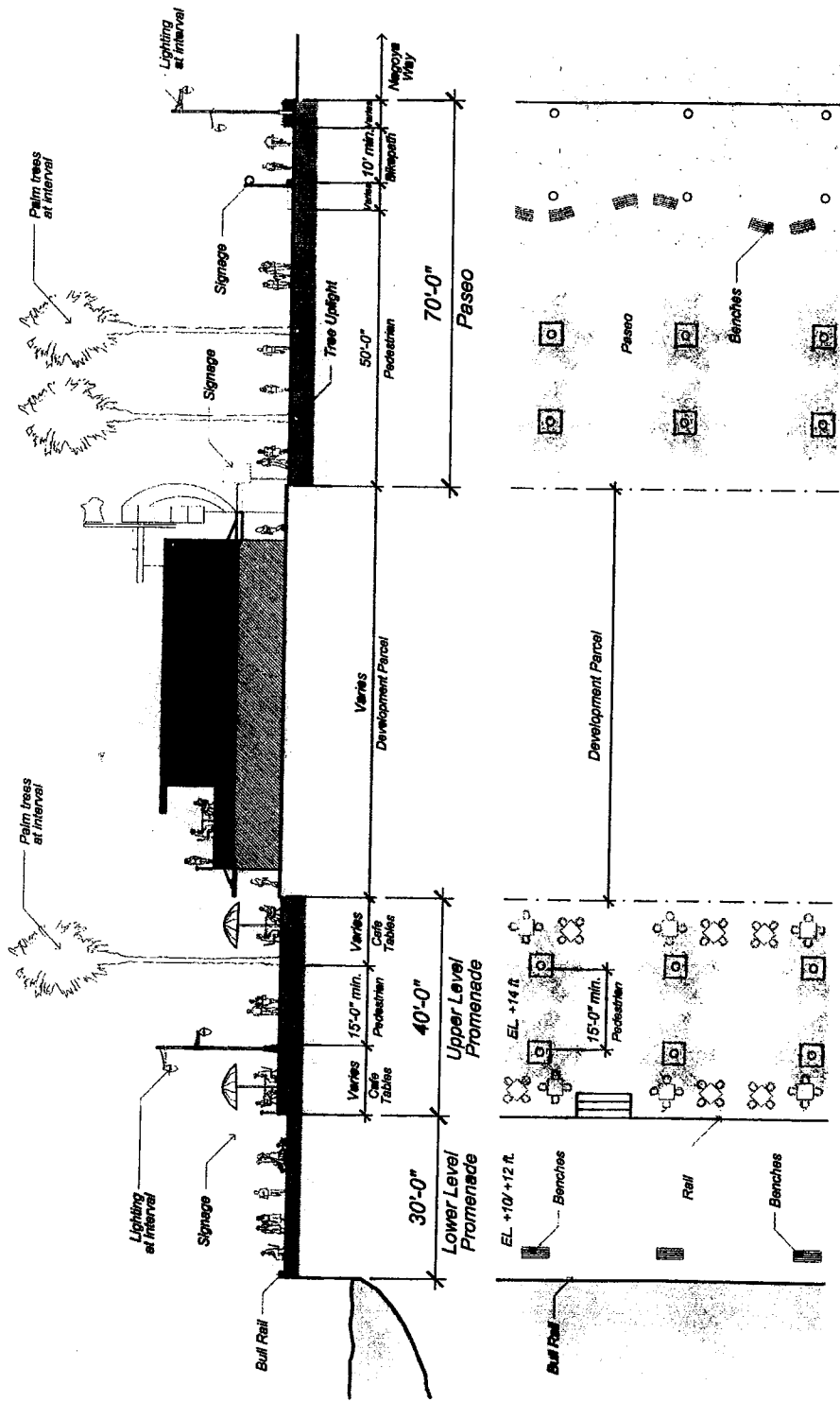
Fig 5.14



4. PROMENADE BETWEEN 8th & 9th STREET

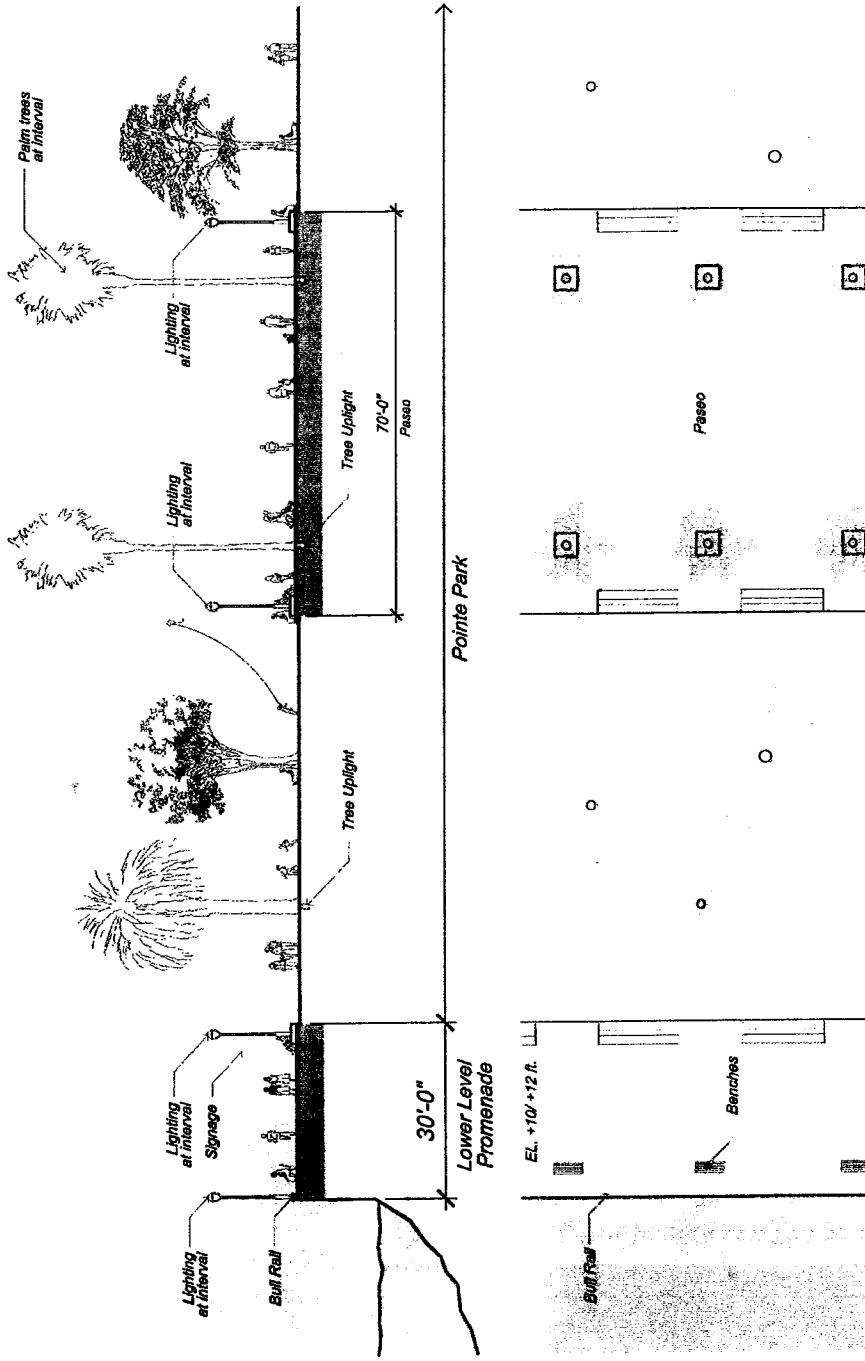


Fig 5.15



5. PROMENADE BETWEEN 10th & 11th STREET

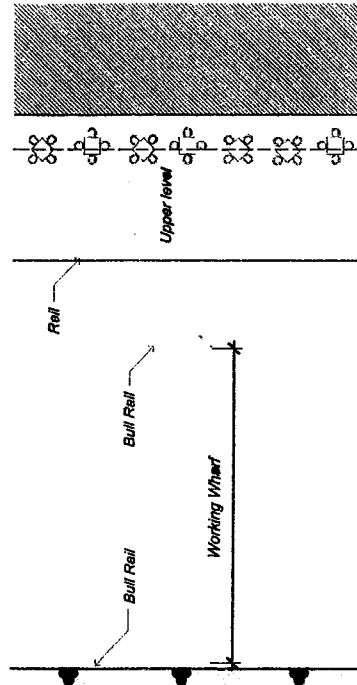
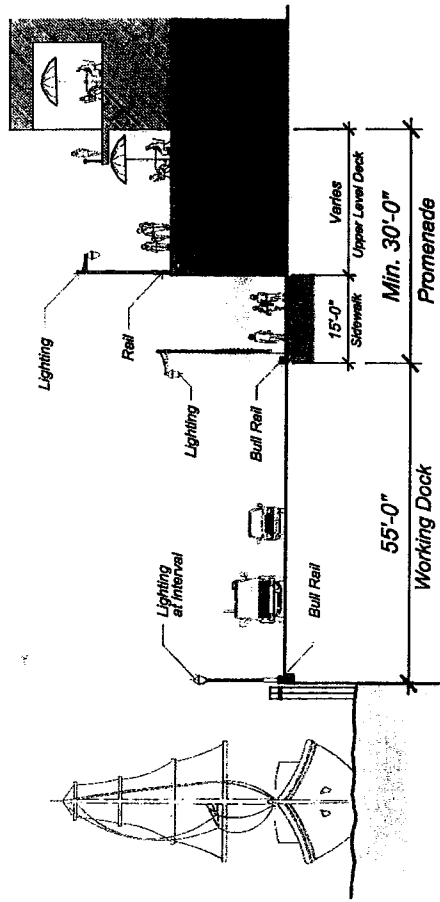
Fig 5.16



6. PROMENADE AT POINTE PARK



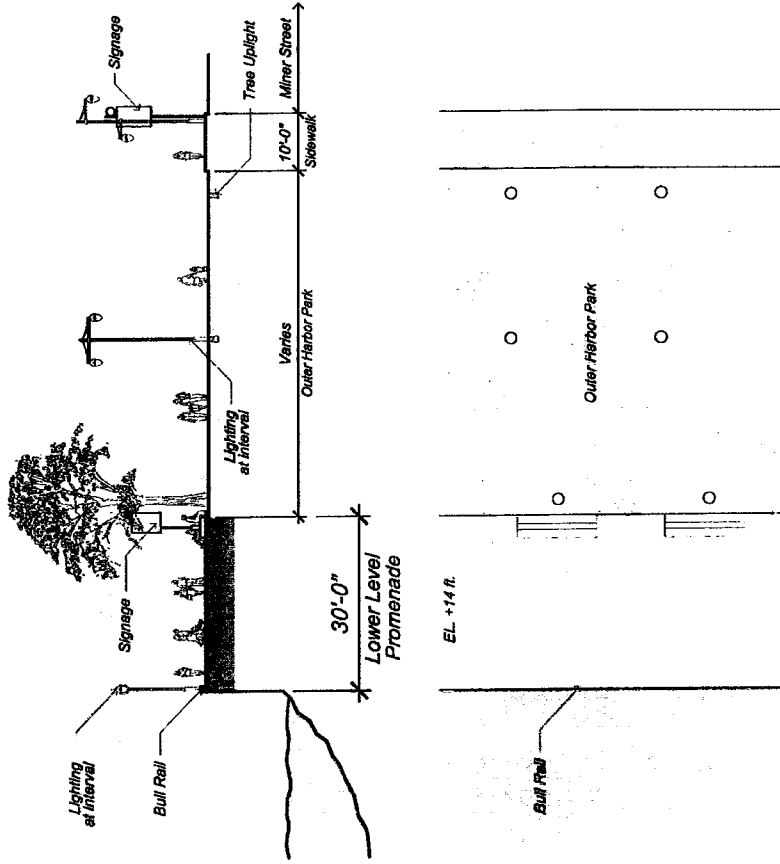
Fig 5.17



7. PROMENADE AT S.P. SLIP

①

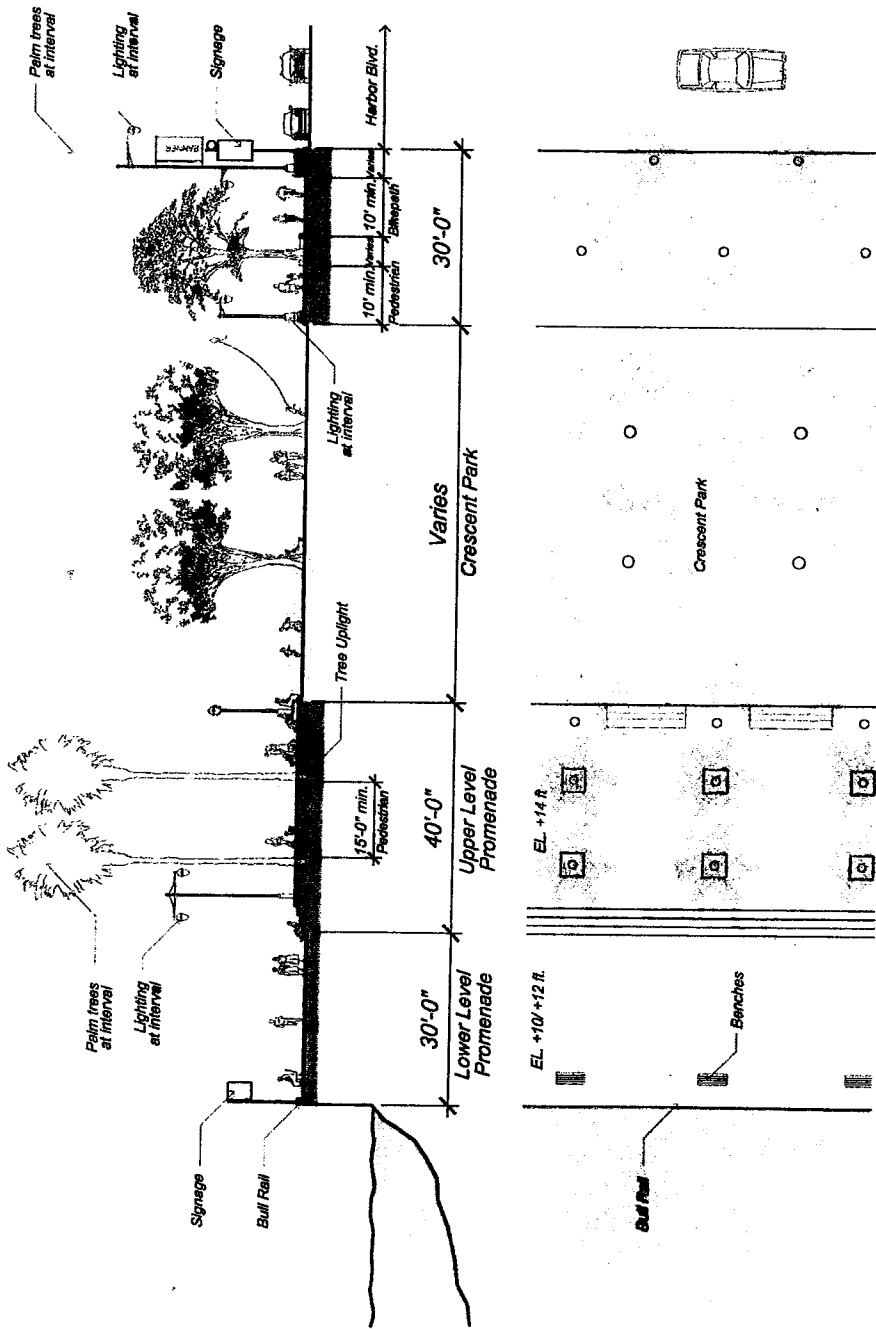
Fig 5.18



8. PROMENADE AT OUTER HARBOR



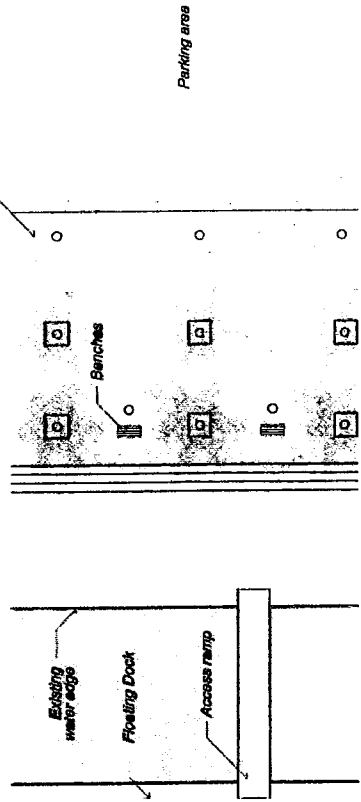
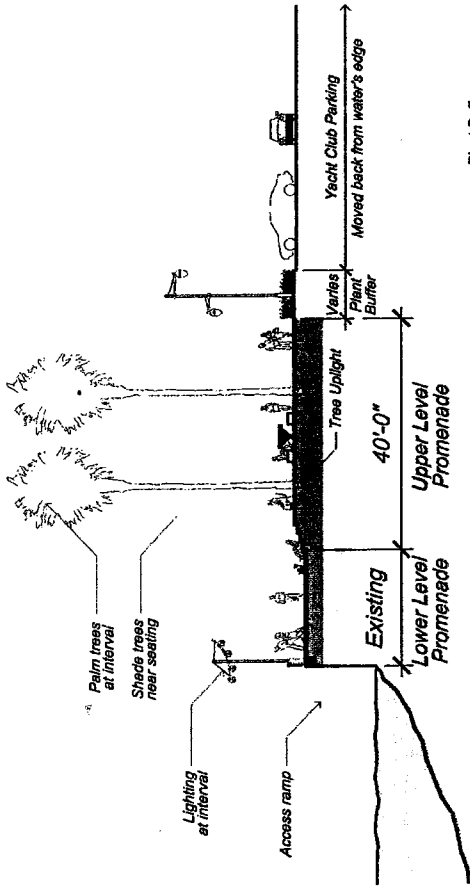
Fig 5.19



9. PROMENADE AT CRESCENT PARK

9

Fig 5.20



10. PROMENADE AT 22nd STREET

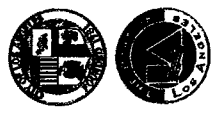
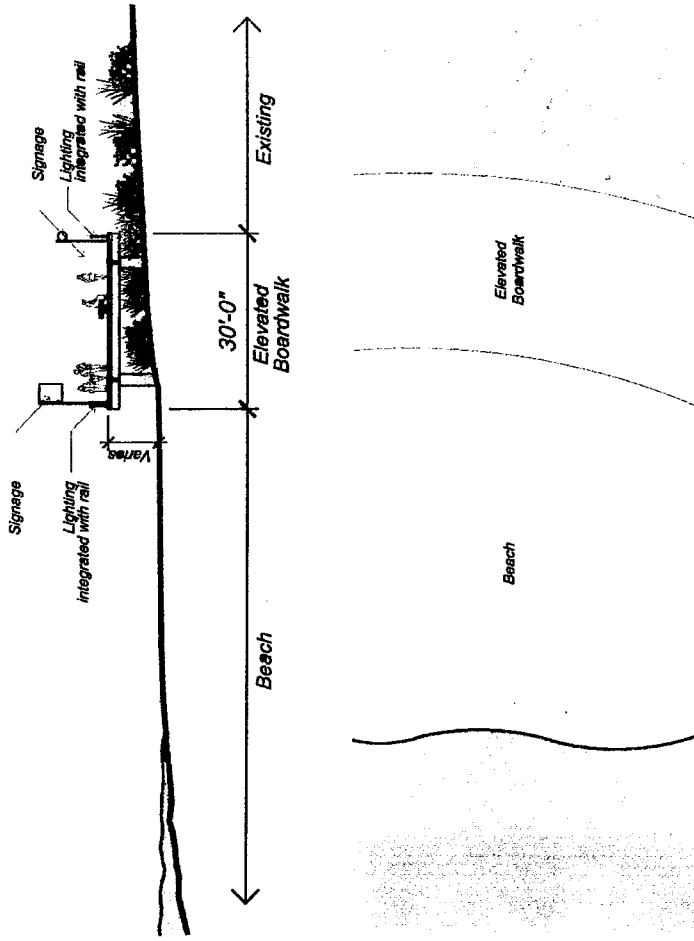
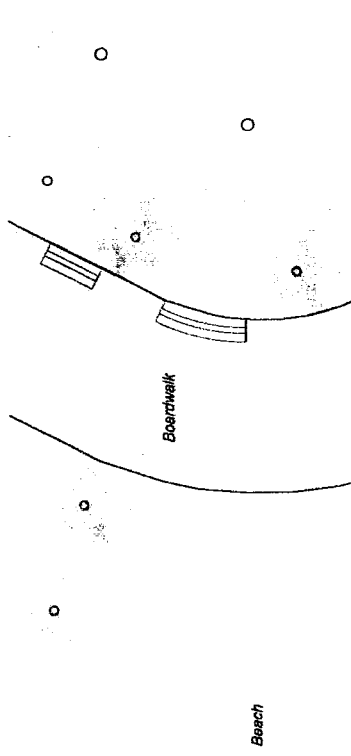
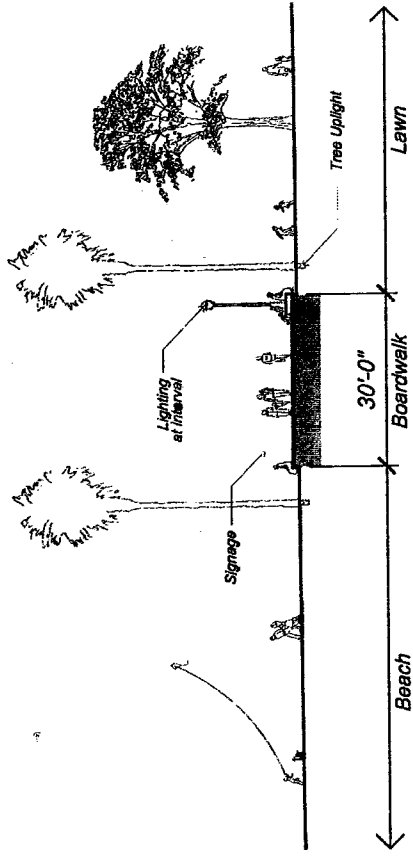


Fig 5.21



11. PROMENADE AT BEACH

Fig 5.22



12. PROMENADE AT BEACH



General Scale and Size of Sign

A sample of the more common sign types are represented below with scale figures for general size comparison. (Note: illustrations do not necessarily represent future sign designs.)

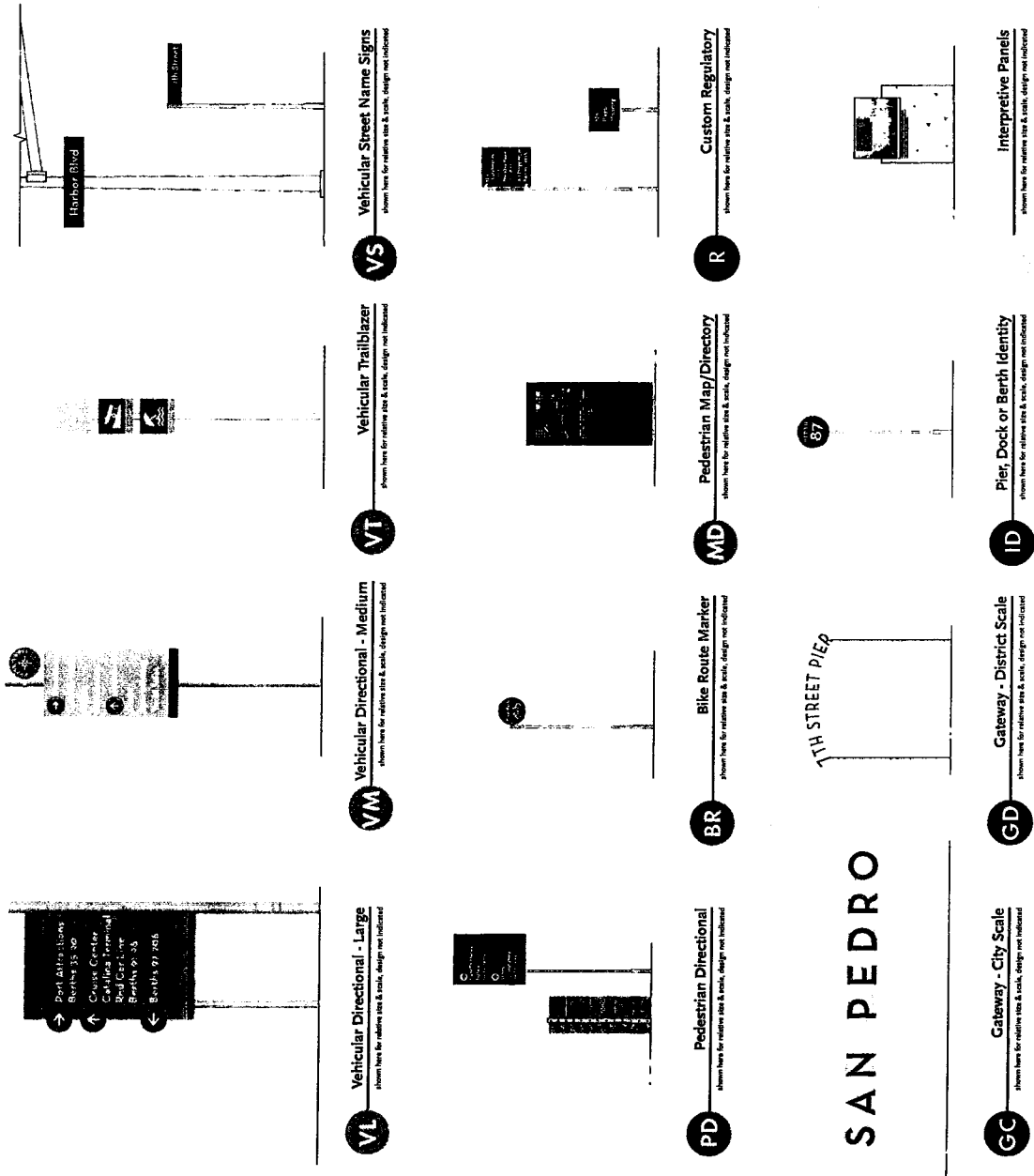


Fig 6.1

Environmental graphics include: directional, informational and identity signage; district identifiers and gateways; interpretive panels and banner programs; all of which are important elements in the built environment. The purpose of a sign program is to provide efficient, effective communication and wayfinding. This is done by placing these messages at optimum locations to improve pedestrian and vehicular safety while continuing the aesthetic design environment established by the master development plan. These guidelines are intended to encourage well-designed and properly placed signs of a high-quality construction and finish, which contribute positively to the vitality and future development of the San Pedro Waterfront.

The custom environmental graphics program for the San Pedro Waterfront will:

- Create a look that reflects the community.
- Keep a sense of San Pedro's uniqueness.
- Create clear, concise and consistent wayfinding and signage.

6.0 Public Signage and Graphics

- Pedestrian Signage
- Vehicular Signage
- Identity Signage
- Sign Standards
- District Signage Recommendations

Pedestrian Signage

Promenade Character

The Promenade pedestrian sign program will be continuous and consistent the entire length of the promenade. This continuity unifies the waterfront districts and sets up a system to aid the visitor and wayfinding. Directional signage and directories with maps are program elements that will feel the same the entire way of the promenade. Exceptions are described on a district-by-district basis.

The Promenade sign program will also have some environmental graphic elements that will change from district to district. These elements might include the banners and interpretive panels and would have their own look and feel, while still relating in some way to the overall system.

Pedestrian Directionals (PD, see Fig. 6.1)

Pedestrian signs direct visitors on foot to destinations and services off and on the promenade, as well as major destinations within the downtown area that are within walking distance from the waterfront. This pedestrian signage would be found at public transportation stops and stations, among other places.

Pedestrian directional signs are smaller and lower than vehicular signs, and direct the visitor from parking areas and public transport stops to their final destination. These directionals can contain more information than vehicular signage since pedestrians can easily stop to read the messages. 'Walking Times' could be listed on signs for distances that are more than a 10 minute walk from the sign location.

Pedestrian Maps and Directories (MD, see Fig. 6.1)

Map and directories are an essential part of the pedestrian system and improve circulation throughout the city. They should be consistently located at all major gathering places or points of decision, such as intersections. They will include a map of the downtown waterfront listing and locating all major destinations, parking facilities, and transit routes. Detailed information about the area can be found on these directories that inform the viewer of additional points of interest, even outside of the immediate district.

Maps should always be oriented so that the direction the viewer is facing is the direction at the top of the map. For example, if the viewer is facing the map and that is facing East, then the direction at the top of the map (directory) should also be East.

Interpretive Panels (IP, see Fig. 6.1)

These panels will be a series of didactic panels along the promenade and waterfront that explain the history and ecology of the Port, identify types of marine craft or life in the harbor, support the maritime museum exhibits, and/or explain the geography of the immediate area and deal with other themes related to the area. These panels will relate to the sign system, but will have a very different character within each district.

Banner and Festival Decoration

A flexible system of infrastructures that would allow for changeable promotional banners located along the major arteries of San Pedro, such as Harbor, Gaffey and connecting downtown streets are recommended. The infrastructure could also be used to support holiday and festival decorative elements, lighting, and sound systems.

Miscellaneous Signs

Bike path, Bus/Tram and Water Taxi/Ferry Station signage will also coordinate with the overall directional system. Shade structures for the stops can also become part of the system. Bike route markers (BR, see FIG. 6.1) would provide special lanes for bicycles and caution pedestrians and cyclists alike. Often times, 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.

Vehicular Signage

Vehicular Directionals (VL, VM, see Fig. 6.1)

Vehicular signs provide directional information to all parking and waterfront destinations. To implement the most user-friendly wayfinding signage, the town of San Pedro must be considered in whole. It is recommended that all existing directional signage be removed and replaced with the new sign system. Vehicular directionals should be a consistent, citywide system, functioning as single, seamless unit to guide drivers from the freeway, along Harbor Boulevard and to the different destinations of the city.

These signs vary in size according to the street size and speed limits of the areas they are located, so these signs are made up of a family of signs, each designed for a specific purpose. The system will include at least four different panel sizes. Larger signs are required for bigger, open areas and wide streets with faster moving traffic. These signs, with larger type can be viewed on bigger roads with higher average speeds. Medium signs should be used on streets with less traffic. Vehicular signs are considered the most challenging to read since they are viewed from a moving car, in contrast to pedestrians, who are able to stop and read signs.

Special district names signs would 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.

Vehicular Trailblazers (VT, see Fig. 6.1)

Nearing a major attraction, when an entire directional sign is not needed for multiple messages, a series of trailblazers can lead the way. This system of symbol signs enhances the existing vehicular system and direct visitors to major destinations along the waterfront. Typically used symbols are well-known, easily recognizable, and especially designed to be read at average vehicle speeds. Trailblazers can also be used to direct visitors back to main access routes, such as the freeway.



Parking Signs

Public parking signs and parking lot/structure identity signs should be integrated with the directional system. For instance, the same shape and color used on the directional signs should be used on the parking signs to allow for easy recognition as the driver becomes accustomed to looking for the established design.

Parking signs also identify rates and regulations, liability information, clearance bars, level and sections, elevator lobbies, and include fire/life safety signs, evacuation maps, and code signs. A basic, consistent program for parking structures and parking lots that is designed as part of the city-wide wayfinding system will help drivers to quickly identify and use the public lots. This program would be used for all current and future parking facilities.

Vehicular Street Name Signs (VS, see Fig. 6.1)

New street name signs which tie in with the rest of the vehicular system will identify the district's main thoroughfare and major city streets that terminate at the waterfront.

Regulatory Signs (R, see Fig. 6.1)

It is recommended that regulatory signs be upgraded to be part of the custom sign package. By integrating the look of these [often times off-the-shelf] signs into the color and type scheme of the city's sign system, a real sense of 'place' becomes uniquely and cohesively established. Examples of these signs include: Parking Regulations, Loading Zone, Truck Restrictions, and others

Identity Signage

The use of scale is important in a big Port such as this. Using large gateways to identify the city of San Pedro as well as the individual districts will create memorable icons for residents and visitors, alike (GC, GD, see Fig. 6.1). Tall gateways [or district markers] will not only serve to symbolize the area, but make useful contributions to wayfinding as they are beacons from a distance. Multi-functional gateways are suggested, for example a tower that is also an attraction, allowing the visitor to elevate themselves above the city for breathtaking views of the Port and coastline. There are big opportunities at two locations for major city gateways: the off-ramp at Gaffey Street and Harbor Boulevard at the bridge. There are up to six opportunities for local district gateways.

Identity signage is used for the identification and naming of sites, buildings, building uses and tenants. These signs are also used to promote districts and destinations and to help people navigate their way.

District names and signs are attached to other environmental graphic elements to designate district names throughout the area. This helps a district start to define its character and aids in wayfinding to demarcate district borders.

Pier and special area identity signs identify all piers and special areas (ID, see Fig. 6.1). They can identify locations for dinner cruises, ferries, educational vessels as well as others.

Park and destination signs identify the various parks, plazas, marinas, beaches and civic/institutional destinations that make up the waterfront.

Sign Standards

Message Quantity

The ideal number of messages for the vehicular wayfinding signage is three. The limit for message lines in the Los Angeles Department of Transportation (LADOT) right-of-way (all non-Port of Los Angeles property) is four lines. The limit for messages on vehicular directionals on Port of Los Angeles property is five lines. These limits do not consider the number of messages, but instead count the total number of lines on the sign panel.

Message Order

The order of messages should be kept consistent from sign to sign. Messages at the top of the sign should be targeted to drivers who need to make the biggest decision of change. Messages at the bottom of the sign should be for drivers who will not be making a change (for example, continuing straight). The directional order for messages is suggested to be:

1. Left turn messages first, at the top of the sign
2. Left-angled turn messages
3. Right-angled turn messages
4. Right turn messages
5. Messages directing drivers to go straight at the bottom of the sign panel

Typeface

Since directional signing work has already been started by the Phase 1 group at the Cruise Terminal Promenade, the typeface "Neutra" by House Industries has been previously selected as the preferred font. It is also possible to select a secondary typeface that complements Neutra.

Type Size

The recommended type size will vary depending on the purpose of the sign and the speed of traffic viewing it. On vehicular signs located "land-side" (within the Los Angeles Department of Transportation right-of-way) the type should have a cap height of 6". The cap height can be found by measuring the size of the capital letter "H".



Vehicular signs located along the waterfront (within the Port of Los Angeles property boundaries) will have a cap height of 4-1/2". Other sign types will have different cap heights, which will be determined.

Legibility

The use of all capital letters should be avoided as it can sometimes make sign messages difficult to read. At a distance it is easier to read words with only the first letter capitalized because the use of lower case ascenders (b, d, f, h, k, l, t) and descenders (g, j, p, q, y) help the viewer read from afar. We recommend that messages be spelled out with both upper and lower case lettering.

Very condensed letters are difficult to read. The narrow letter shape does not allow for unique characteristics of letters to fully read from a distance or at higher speeds. Do not condense the typeface or use condensed versions of it.

Tight letterspacing can impair legibility. At a distance a viewer benefits from space in between letters so that they can be distinguished from each other. It also allows some viewers to make out differences between words just based on the number of letters.

Color

Signs along the developed areas of the waterfront will be inspired by the colors of the port and will enliven the areas with their vibrancy. Most Departments of Transportation prefer that directional sign colors be of a cool palette. Warm colors such as red, orange and yellow already have very specific meanings attached to them such as 'stop', 'caution', and 'yield'. The darker colors of the cool palette are more suitable to sign backgrounds since white, contrasting lettering can be placed on it that will be easy to read day or night. The custom sign program should be optimized for recognition and legibility, but the sign design and color palette should announce to drivers that they have entered a new place, a special district.

Reflective Sign Panels

Vehicular signs should have reflective lettering that can be viewed at all times without depending on external light sources, other than a car's headlights. It is recommended that the entire sign panel be covered with reflective 3M film and screened over with transparent 3M inks (or equivalent). This has been shown to improve message readability.

Placement Location

We recommend that vehicular directional and trailblazer signs are consistently located on the right-hand side of the streets and roadways. Vehicular directional signs should only be placed on their own, dedicated pole. Caution should be taken in placing these directionals on existing poles or combining many different signs on one pole.

HEIGHT: The bottom of the sign panel should not be closer than 8'6" to the ground elevation.

DISTANCE from street: The side edge of the sign panel should have a minimum clearance of 18" from the edge of the curb.

Materials

We recommend that vehicular signs be constructed of aluminum panels, fastened to dedicated aluminum poles. They should be faced with reflective 3M vinyl (or equivalent) and screened with translucent 3M inks.

Dimensions

Dimensions for the vehicular directional signs vary according to their use. In general, the most-used, most-commonly found size will measure 4' across and 8' tall. The smallest sign, the trailblazer, measures 24" x 24" and consists of two or more separate panels with symbols and arrows.



Piers District

The gateway located at the Harbor Boulevard/Swinford Street intersection will define this area and introduce the tone for the entire project. Larger vehicular directional signs will be one element of this intersection at Harbor and Swinford.

Major pier identities that serve as gateways will mark the transitions of street to waterfront. They will be large enough to be seen from several blocks back, creating beacons and inspiring travel from the downtown to the piers and docks. These gateways serve as destination points.

Dock and pier identity signs mark smaller docks and piers for pedestrians. They can be used as address identities, aiding wayfinding, and can be used in conjunction with directionals to mark water taxi stops and ferry stations. Putting district names on the pedestrian signs also aids wayfinding and helps to establish unique district characteristics.

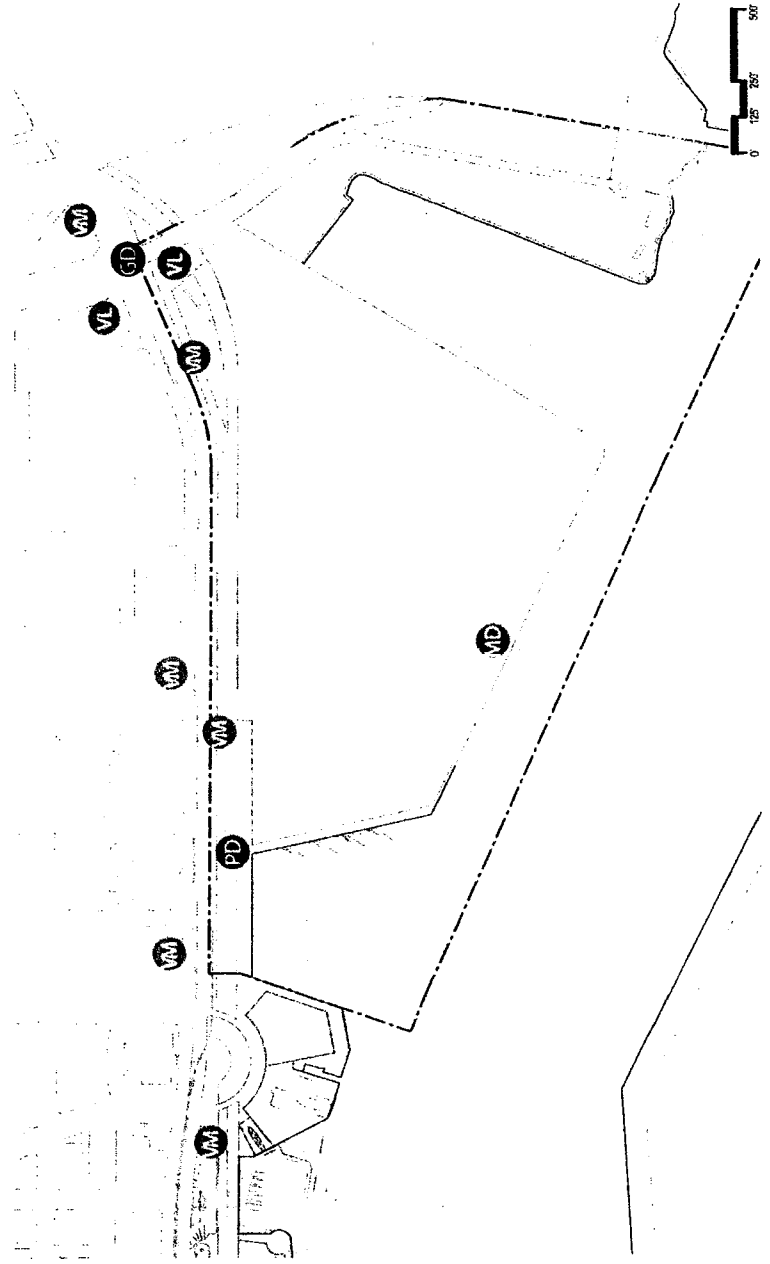


Fig 6.2

Downtown Harbor

The Downtown Harbor has many opportunities for environmental graphics, including special interpretive panels that enhance visits to the Maritime Museum and Ralph J. Scott Fireboat. These panels could also be used to tell the stories of the pioneers of San Pedro or outline important events in San Pedro history.

Identity signs will have a major role in this downtown area as they will both set a tone for the area and for the destination they are marking. Examples of these signs will be identities for the Maritime Museum, Ralph J. Scott Fireboat, City Hall, Red Car Station, as well as many more. These unique signs should be contextually harmonious and aesthetically pleasing to create interest in the places they name.

Directories and maps will be placed at major entrances and pedestrian routes. Where visitors exit parking lots and structures or where they disembark transit lines, there should be a directory to map the way to points of interest. Additional information on the directory might include walking times from point to point and also other places of interest outside the district, in neighboring areas, encouraging further movement. Waterfront maps will indicate the destinations within the Downtown Entertainment District and vice versa to create a synergy between the city and the water.

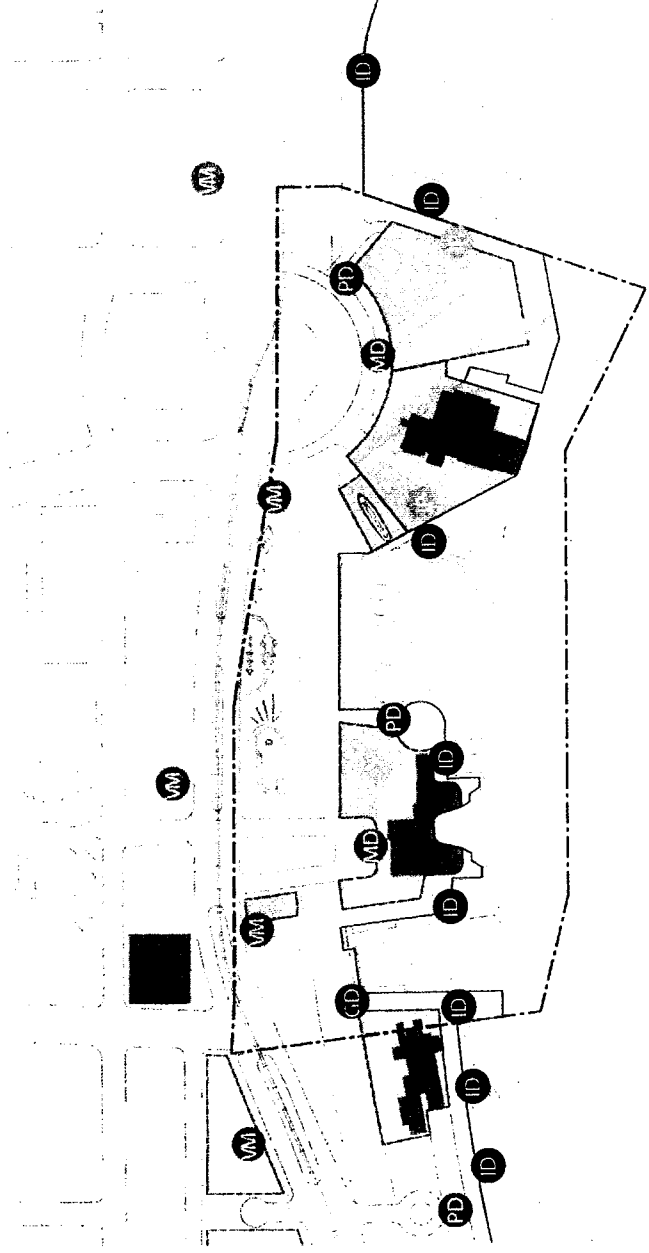


Fig 6.3



Ports O' Call/S.P. Slip

The area including Ports O'Call and the S.P. Slip will have a unique color palette, with building colors, streetscape elements and environmental graphic colors working together to create a system. A palette of building colors chosen from light hues would provide a soft background to a vivid, vibrant palette for signage and amenities. Visual elements will work together to create a mood in this vital part of San Pedro. Along S.P. Slip, interpretive panels would detail the history and commerce of San Pedro's rich and colorful past. They will be found on walls, around streetscaping, and in the paving.

Pedestrian signing will take on its own personality, a variation of the Promenade signing, with an additional decorative gesture. The neighboring residents will be encouraged to walk down to the water's edge. Directories will describe everything going on within this active place.

Promotional banners and festival decorations play an important part in this area of the waterfront. A banner program will enhance the liveliness, while detailing upcoming events and festivals. Banner structures will accommodate special lighting and audio. Event areas will have special graphics to define the space, and demarcate boundaries. Especially important to this area is re-branding the entire district to be bigger and newer than the existing Ports O'Call.

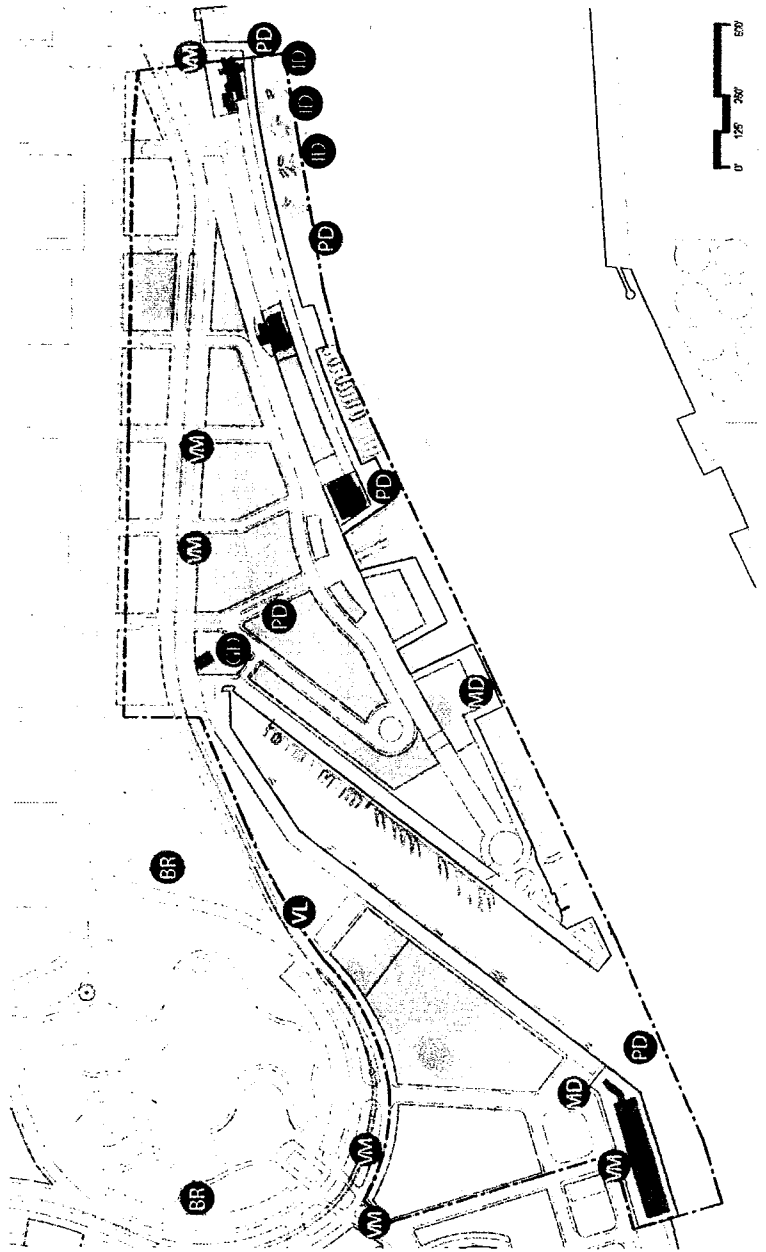


Fig 6.4

22nd Street/Marina

105

The 22nd Street area will have a nautical character which can be reflected in a unique sign element addition. Although the sign system will always consist of the same sign panel, typeface and message characteristics, each district can have a slightly different character.

Pedestrian wayfinding and maps would blend into the park setting. The Red Car Station signs would continue as part of the consistent system, although the stations will change character.

Identity signs will identify the public destinations, such as the playing fields, scenic overlooks and Parks.

Larger signs will be found here in open areas, around large parking lots as well as elsewhere.

Marina identity signs would be regulated by separate design guidelines that would ensure their aesthetic quality and keep their design consistent with waterfront design goals.

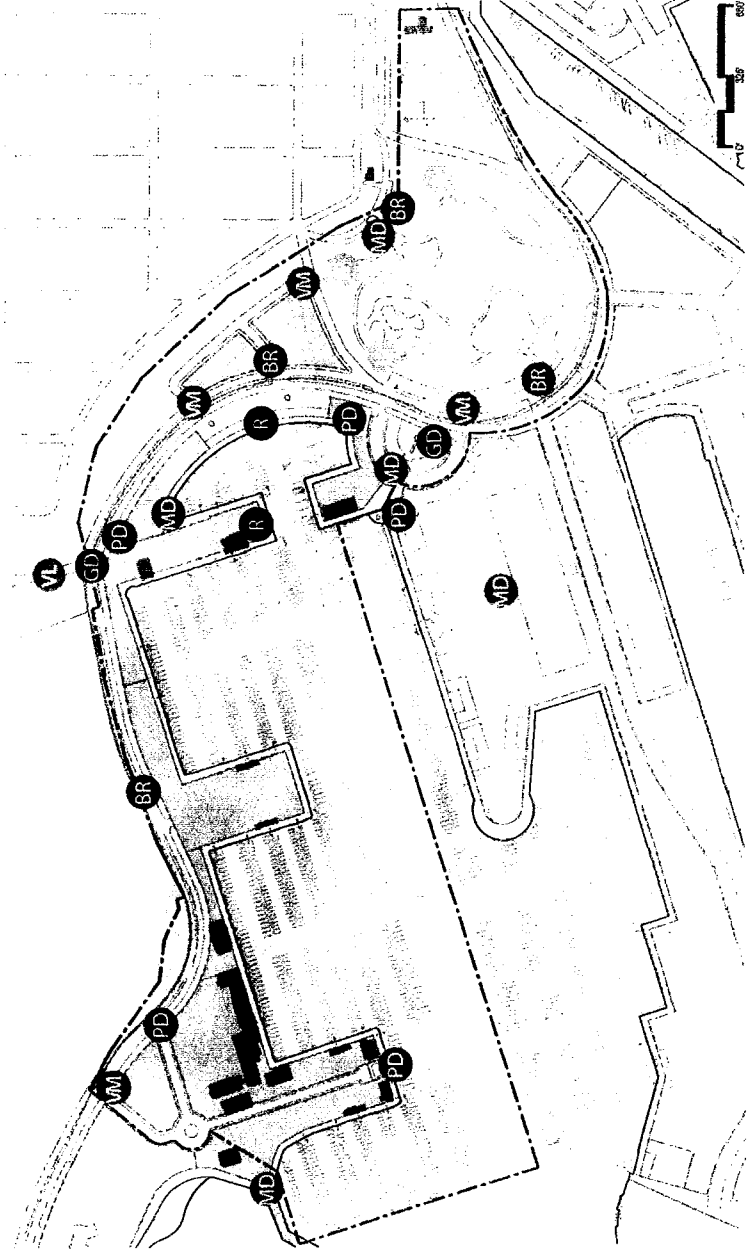


Fig 6.5



Outer Harbor/Warehouse

Opportunities for interpretive panels here would include detailing the fishing tradition of the area, going back to the first known inhabitants; or explaining the Port's importance to the nation's economy and detailing the workings of the ships, cranes and containers.

As the Port of Los Angeles' water-side gateway from the water, this district is an ideal spot for a significant marker at the tip to greet cruise ships, recreational boats, and commercial cargo carriers.

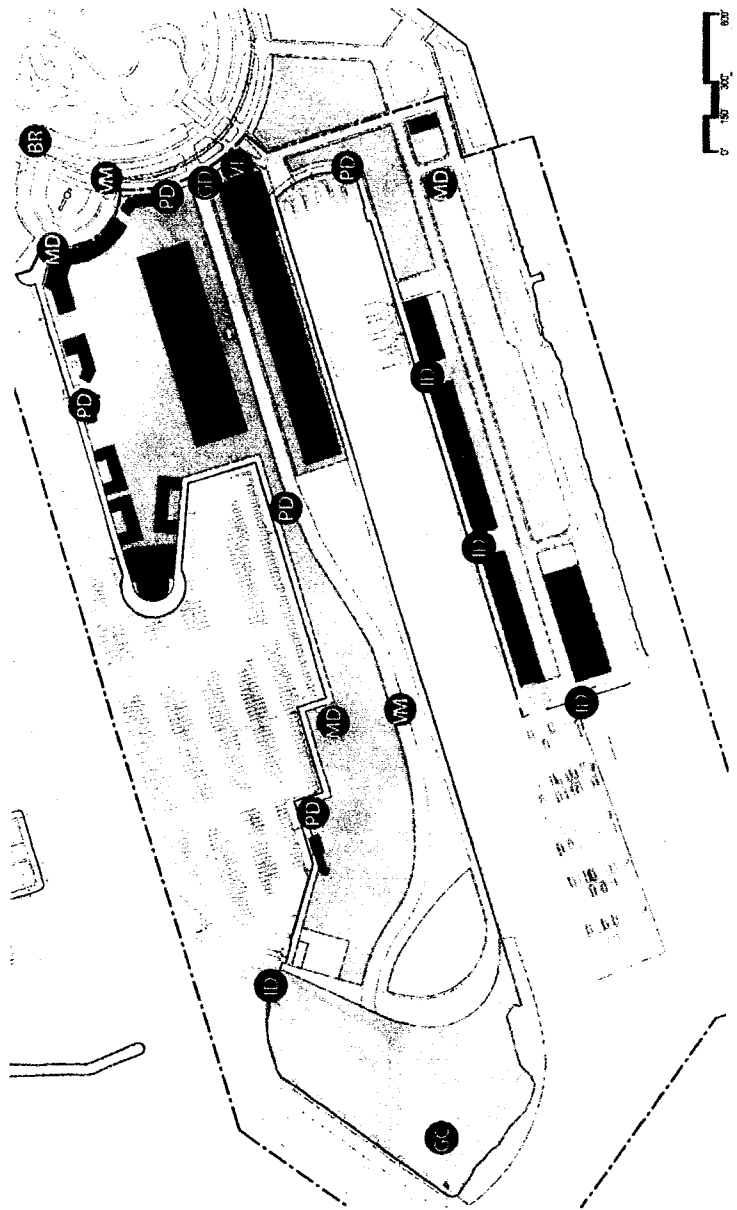


Fig 6.6

Beach

The environmental graphics around the beaches and parks will take on a low-scale profile, more suited to a nature-based environment. They may feel more rural than urban. They will still relate to the urban San Pedro sign system, perhaps with the same typeface or with a related color palette. The basic sign type stays consistent.

A considerable number of interpretive panels would serve to provide in-depth information explaining the flora, fauna and ecological dynamics of the salt marshes, tidepools, and beaches.

Directional signage will aid both vehicles and pedestrians to navigate their way into and out of the area, both from the 110 freeway and Palos Verdes to the west.

Bike route markers will dot the pathways to keep bicycles on the correct route and give directional information as needed. Additional regulatory signs for various activities (such as information authorization swimming or fishing) will be necessary in this area.

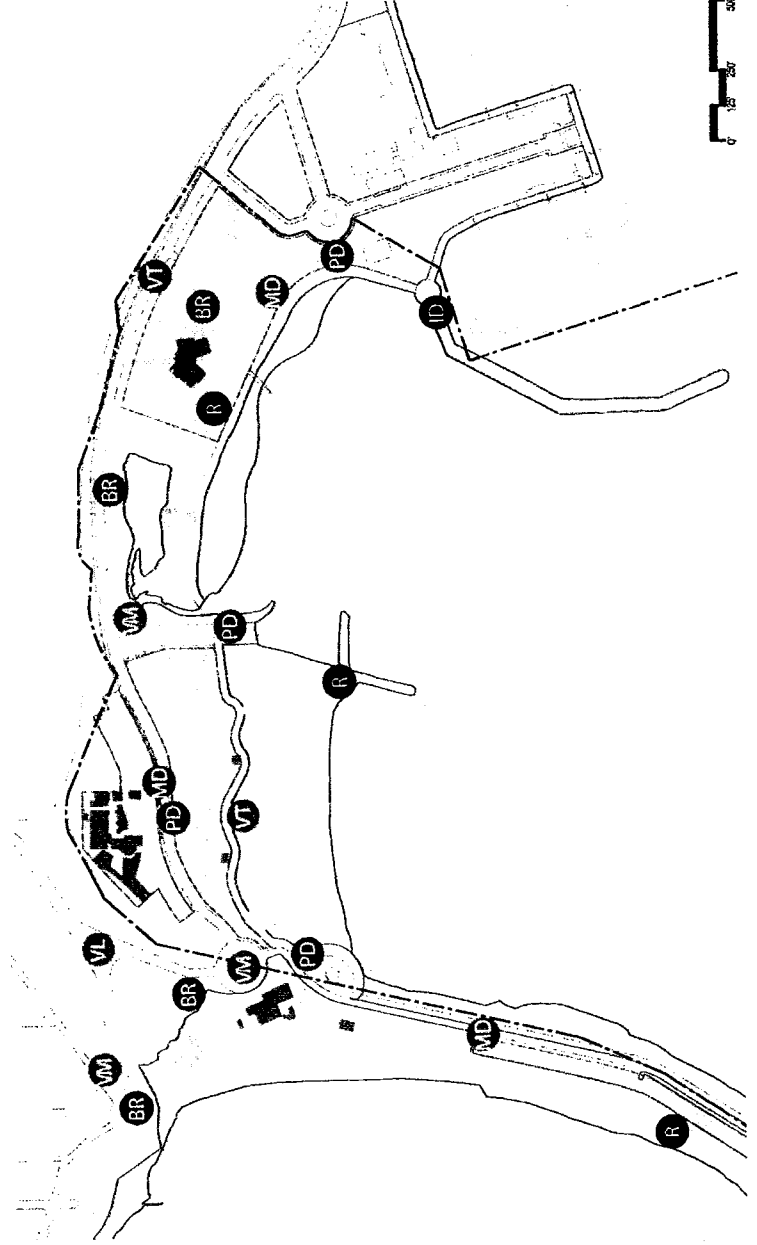
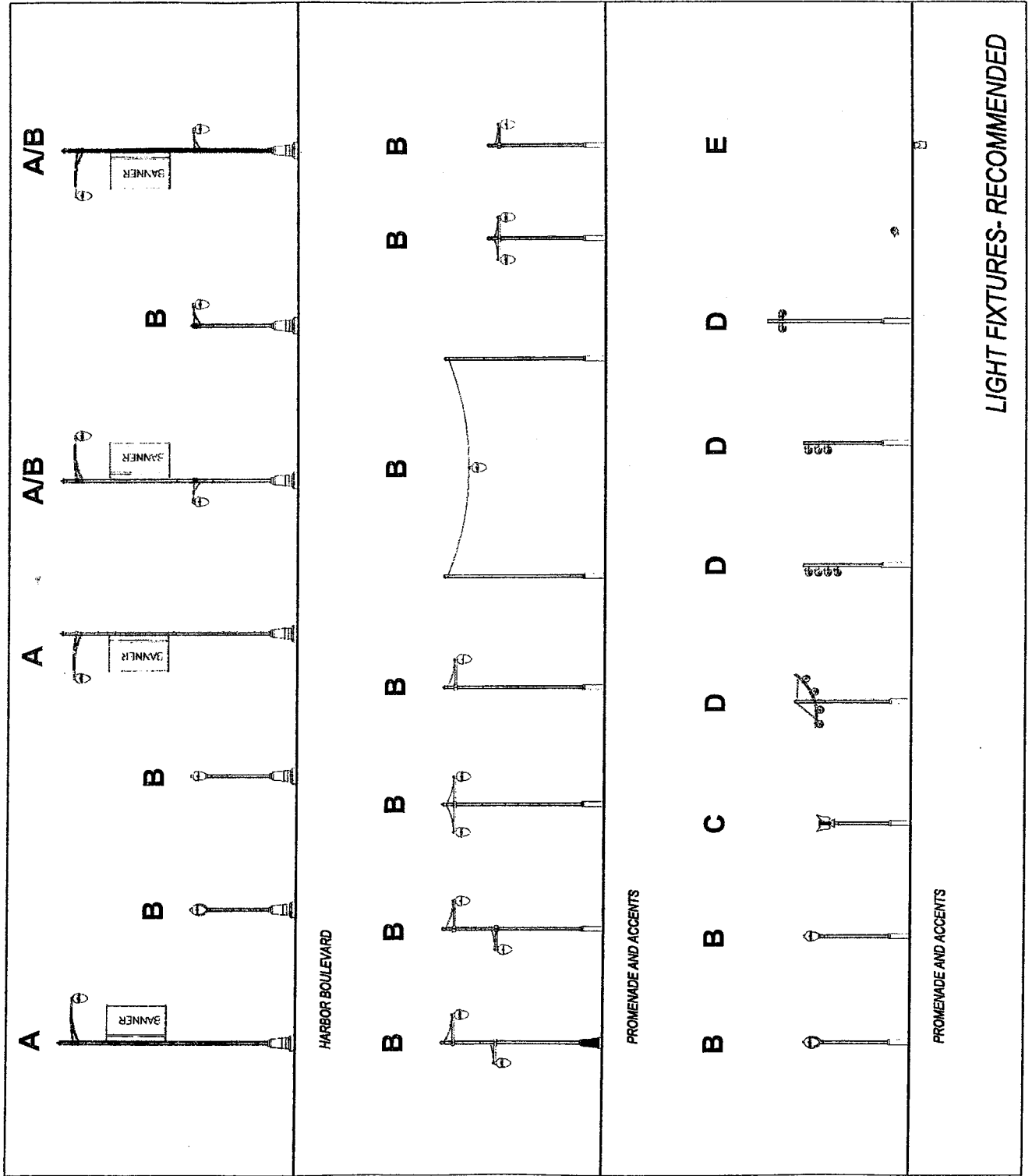


Fig 6.7



Fig 7.1



Under master plan redevelopment, San Pedro has the unique opportunity to start afresh with a holistic approach to “good lighting”. After reviewing team documents, interviewing various groups, and attending multiple agency and outreach meetings, we have interpreted that it is the goal of the Port staff and stakeholders to maximize the benefits of lighting through the following:

Lighting Goals

- To create an attractive daytime and nighttime waterfront environment for the people.
- To establish a safe, active nighttime waterfront environment for the people.
- Ultimately to stimulate and support economic growth for San Pedro and the surrounding communities.

7.0 Lighting

- Lighting Recommendations

Vision

- Provide sufficient, uniform light for designated tasks
- Utilize sources of good color rendering
- Minimize light pollution, light trespass, and glare
- Respect hierarchies of activity

Safety

- Increase vehicular and pedestrian safety
- Support current and future security requirements

Identity

- Maintain and elevate character of San Pedro
- Respect overall architectural integrity of project area
- Utilize accent and novelty lighting to:
 - Celebrate arrival icons
 - Celebrate unique icons
 - Celebrate distinct districts

Way-finding

- Link districts with common light element, such as blue-colored light
- Illuminate signage systems

POLA Masterplan Lighting Recommendations**Light Levels**

Each district entertains spaces with varying levels of activity, which are proportional to recommended levels of light as measured in foot-candles. The following graph (fig. 7.2) illustrates desired light levels for typical exterior spaces in comparison to the various districts. The following map (fig. 7.3) depicts this information in context of the masterplan.

Fig 7.2

LIGHT LEVEL COMPARISON GRAPH

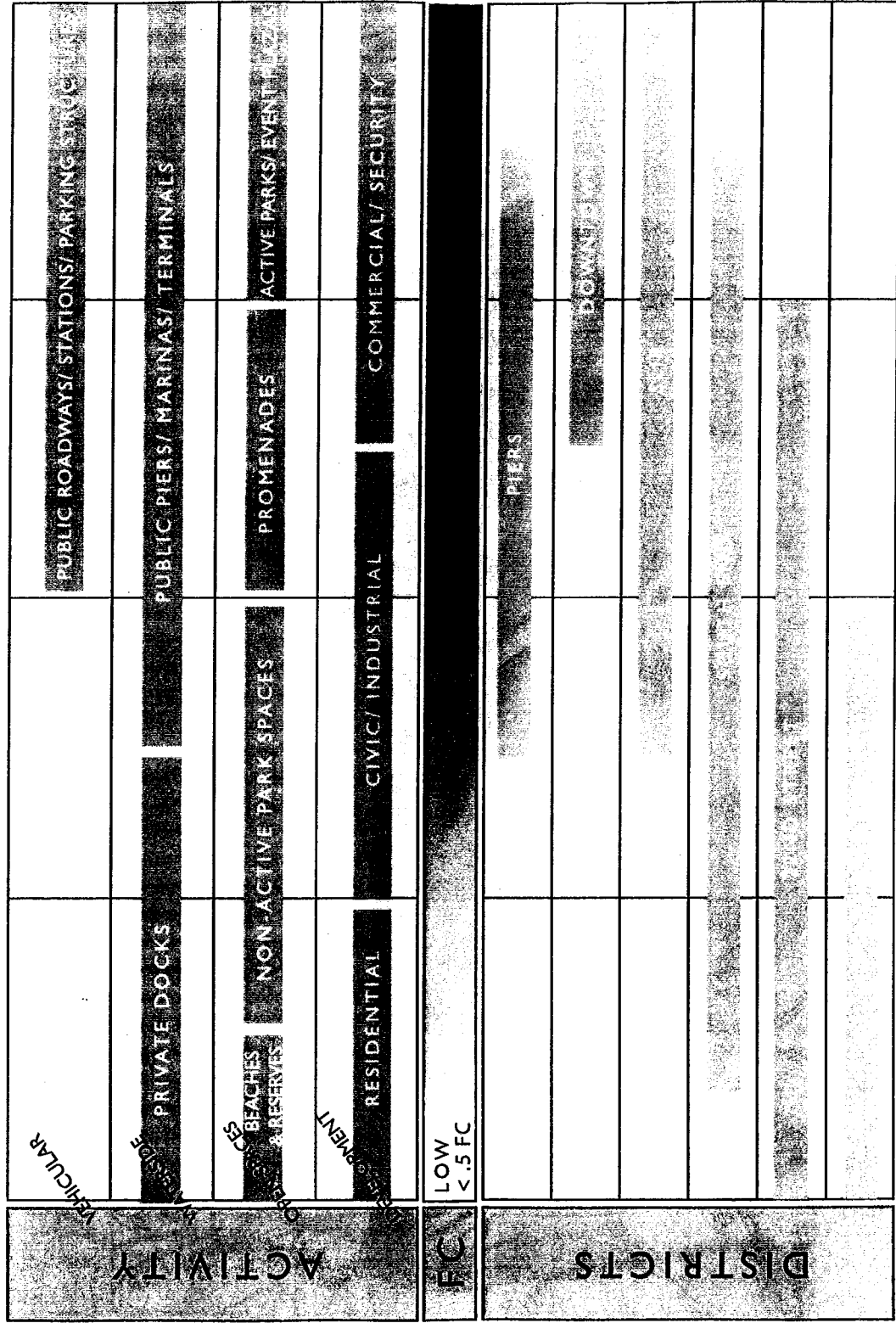
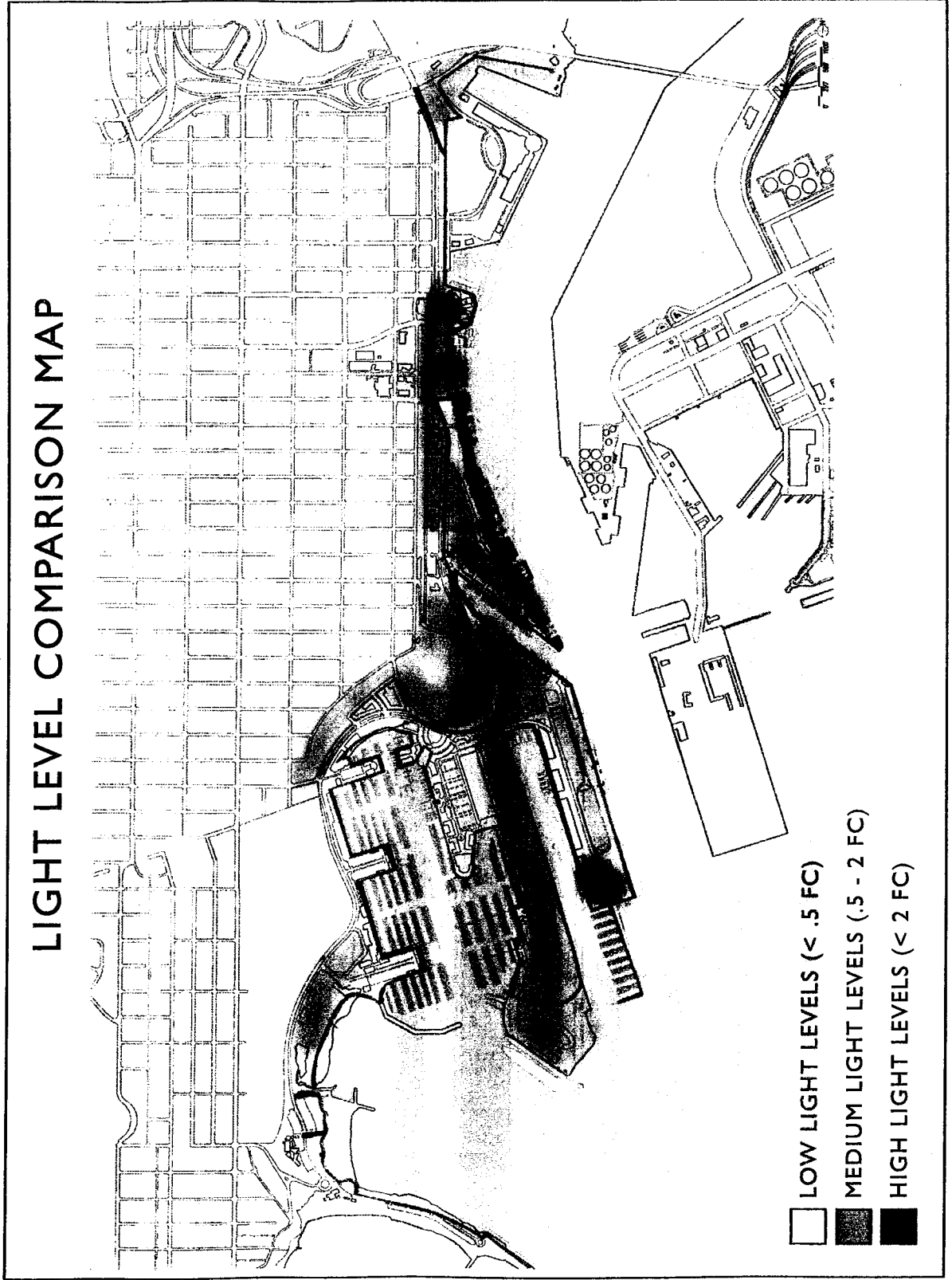


Fig 7.3



- For roadways, specifically consult the Recommended Practices for Roadway Lighting (RP-08) IESNA for compliance with the City of Los Angeles Bureau of Street Lighting.

Integration

In an effort to reduce visual clutter, a flexible, kit-of-parts, modular urban pole system has been selected for the waterfront. This channeled pole, by Holophone, addresses lighting, signage, communication, traffic, and security as one unit. Rather than establish a matching 'family' of luminaires for the waterfront, this distinctly stylized pole provides a strong linkage element, while allowing for the unique fixture and base opportunities on a per-district basis. This system also allows flexibility for unforeseen needs in the future. This system especially addresses security objectives. In order to take full advantage of this system, we suggest the following:

- All implicated disciplines (lighting and signage/traffic) shall consider this system for mounting their equipment.
- All implicated disciplines shall have close coordination to ensure that the poles are placed in locations advantageous for all current and future needs.

The pole consists of a piece of extruded aluminum with five inner chambers. The central core provides power, while the four smaller chambers provide a barrier for running data cabling. Mounting brackets for components lock into the four main channels set at 90 degree intervals. Access to the pole is provided behind the clamshell base covers. The designs and configurations of these poles can, and should, be unique to each district.

Layers of Light

To give depth to the environment at night, all three layers of light should be utilized, Functional, Accent, and Novelty. In regards to this layering, we have set the following precedent:

- Minimum light level requirements shall be met through Functional lighting.
- Accent lighting shall be used, secondarily, to enhance prominent features. This is most effective when reserved for focal points.
- Novelty lighting shall be used to break-up space or establish character.
- Novelty lighting in the form of 'blue light' shall be used to link the waterfront from Bridge to Breakwater.



Fig 7.4

Roadway Pedestrian Illumination	Public Buildings	Retail	Public Buildings
Roadway Poles Pedestrian Poles	In-grade uplights Accent lights on poles	Optional: low-key effects	
Pedestrian Poles Bollards Step Lights	In-grade uplights Accent lights on poles	Optional: low-key effects	
Pedestrian Poles* Bollards Step Lights	In-grade uplights Accent lights on poles	Optional: low-key effects	
Pedestrian Poles Floodlighting Poles* (sports, special events)	In-grade uplights Accent lights on poles	Optional: dramatic effects	
Pedestrian Poles Floodlighting Poles* Façade-Mounted Floods	In-grade uplights Accent lights on poles	Optional: low-key effects	

*Introduce controls for manual or timeclock switching

Equipment Standards/Precedents

We have established the following lighting standards/precedents for the project area (see Fig. 7.1 for corresponding fixtures):

Roadway Poles

A) Holophane Metrovue Roadway/Pedestrian Modular Urban Pole System

- Standard Pole Assembly:
 - 32'-6" Holophane pole
 - 3'-6" Traditional Base
 - Roadway luminaire at 30' (250W ED17MH)
 - Typical spacing = 120' O.C.
- Options:
 - Pedestrian luminaire at 14' (70W T6MH)
 - Any Holophane component options
 - Anodized finish color T.B.D.

Pedestrian Poles

B) Holophane Metrovue Pedestrian Modular Urban Pole System

- Standard Pole Assembly:
 - Holophane pole
 - 70W T6 metal halide lamping
 - Typical spacing = 60' O.C.
 - 120V GFI outlet at top and bottom of pole
- Options:
 - Varying pole heights up to 21'-6"
 - Pedestrian luminaire at 14' (70W MH)
 - Second luminaire at 20'
 - 3' customized decorative base
 - Any Holophane component options
 - Anodized finish color = clear or graphite (typical)

C) Cole Lighting Angel Light on Holophane Modular Urban Pole System

- Standard Pole Assembly:
 - Cole Lighting Angel Light w/ downlight component
 - (2) 27W compact fluorescent lamps, and
 - (1) 70W T6 metal halide lamp
 - Typical spacing = 40' O.C.
 - 10' Holophane pole



- 3' smooth profile round base
- Clear anodized finish
- Opportunity to introduce new poles in special areas.

Bollards

- No standard at this time.
- Opportunity to introduce Holophane bollard

Step Lights

- No standard at this time.

Flood/Accent Lighting on Poles

- D) Sterner Floodlight/Holophane Modular Urban Pole System
- Standard Pole Assembly:
 - Holophane pole
 - Metal halide luminaire (modified for T6 lamping)
 - Options:
 - Varying pole heights
 - Any number of floodlights/wattages/optics
 - Any channel configuration
 - 3' customized decorative base (or typical smooth profile)
 - Spacing as needed
 - Any Holophane component options
 - Anodized finish color = graphite or clear (typical)

Facade-Mounted Area Lighting

- No standard at this time.

In-grade uprights

- E) Hydrel In-grade 9400/9700 Series Uplights
- Standard Assembly:
 - Adjustable to 15 degrees
 - Dual Flat Clear Lens
 - Internal Source Shield
 - T6 metal halide lamping

- Stainless steel face plate
- Options:
 - Anti-slip lens in walk-over applications
 - Various reflectors
 - 35/70/150W metal halide

Subtle Novelty Effects

- Cole Lighting Angel Light on Holophane Pole (see Pedestrian Pole description)
- Opportunity to introduce new effects

Dramatic Novelty Effects

- Farlight blue LED units mounted beneath Lane Victory dock.
- Opportunity to introduce new effects

General Equipment Guidelines

We recommend that all lighting at the Port of Los Angeles comply with the following guidelines:

Source

Color Rendering:

- Site areas requiring the quality of true color rendering at night, such as roadways, plazas, landscape, etc., shall use a source with a CRI of 80+, such as ceramic metal halide, induction, or fluorescent (incandescent sources greater than 100W are not recommended).
- Where possible, T6, G12 based, ceramic metal halide sources shall be used (superior color rendering to non-ceramic) for low wattage (35-150W) applications. The 70W lamp will be most typically specified.
- Site areas not requiring true color rendering at night, such as private parking lots, shall use high pressure sodium sources.

Wattage/Efficiency:

- Where applicable, conform to California Title 24 Outdoor Lighting Standards (October 2005).

Optics/Shielding

- All roadway luminaires, and where possible pedestrian luminaires, shall be classified as cut-off (97.5% light directed below the horizon) or full-cutoff (100% light directed below the horizon).
- Pedestrian luminaires not classified as cut-off must seek to shield the sources from field of view and minimize surface



brightness.

- All fixtures shall be arranged and screened to reflect light away from adjacent properties. Glare and light trespass should be mitigated through the provision of louvers and shields.
- Vertical illuminance shall be maximized for nighttime facial recognition (use refractor/reflector optics w/ cut-off to achieve).
- All fixtures within public reach from the ground (especially recessed well-lights) shall be safe for human touch. For single lens metal halide fixtures, 70W or less is generally regarded as acceptable.

Mounting

- Luminaires shall be mounted to poles at a height of no more than 20' for all pedestrian luminaires and 30' for all roadway luminaires. At a minimum, pedestrian scaled luminaires shall be 10' A.F.G. The poles themselves can be specified to any height as necessary to accommodate pole components.
- All outdoor fixtures shall be equipped with photocells and/or astronomical time clocks.
- Methods for reducing illumination at "curfew" hours are encouraged as long as minimum lighting levels are maintained.

Aesthetics

- Decorative light fixtures shall be selected to enhance the overall visual character of the project environment in accordance with the site landscape and architecture.
- Non-decorative light fixtures shall be selected to blend into the environment for minimal visual impact.

Durability

- Fixtures finishes shall be marine-grade for thermal, chemical, and UV resistance.
- Above-grade fixtures shall address graffiti resistance.
- Measures to deter perching birds shall be considered where possible.

The benefits of applying sustainable design principles in the early stages of planning can significantly improve a building's efficiency and the quality of the environment it provides for its occupants. The application of sustainable principles in site engineering and landscape design can reduce costs associated with infrastructure construction, reduce costs for landscape maintenance, reduce building operation costs, reduce impacts on natural systems, and provide enhanced outdoor spaces for recreation and leisure uses. Sustainable design practices must be applied at the earliest phases of design, at all levels of development and continuously from planning through occupancy. The successful development of sustainable principles must be developed in an integrated manner involving the design team working closely with the client who will utilize the facilities.

8.0 Sustainability

- Planning and Design Process
- Reduced Energy Needs

Some of the Specific Benefits of Sustainable Design include:

- Increased comfort and reduced energy costs through use of natural daylight and ventilation and localized controls.
- Improved interior air quality through the use of non-toxic materials.
- Reduced energy use and cost of mechanical systems a result of reduced cooling and heating loads.
- Reduced water use for plumbing fixtures and irrigation.
- Reduced impacts on the natural environment.
- Reduced infrastructure construction costs.

Planning and Design Process

The early and integrated involvement of the design team in the form of charrettes or other collective analysis and design efforts is essential to developing attainable goals and solutions. Project goals should be developed in each of the sustainability categories. Conceptual designs should be reviewed for compliance with the sustainability goals. Project design options should be prepared in order to evaluate benefits, costs and trade-offs. Project documents should be reviewed at key points during their production to evaluate their compliance with the sustainability goals. Specifications for the operation and monitoring of sustainable maintenance practices should be developed to insure the long-term success of sustainable practices.

Reduced Energy Needs

Energy consumption can be reduced by efficient heating and cooling systems, building orientation, façade materials, roofing materials, shading from trees, use of natural daylight and natural ventilation. Use of renewable energy technologies can reduce operating costs and environmental impacts. Energy required for commuting and transportation can be reduced by use of public and alternative transportation.

Guidelines:

- Design buildings to take advantage of prevailing winds and solar orientation to reduce cooling and heating needs.
- Exceed 1993 Title 24 by 15% for lighting and 10% for HVAC except in historic buildings.
- Utilize integrated envelope and HVAC systems that achieve thermal comfort based on radiant temperature, local air velocity, relative humidity and air temperature. Comply with ASHRAE Standard 55-1992, Addenda 1995.

- Utilize tree plantings to shade buildings and reduce cooling loads.
- Exterior building materials shall be selected to prevent glare.
- Energy efficient interior light fixtures shall be used to the extent feasible.
- All exterior lighting shall control glare and be controlled by automatic timers.
- Create roof gardens or utilize roofing materials with a high albedo (reflectance of at least .3) to reduce cooling needs.
- Provide securable bicycle storage facilities in all buildings.
- Provide alternative fuel vehicle re-fueling facilities in all parking structures.
- Use non-polluting on site renewable energy technologies for x% of building energy load.

Daylighting

Natural light can be used in a controlled manner to replace artificial lighting systems. Daylighting produces light that requires less energy, contributes less to heat loads requiring cooling and produces the most desirable quality of light. Diffuse daylight is four times as efficient as fluorescent fixtures in providing light without heat gain.

Guidelines:

- Utilize daylighting where possible to reduce energy needs.
- Design buildings to allow daylight to reach 20 feet in from the perimeter (where windows are possible).
- For interior areas with roof above, provide daylighting of 50% through sky lights or other translucent materials of the occupied space unless compelling reasons prohibit (e.g. Security, historic preservation considerations etc.). Utilize daylight monitors, clerestory glazing, sun controls/shading devices and light shelves.¹

Indoor Air Quality

Indoor air quality is an important component of sustainability because it contributes to the wellness and comfort of building occupants. Health related problems caused by toxic materials and improper ventilation can be extremely costly in terms of missed work days and health care costs. Buildings should be designed to create the highest indoor air (IAQ) quality possible.

Guidelines:

- Meet the minimum requirements of voluntary consensus standard ASHRAE 62-1989.

¹ LEED Green Building Rating System™ 2.0 Sept. 1999



- Develop targets and standards for all interior spaces.
- Select paints and finishes that meet the VOC and chemical components of Green Seal, Inc. third party certification.
- Restrict the use of carpeting. Use materials that meet the Carpet and Rug Institute Green Label Air Quality Test Program.
- Specify composite wood products that do not contain urea-formaldehyde or phenol-formaldehyde resins.
- Locate fresh air intakes away from loading and service areas, building exhaust fans, cooling towers and other sources of possible contamination.
- Prohibit all smoking in buildings. If exceptions are requested provide facilities to isolate smoking using appropriate equipment to capture and remove smoke.
- Avoid cross contamination of areas. Design all chemical storage, housekeeping product storage and chemical work areas to allow for secure storage and use.
- Provide occupants with local control of temperature and air movement. In office buildings provide for 50% of workstations to have individual or highly localized control of temperature and airflow.
- Provide operable windows where possible on the building perimeter away from possible sources of contamination.

Domestic Water Use

All projects must follow local codes requiring water conservation. Reduction of water use can lower the cost of infrastructure for water supply and waste removal. The cost of water during the occupancy of the buildings will also be decreased.

Guidelines:

- Install fixtures that in aggregate use 20% less water than the requirements of Energy Policy Act of 1992.
- Utilize water conserving plumbing fixtures for: laundry, dishwashing and restrooms.
- Utilize use-activated controls on lavatories and sinks.

Waste Reduction/Recycling

The efficient use of materials, and the use of recycled materials, protect the natural environment, reduce the need for manufacturing and reduce the amount of landfill space required by municipalities. The re-use of the historic structures in San Pedro will preserve an important piece of local history and reduce the need for construction materials.

In the design process materials should be selected that are highly efficient and/or contain recycled content. Construction waste can be reduced by developing a waste reduction plan. Recycling should be promoted during building occupancy. Convenient locations for the collection and storage of recyclable materials should be included in the program of all buildings and facilities in the project area. Storage for materials separated per local requirements should be provided.

Guidelines:

- Utilize the most efficient materials and systems.
- Utilize recycled materials.
- Develop a waste management plan that identifies markets for salvaged materials, employs deconstruction, salvage and recycling strategies and processes, and documents these costs. At a minimum recycle cardboard, metals, beverage containers, clean dimensional wood, plastic, glass, gypsum board and carpet.
- Specify salvaged or refurbished materials for a 5% of building materials.
- Utilize a minimum of 20% of materials listed in EPA's Comprehensive Procurement Guidelines (CPG). For materials not contained in the CPG, a minimum of 50% recycled content (at least 20% post consumer).
- Reduce the environmental impacts of transportation of materials, and support the local economy.
- Evaluate the potential cost effectiveness of recycling rigid insulation, engineered wood products and other materials.
- Provide convenient recycling storage facilities.

Site Construction and Landscape

Sustainable concepts for site construction and landscape planting should be implemented in an integrated manner by the engineering and design team from the earliest site design phase. Site construction operations such as grading and site clearance can have negative impacts on the natural environment. Balancing soil cut and fill on site eliminates the need to move soil in motorized vehicles off site. This can reduce negative impacts to air quality and natural stormwater drainage patterns. It will eliminate the need for fill sites and maintain topsoil resources. The construction of paved areas with permeable surfaces or groundwater recharge systems will assist in groundwater recharge and reduce the need for stormwater drainage infrastructure. Low water use plantings reduce the need for irrigation, which can be provided through re-claimed water facilities. Plant material waste can be reduced through the selection of lower maintenance varieties use of plants in their natural form and size. Green waste can be composted on site and used for mulching to further reduce maintenance and water needs.



Guidelines:

- Meet local codes concerning erosion control during and after construction.
- Prevent loss of topsoil by stockpiling on site for future use in an area protected from erosion or wind.
- Prevent sedimentation of storm sewers or receiving streams through erosion controls such as silt fencing, sediment traps and construction phasing.
- Implement a stormwater management plan that reduces impervious surfaces.
- Utilize permeable paving materials to increase rainwater infiltration and reduce stormwater infrastructure needs.
- Minimize the generation of concentrated stormwater runoff from the site.
- Minimize the concentration of contaminants.
- Promote rainwater catchment and reuse or groundwater infiltration on site.
- Reduce, if not eliminate, dry weather runoff flows through the use of landscaping irrigation controls.
- Utilize highly efficient irrigation systems with computer systems to control irrigation of all common area landscaping.
- Install reclaimed water systems for landscaping.
- Install minimum 50% native or drought tolerant plants.
- Select appropriate plant materials and use other methods to minimize the amount of landscaping waste.
- Group plant materials in hydrozones to reduce irrigation needs.
- Utilize re-claimed water sources for irrigation.
- Compost and use green wastes on site.
- Shade parking areas and buildings with trees.

The current Port project approval process will be amended for "Bridge to Breakwater" projects with the participation of a Design Review Advisory Panel. This panel will review both private development projects and port infrastructure projects in the Project area. The Advisory Panel will be a five-member panel comprised of representatives from the Port, from the community, and from the architecture profession. The Panel will not have final say on the approval or non-approval of a project. It will make a recommendation to the Port, who will be responsible for final approval.

9.0 Implementation Process

The process for Advisory Panel review is as follows:

Step 1) Any private developer or public entity seeking to undertake a project on the site of the Bridge to Breakwater Project will be given a copy of the General Design Guidelines and the District Design Guidelines that apply to the district(s) in which the project is located. Projects such as routine or emergency maintenance will be exempt from the review process.

Step 2) A project application is submitted to the Port following the appropriate regulations and recommendations as stated in the General and District Design Guidelines and in the Port Master Plan. When the application is deemed complete it is then forwarded to the Advisory Panel for review and comment.

Step 3) The Advisory Panel reviews the project in a meeting with the applicant, project manager, and/or lead designer. At this point the Panel appraises the applicant of the requirements necessary for recommended approval.

Step 4) At the completion of the preliminary design phase (40% design completion) of the project, the applicant will return to the Panel a complete set of building design documents. The Panel will review the design in a closed door meeting with the applicant, project manager, and/or lead designer and make its final conditional/unconditional determination or recommendation.

Step 5) The Design Review Advisory Panel's recommendation is presented to the Port no more than two calendar weeks after the Step 4 meeting.

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