San Pedro’s Waterfront Connectivity Plan

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San Pedro’s Waterfront Connectivity Plan

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

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

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

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

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

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

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

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

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

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

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

San Pedro’s waterfront is a vital and cherished amenity for locals and visitors alike. This plan will undoubtedly further the LA Waterfront’s ability to become an even greater destination and attraction.
# Chapter 1: Overview

1. **Vision for a Connected Waterfront**
2. **Key Components & Project Goals**
3. **Project Scope**
4. **Historical Context**

## Legacy of Plans & Projects

1. Legacy of Plans & Projects
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2. Public Transit
3. Pedestrian Circulation
4. Bicycle Circulation
5. Public Art & Open Space
6. Wayfinding
7. Attractions in Progress

## Waterfront Development Market Scan

1. San Pedro Market
2. Competitive Destinations

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2. **Phase 1: Listen & Explore**
3. **Phase 2: Share & Evaluate**

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## Connectivity Framework

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

## Visitor Journey Scenarios

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# Chapter 4: Implementation

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## Implementation Strategy

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## Project List by Category

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2. B. Focus Group Charrette Results
3. C. Community Workshop & Pop-up Results
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5. E. Community Engagement Phase 2 Results
Chapter 1: Overview
San Pedro’s Waterfront has evolved throughout its history, including several previous plans to shape the development of the area. This section provides an overview of those previous plans and projects, as well as a description of current conditions. Additionally, a local market scan and regional waterfront development case studies are provided.

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

**Legacy of Plans & Projects**
- Existing planning document summaries

**Current Conditions**
- Vehicular circulation
- Public transit circulation
- Pedestrian circulation
- Bike circulation
- Public art & open space
- Wayfinding
- Development destinations

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

The primary objective of this plan will build on existing and proposed modes of mobility as a foundation to create a network of well-connected, multi-benefit spaces that are accessible and safe for all San Pedro neighborhoods and the larger region seeking to enjoy an authentic L.A. Waterfront.
This project considers the varying components of successful development, thinking deeply about how they might function in the future waterfront, then brings these components together to connect the waterfront. This process includes the following goals:

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

**Goals of the Connectivity Plan**
Project Scope

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

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

Great destinations are the result of creating, shaping and providing great public realm spaces for people. How people get to and from, and move through a place plays a strong role in their overall experience. Recommendations in San Pedro’s Waterfront Connectivity Plan have been developed from planning best practices for transportation, mobility, public art, and open space. Proposed projects will enhance connectivity across multiple means: motorized, non-motorized, and water, and will provide supporting elements such as wayfinding. Beyond creating a vibrant and memorable sense of place, this plan will emphasize enhancing area connectivity, prioritizing high-performance infrastructure, and celebrating the larger history and context of the area.
San Pedro's waterfront lies on the eastern edge of San Pedro, across the Main Channel from Terminal Island and bordering on Wilmington. It is directly connected to the downtown area in Central San Pedro as well as the more residential Coastal San Pedro.

Geographical Context

Regional Context

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

Community Context

San Pedro's waterfront lies on the eastern edge of San Pedro, across the Main Channel from Terminal Island and bordering on Wilmington. It is directly connected to the downtown area in Central San Pedro as well as the more residential Coastal San Pedro.
This Connectivity Plan is focused on the area of the LA Waterfront adjacent to San Pedro. The project area is bounded by the Vincent Thomas Bridge to the north; the breakwater to the south; Beacon Street, Crescent Avenue, Via Cabrillo-Marina, and Shoshonean Road to the west; and the Los Angeles Harbor and Main Channel to the east. The plan focuses on forming connections both within this area and to the surrounding neighborhood and region, as indicated on the previous page.

Scope Area

460 Acres + 8 Miles of Waterfront
Development & Naval History

Since the construction of Fort MacArthur, San Pedro had a strong naval presence, with submarines and battleships stationed in the Harbor. The advent of World War II in the 1930s and 40s sent many of these vessels to Pearl Harbor, and during this time, many Japanese-American citizens were evicted from their homes in San Pedro. After the war, prosperity followed with increases in shipping, following the development of containerization. The fishing and canning industries also experienced tremendous growth during this time. Ship-building and repair also helped grow the local economy, as well as the oil industry. Although the fishing industry declined after fish populations collapsed, the Port of Los Angeles prospered to become the nation’s #1 container port.

Historical Context

Original Settlement & Early History

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

San Pedro’s Waterfront Connectivity Plan | Overview
Legacy of Plans & Projects

The review of existing planning documents, technical studies, and relevant materials was the first step in creating the San Pedro’s Waterfront Connectivity Plan. This task enabled the team to gain a complete picture of previous efforts made to guide the development of the waterfront. Each document was reviewed and analyzed to generate summaries and key issues. Brief summaries of each of the documents are included in the following section. A more detailed analysis of the previous plans and projects is listed in a document matrix, found in the appendix. The document matrix includes a brief description of the relevant connectivity-related category followed by the project name, scope, date built, and status. Planning elements, including design guidelines, implementation, sustainability, urban greening and districts are also summarized.
The master development plan refines basic concepts specified in previous documents. The plan outlines strategies for improved access to the water, enhanced opportunities for open space, and a renewed sensitivity to the history and culture of San Pedro. Transportation and parking plans as well as an art master plan are also included.

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

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

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

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

San Pedro’s Waterfront Connectivity Plan | Overview

Recurring Themes

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

1. A continuous promenade and bike path
2. Connections to the California Coastal Trail and LA Harbor View Trail
3. Connections that join Downtown San Pedro and residential areas with the waterfront
4. Design guidance for signage and hardscape treatment
5. Removal of physical barriers to the waterfront and water views
6. A redesigned trolley system
7. Solutions for the congestion on Harbor Boulevard
8. A realigned, simplified, and beautified Harbor Boulevard
9. Connections between attractions and destinations within the waterfront
10. Promote a unique cultural, retail, and commercial redevelopment
11. Develop a world-class venue to serve the greater Los Angeles area
This study was created to evaluate the potential environmental consequences associated with the ‘San Pedro Waterfront Enhancements Project’. As part of the permitting process for the Port, the proposed projects were required to undergo an environmental review pursuant to the California Environmental Quality Act (CEQA). The proposed project area covered 44.5 acres and began at the intersection of Harbor Boulevard and Swinford Avenue, ending at the Fisherman’s Pier near Cabrillo Beach.

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

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

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

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

A draft environmental impact report (EIR) was prepared and circulated for public comment to evaluate environmental impacts related to the construction and operation of the City Dock No. 1 Marine Research Center Project. The proposed project involves development of an urban marine research center within a 28-acre portion of the 400-acre San Pedro Waterfront Master Plan area along the west side of the Los Angeles Harbor’s Main Channel, and encompasses Berths 56 through 60 and Berths 70 and 71.
The Port Master Plan established policies and guidelines to direct the future development of the Port. This master plan incorporates Port development (cargo handling facilities, commercial fishing facilities, and boating facilities), San Pedro, West Basin/Wilmington, Terminal Island, Fish Harbor, and waterways. The plan was designed to better promote and safely accommodate foreign and domestic waterborne commerce, navigation, and fisheries in the national, state, and local public interests. The Plan also provides for public recreation facilities and visitor serving areas to facilitate public access to the waterfront and better integrate the Port with the surrounding community, consistent with the State Tidelands Trust.

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

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

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

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

The LA Waterfront at San Pedro is brimming with possibilities. There are many positive elements already existing, and several exciting new developments soon to arrive. As the Waterfront continues to grow and develop, connecting these elements in order to foster the enjoyment of local destinations will be crucial to attracting visitors. An on-the-ground review of the existing site conditions reinforced the planning team’s understanding of progress that has been made and the potential to be realized. San Pedro’s Waterfront Connectivity Plan analysis is based on physical site conditions as observed or documented during the period of October 2022 through June 2023. This section provides a description of these conditions broken into the following categories:

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

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

Components:
- Primary Access Points
- Primary Routes
- Parking
San Pedro's Waterfront Connectivity Plan | Overview
Primary Vehicular Access Points

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

6th Street & Harbor Boulevard
Sixth Street and Harbor Boulevard is an important intersection not just for pedestrians but for vehicular access as well. This intersection connects the Waterfront with downtown San Pedro's main street. Catenary lighting, planting, and designed hardscape sidewalks help activate this street to be more pedestrian oriented.

22nd Street & Mesa Street
Twenty-second Street and Mesa Street, like 6th Street and Harbor Boulevard, is a major access point for both vehicles and pedestrians. Residents of the neighborhoods to the north and into the peninsula typically approach the Waterfront through this access point. This intersection could be enhanced through improved wayfinding and placemaking.
Harbor Boulevard is the primary north-south street running parallel to the waterfront. This street not only provides the main connection from the freeway, but also access to the cruise terminal and several Waterfront destinations like West Harbor and AltaSea. In 2018, Harbor Boulevard underwent improvements from Swinford Street to 7th Street including a realignment at 7th Street. South of 7th Street, Harbor Boulevard remains a two-lane street.

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

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

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

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

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

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

Components:

- Current Trolley Service
- Red Car Trolley History
- Public Transit Service
The rubber tire trolley system uses multiple vehicles with varying markings and styles, but featuring the color red and an old-fashioned trolley look. This free, hop-on-hop-off currently operates regularly on summer weekends and is also employed for special events.

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

Regular trolley stops are generally indicated with a Red Car-shaped sign, schedule, and route, but they lack benches or other amenities. Not all stops feature signage, which can make stops difficult to locate. Additionally, when the route changes for special events, disused permanent stop locations do not indicate the change of route. The confusion about route and stop locations creates frustration for users, as indicated by online reviews and expressed by the community during Connectivity Plan engagement events.
These stations, built to provide access to the 2003 line, are currently unused and contain relics of pedestrian amenities. In the future, they could be utilized in different ways, described in the Connectivity Chapter (pages 143-146).

The 2003 Waterfront Red Car employed one original and two replicas of the original Pacific Electric Red Cars. The route ran from the World Cruise Centre cruise ship terminal under the Vincent Thomas Bridge to the intersection of 22nd Street and Miner Street, with intermediate stops at Downtown San Pedro, the Maritime Museum, and the Ports O’Call Village. The trolley ran over the weekend, Friday-Sunday, with added service on other weekdays depending on passenger ship landings.
The Metro J Line 950 connects San Pedro to El Monte via downtown Los Angeles. This bus rapid transit route primarily services commuters, as it runs from approximately 4am to 9pm every 20 minutes. It includes several stops near the waterfront, as well as in San Pedro’s downtown.

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

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

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

Components:

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

The pedestrian level of traffic stress (PLTS) analysis is a method used to highlight where additional attention is required to improve walkability, and helps to describe how it feels to walk around a community. PLTS is determined by factors including sidewalk presence and width, sidewalk buffer width and type, posted speed limit, and number of travel lanes.

Pedestrian Level of Traffic Stress (PLTS)
Low LTS scores represent roadways with the most comfort experienced by the widest range of pedestrians; high scores represent roadways with the most stress felt by pedestrians, and may only be used by able-bodied adults. This analysis is based on data for roadways from 20XX, and does not include paths that are not associated with roadways (such as portions of the waterfront promenade). The analysis extends beyond the waterfront scope area of the Connectivity Plan to better understand the community context and potential impacts for people as they travel to and from the waterfront. Improvements outside of the Port’s jurisdiction would be dependent upon other entities.

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

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

Source: Alta Planning + Design
Pedestrian Circulation: Promenades

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

Downtown Harbor Promenade
Wooden planks emphasize the nautical location of the downtown segment of the promenade. This area also features several pieces of art as well as some tables and seating.

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

Cabrillo Way Marina Promenade
The promenade alongside the marina provides shade structures, benches, trees, and a great place to view boats.
Pedestrian Circulation: Sidewalks

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

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

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

22nd Street Park Trails

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

Trail along Crescent Street

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

Neighborhood Connection Paths

Additionally, some paths connect the park to the neighborhood. These trails could benefit from more intentional design, such as crosswalks where they meet crossstreets.
Pedestrian Access Points and Connections

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

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

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

Components:

- Bicycle Connectivity Analysis
- Bicycle Circulation
- Key Takeaways
Bicycle Connectivity Analysis

The bicycle level of traffic stress (BLTS) is a methodology used to highlight where additional attention is required to improve the comfort of cyclists, and helps to describe how it feels to bicycle around a community. BLTS is determined by factors including sidewalk presence and width, sidewalk buffer width and type, posted speed limit, and number of travel lanes.

Bicycle Level of Traffic Stress (BLTS)
Low LTS scores represent roadways with the most comfort experienced by the widest range of cyclists; high scores represent roadways with the most stress felt by cyclists, and may only be used by experienced riders. This analysis is based on data for roadways from 20XX, and does not include paths that are not associated with roadways (such as portions of the waterfront promenade). The analysis extends beyond the waterfront scope area of the Connectivity Plan to better understand the community context and potential impacts for people as they travel to and from the waterfront. Improvements outside of the Port’s jurisdiction would be dependent upon other entities.

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

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

Source: Alta Planning + Design
Bicycle Circulation

Class I Bike Path

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

Class II Bike Lane

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

Class III Bike Route

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

Shared Use Paths

The waterfront promenades are often multi-modal, allowing pedestrians and cyclists to share a path. Motorized vehicles, including e-bikes and e-scooters, are not currently permitted on LA Waterfront shared used paths.
The cycling experience in San Pedro could benefit from more amenities, including bike racks and charging stations for ebikes and scooters. Recently, some new ebike hubs were added in Rancho San Pedro near 2nd & Harbor (pictured below). As electric mobility becomes increasingly popular, providing more of these amenities may encourage increased cycling in the community. For more information on e-bikes, see Chapter 3, Connectivity Elements, page 142.

Bicycle Connections

Pacific Avenue currently has a Class II bike lane, and serves as a primary north-south route through San Pedro for cyclists. It has a relatively high level of stress score, and could be improved by LADOT to increase separation between cyclists and vehicular traffic. Creating a Class IV bike lane, which separates cyclists from traffic with a vertical element such as planters or a curb, could lower the LTS score. For more information on level of traffic stress and bike route classes, see Chapter 3, Connectivity Elements, page 134.

Additionally, as cyclists can travel greater distances than pedestrians, connections beyond San Pedro are also more important to cyclists. Community input suggested improving connections to Wilmington and Rancho Palos Verdes in addition to improving rider comfort within San Pedro and the LA Waterfront.

Electric Bikes & Scooters

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

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

Components:

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

Parks & Green Space

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

Beach & Marsh

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

San Pedro’s waterfront sports public art in various media, including paintings, sculptures, fountains, and details of fixtures. The Angel Lights lampposts, replicas of art deco lampposts from the 1950s, adorn the promenade. Benches at the cruise terminal feature tile artwork from various artists, and the Fanfare Fountain welcomes people to the LA Waterfront. Ghost Fish 107, by Carl Cheng, invokes the San Pedro’s tuna-catching past and features fishing artifacts donated by local fishermen.
Memorials, Markers, & Statues

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

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

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

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

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

Signage Style Guidelines

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

Vehicle Signage – These signs provide directional information to vehicles.

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

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

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

The Port of Los Angeles has implemented signs in accordance with the 2014 Design Guidelines, which provide designs for gateway signs meant to orient those arriving at the waterfront in addition to several other forms of wayfinding signage. This document advises that larger signs are needed for bigger open areas and larger streets with faster traffic, while medium signs are designated for smaller streets. Pedestrian and bike signage should include directions to nearby attractions and maps for orientation.

Digital Wayfinding

The LA Waterfront Website offers some digital wayfinding, pictured below. The website allows users to search for destinations by type, points out popular attractions and upcoming events, and features trolley stops and parking lots. However, it does not show public transit lines or stops (except for the trolley) or provide driving directions.

Currently, digital wayfinding signage does not include dynamic parking information or other digital tools.
At the time of writing for this document, the LA Waterfront has experienced a great deal of recent growth, and is anticipating more. For the purpose of connecting the future waterfront in San Pedro, these attractions have been categorized as:

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

Recently built projects, such as CRAFTED and Brouwerij West, have already proven popular and are increasing visitors to the waterfront. Because they are new, they sometimes lack convenient connections for visitors, however. Projects under construction, such as AltaSea and West Harbor, pictured, will bring even more visitors, and connections are already being included. Planned projects like the Cabrillo Way Marina and Warehouse 1 are further away but must certainly be taken into account when considering waterfront connectivity. Finally, potential developments such as the Cabrillo Beach Youth Waterfront Sports Center and Cabrillo Marina, should be factored into development at the waterfront in the future. A list and location of these developments are found on the following pages.
San Pedro’s Waterfront Connectivity Plan | Overview

POTENTIAL DEVELOPMENT

Park
- Size: ~ 7 ac
- Proposed land-use: open space
- Status: potential development

Parking
- Size: ~ 20 ac
- Proposed land-use: parking, re-developed part
- Status: potential development

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

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

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

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

Cruise Development
- Size: TBD
- Proposed land-use: cruise terminal, Barths 45-47 and 49-51, major feature complemented with new restaurants, retail, clubs, and residencies
- Status: potential development, seeking public comment

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

Signal Street Improvements
- Size: TBD
- Proposed land-use: supports AltaSea and Warehouse 1
- Status: potential development

Cabrillo Marina
- Size: ~ 17.7 ac (excluding slips)
- Proposed land-use: mixed-use, marina, hotel, marina clubs, public water access for self-propelled watercraft, commercial boat landing, and land-based leisure amenities
- Status: potential development

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

- San Pedro Market
- Competitive Destinations
San Pedro's waterfront attracts a variety of users, including a diverse group of residents who live in the surrounding area, workers that commute in, and visitors from cruises and other recreational activities.

To understand the scope area, the team examined market trends in two study areas that represent distinct user groups and catchment areas. The Primary Study Area captures residents and workers from the neighborhood surrounding the Port, and the Secondary Study Area captures visitors making day trips to San Pedro's waterfront and commuters. The Primary Study Area includes a 5-mile radius or approximately a 15-minute drive from San Pedro. The Secondary Study Area includes a 20-mile radius or approximately a 30-minute drive.

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

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

Race & Ethnicity

- 55% Hispanic/Latino
- 26% White
- 11% Asian
- 5% Black
- 3% Other

Age

- 25% Under 18
- 27% 20-39
- 38% 40-69
- 10% 70+

Education

- 21% No High school
- 23% High school
- 20% Some College
- 26% Bachelor's
- 10% Adv.

Number of Jobs within Primary Study Area

- Transportation and Warehousing: 19,832
- Health Care and Social Assistance: 8,629
- Accommodation and Food Services: 5,267
- Retail Trade: 4,785
- Manufacturing: 3,718

Residents

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

Workers

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

Visitors

San Pedro’s waterfront attracts visitors of all ages, including cruise visitors, families and school groups visiting the Battleship IOWA and Cabrillo Marine Aquarium, as well as travelers to Catalina Island. The World Cruise Center is the largest cruise port on the West Coast, with 1 million+ passengers that use San Pedro’s cruise terminals annually and an estimated of 250 cruises leaving in 2023. Major lines calling in San Pedro include Princess, Royal Caribbean, and Norwegian cruise lines.

Note: Other includes American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, Some other race, Two or more races
Residential Market Analysis

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

The almost 10,000 rental multifamily units in the Primary Study Area have seen vacancy and absorption trends relatively consistent with the Secondary Study Area. Apart from high vacancy during 2020, multifamily vacancy in both areas is relatively low, suggesting demand for additional product.

*Note: 58% lower than City of Los Angeles Average Home Value for 5+ Bedroom homes, $1,905,400 (February 2023)
In the past 5 years, 570 multifamily units were delivered in the Primary Study Area. These units are a mix of both affordable and market-rate.

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

Pipeline projects numbers are defined by the square footage of buildings in the Primary Study Area under construction. One San Pedro is the most significant residential development coming to the area. Over the next decade, it will provide 1,600 new mixed-income residential units, as well as ground floor retail and community amenities. The 1,600 units are a mix for-sale and rental with more than 1,000 affordable units with an affordability rate of 64%. The development has 5 acres of open space and 90K SF ground floor retail. Other amenities include space for community services like childcare, business incubation, health care, and an integrated network of walking and biking paths. The estimated completion is 2037.

Source: CoStar (2023)
Retail Market Analysis

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

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

Source: CoStar (2023)

Pipeline Retail Development: West Harbor
Pipeline projects numbers are defined by the square footage of buildings in the Primary Study Area under construction. The only major pipeline retail project in the Primary Study Area is West Harbor, which would bring a major retail destination to the San Pedro neighborhood and San Pedro’s waterfront. The campus size is 42 acres with 150,000 square feet of retail. The open space is 4 acres. Major tenants include: Yamashiro, Poppy + Rose, Harbor Breeze Cruises, LA Maritime Institute, Marufuku Ramen, and Bark Social. There will also be 1,200 linear feet of docking and a 6,200-seat amphitheater. There is a 66-year ground lease and over $100 million investment by City and Port of Los Angeles. The estimated completion date is in 2024.
The Primary Study Area has a total of 878 hotel rooms. While the Secondary Study Area has a wide variety of hotel options by class, the Primary Study Area is dominated by older Economy and Upscale hotels. Economy class hotels are defined as offering basic amenities at low prices, such as motels.

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

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

Source: CoStar (2023)
Other Commercial Uses

Office Market Overview

The office market does not perform well in the Primary Study Area, with rents that are almost 20% lower than citywide, likely related to the prevalence of class B and C office in the Primary Study Area compared to the city, and 15% vacancy, impacted largely by the Topaz building. The office market contains 1.3 million in total office square footage in the Primary Study Area. The average annual office rent per SF in the Primary Study is $35.51 which is 20% below citywide average.

Industrial Market Overview

The industrial market is stronger than the office market with competitive rents and low vacancy. The industrial market contains 1.8 million in total industrial square footage in the Primary Study Area. There is only a 3% industrial vacancy in the Primary Study Area. The average annual industrial rent per SF in the Primary Study Area is $21.22 which is 2% above citywide average.

Public/Private Institute Market Overview: AltaSea

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

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

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

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

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

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

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

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

By evaluating competitive destinations, the team can establish strengths and growth opportunities within San Pedro. San Pedro is positioned to distinguish itself among those destinations.

Components:
- Competitive Destinations Comparison
- Land-use of Competitive Destinations
- Implications for San Pedro
Although it has a more limited set of attractions, Manhattan Beach attracts a substantial number of annual visitors to its boutique shopping, beach front, pier, and aquarium. Major attractions include: Manhattan Beach Pier, The Roundhouse Aquarium, Downtown Manhattan Beach Shopping & Restaurants, Live Oak Park, Bruce’s Beach, and Manhattan Beach Farmer’s Market. There are approximately 4 million visitors annually.

Source: CoStar (2023), Visit Long Beach (2023), Esri Business Analyst Online (2023), Redondo Beach Chamber of Commerce and Visitors Bureau (2023), California Beaches
Land-use of Competitive Destinations

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

Redondo Beach
Redondo Beach features a mix of multifamily, retail, and high-end hotel developments near the waterfront. There are 7,600 residents and 9,800 population density/mile within .5 miles of the waterfront. There are a total of 669 hotel rooms within .5 miles of waterfront with 32% classified as upper upscale.

Manhattan Beach
Compared to competitive destinations, Manhattan Beach has the least amount of built SF along the waterfront. Half of existing built square footage is occupied by retail uses. There are 4,800 residents within .5 miles of the waterfront. There are a total of 38 hotel rooms within .5 miles of waterfront with 100% classified as upper upscale.

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

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

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

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

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

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

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

*The SF for West Harbor was added to this breakdown to highlight the addition of a major retail destination. Source: CoStar (2023), Esri Business Analyst Online (2023)

Note: A modified radius was used for San Pedro in the chart on the right. Instead of a 5 mile radius, data was pulled for a 0.5 mile radius around the waterfront to be consistent with comparison destinations.
Chapter 2: Community Engagement
Community Engagement

A thorough community engagement process ensured that local residents of San Pedro could share their opinions on the future development and connectivity of the waterfront. The outreach was conducted in two phases: the first phase focused on collecting input to guide ideas for the Connectivity Plan; the second served as a way for participants to weigh in on the direction the plan was going. There were four events in the first phase, between January and May of 2023, and two in the second, in June of 2023. The events were held in a variety of locations and times to include a broad spectrum of participants. Focus Groups were by invitation and consisted of smaller groups of community leaders; Community Workshops were larger and open to all.

Timeline & Objectives

Phase 1: Listen & Explore
- Engagement Events
- Activity Results
- Key Takeaways

Phase 2: Share & Evaluate
- Engagement Events
- Activity Results
- Top Recommended Projects
1. Engage the general public and involve existing community leaders, landowners, tenants, and/or other stakeholders from San Pedro.

2. Leverage existing engagement and knowledge within the local community.

3. Share project information to increase awareness of the Port of LA’s past, current, and future developments.

4. Solicit community input, ideas, and feedback that will inform development of the plan.

5. Report on plan progress and milestones throughout the project to the community.

6. Build community support for the plan document prior to the public commission hearings.
The intent of the “Listen and Explore” phase was to provide an opportunity for gathering information from two perspectives – for the community to learn about the Connectivity Plan and related Port developments, and for the planning team to learn about the community's priorities. Phase 1 events provided community members with an outlet to express their views early in the process, before recommendations were formed. They were also a means for the planning team to collect baseline metrics on community use and awareness of the San Pedro waterfront.

Community engagement Phase 1 included four separate events, as summarized in this section. Refer to the appendix for additional descriptions of the events and the feedback received.
Phase 1: Engagement Events

1. Focus Group Charrette
- Tuesday, Jan. 24, 2023, 5:30 to 8 pm
- Presentation & 3 interactive stations
- Estimated attendance: 20

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

2. Community Workshop
- Thursday, Feb. 23, 2023, 6 to 8 pm
- Presentation & 5 interactive stations
- Estimated attendance: 80

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

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

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

4. Rancho San Pedro Resident Workshop
- Friday, April 28, 2023, 6 to 8 pm
- Presentation & 5 interactive stations translated
- Estimated attendance: 35

This workshop provided an opportunity to engage with residents of Rancho San Pedro with Spanish language facilitation.
Phase 1 Activity Results: Where Respondents Live

The focus group charrette and community workshops each included a survey and series of activities, divided into “Stations.” The results of the survey and station activities from the events have been combined for inclusion in this chapter. Most of the survey respondents described themselves as residents with 15% working at the waterfront; 87% live in San Pedro.

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

- I’M A LOCAL RESIDENT 61
- I WORK HERE 14
- I OWN A PROPERTY OR BUSINESS HERE 13
- I’M A VISITOR 2
- OTHER 1

45 RESPONDENTS LIVE IN SAN PEDRO
7 RESPONDENTS LIVE OUTSIDE OF SAN PEDRO

Map of respondents’ home locations. The number within the gold circle indicates the number of people who provided the response.
Phase 1 Activity Results: Travel to the Waterfront

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

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

- Every Day, or Close to It: 22%
- Multiple Times Per Week: 32%
- Once a Week: 9%
- Several Times A Month: 19%
- Once A Month: 6%
- Several Times A Year: 3%
- Once A Year: 6%

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

- Personal Car: 45%
- Walk, Run, or Mobility Aid: 38%
- Bicycle, Electric Bike, or Scooter: 17%
- Public Transportation: 8%
- Rideshare (Uber/Lyft): 3%
- Other: 2%
One of the station activities asked attendees to consider their routes to the waterfront in daily life, what kind of changes they might like to see along those routes, and/or existing elements they like. This activity helped to determine how people move to and around the waterfront and what challenges they currently encounter. The line width on the map corresponds to the frequency of use according to the participants’ input. Based on the results, Harbor Boulevard and 22nd Street experience the most vehicular traffic; Miner Street and Harbor Boulevard experience the most traffic; 7th and 3rd Streets are primary bike/scooter connections; and Via Cabrillo-Marina is highly multi-modal.
Participants provided input about what kinds of activities they would like to see or do in the future at the waterfront. By identifying the types of activities and places people are interested in, the Connectivity Plan can assess what areas may be more crowded, and the types of transportation connections that may be most appropriate. In addition, the activity helped spread awareness about all there is to do at the waterfront. The most popular category was "Shopping and Dining", followed by "Parks, Recreation, and Exercise", "Promenade Activities", and "Science, Nature, and History".

**Phase 1 Activity Results: Preferred Waterfront Activities**

Participants were asked to select “tokens” for their top three categories of activities, then drop them in net bags beneath image displays of current and upcoming waterfront activities.
Phase 1 Activity Results:
Art Walk—A Day in the Life

The Art Walk Pop-up was an interactive event held at the San Pedro Art Walk. The pop-up asked people to put themselves in someone else’s shoes and imagine coming to the waterfront as one of four characters who either lives nearby, works at the waterfront, “plays” there, or “other”. The activity collected input on community interest in particular San Pedro destinations based on the type of waterfront visitor. It was also intended to spread awareness in the community about San Pedro’s waterfront attractions and the Connectivity Plan process.

**Top “Live” Destinations**
- West Harbor: 6
- Cabrillo Beach: 5
- Town Square, S.P. Slip, Waterfront Plaza, San Pedro Salt Marsh: 2

**Top “Work” Destinations**
- Art Walk: 6
- Town Square: 2
- West Harbor/22nd St Landing Restaurant: 2

**Top “Play” Destinations**
- 7th St: 2
- West Harbor: 1
- Town Square: 1

**Top “Love/Other” Destinations**
- Art Walk: 3
- West Harbor: 2
- 22nd Park: 2

**Most Played Character**
- Jordan: Live (35)
- Kelcy: Work (21)
- Arden: Play (17)
- Quinn: Other (15)

**Top Destinations**
- West Harbor
- Art Walk
- Cabrillo Beach
- Town Square

The pop-up was designed to engage the community in a playful way, asking them to imagine themselves as a character in a board game. Participants indicated where they love to go at the waterfront by placing character playing pieces on a large map.
The Phase 1 engagement events provided multiple opportunities for the Connectivity Plan team and the community to exchange ideas. Upon review of all the comments provided by participants in these events, a number of issues and ideas were widely shared. This page summarizes key takeaways that the Connectivity Plan can address.

### Key Takeaways

<table>
<thead>
<tr>
<th>Comment</th>
<th>Topic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking and biking are important</td>
<td>SUPPORT FOR PUBLIC TRANSIT IMPROVEMENTS (MORE STOPS)</td>
</tr>
<tr>
<td>People like the views and historic landmarks</td>
<td>IMPROVED SIGNAGE TO IDENTIFY PARKING &amp; DESTINATIONS</td>
</tr>
<tr>
<td>More lighting, open space, seating, and art along the Promenades</td>
<td>INTEREST IN SUSTAINABILITY AND CLIMATE RESILIENCY</td>
</tr>
<tr>
<td>Trolley and water taxi help attract visitors</td>
<td>MORE AMENITIES, AND BETTER CONNECTIONS BETWEEN THEM</td>
</tr>
<tr>
<td>Current ways of going to the waterfront are personal car or walking</td>
<td></td>
</tr>
</tbody>
</table>
Phase 2: Share & Evaluate

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

Community engagement Phase 2 included two separate events, as summarized in this section. Refer to the appendix for additional descriptions of the events and the feedback received.
Phase 2: Engagement Events

1. Focus Group Meeting
- Thursday, June 8, 2023, 5:30 to 7 pm
- Presentation & 4 interactive stations
- Estimated attendance: 10-15

As with the first focus group, this invitation-only event provided an opportunity to engage with local community leaders. It included a presentation and 4 interactive stations.

2. Community Open House
- Thursday, June 29, 2023, 6 to 8 pm
- Presentation & 4 interactive stations
- Estimated attendance: 40-50

This open house presented material refined from the second focus group to a broader audience, allowing the team to make adjustments to the draft plan recommendations based on feedback.
Phase 1 Activity Results: Travel to the Waterfront

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

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

- Every day, or close to it: 22%
- Multiple times per week: 32%
- Once a week: 9%
- Several times a month: 19%
- Once a month: 9%
- Several times a year: 3%
- Once a year: 6%

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

- Personal car: 45%
- Walk, run, or mobility aid: 38%
- Bicycle, electric bike, or scooter: 17%
- Public transportation: 8%
- Rideshare (Uber/Lyft): 3%
- Other: 2%
Phase 2 Activity Results: Connectivity Pillars

This activity shared information and was an opportunity to discuss the four major connectivity concepts, or pillars, within the plan. Each pillar contained “best practices,” a visitor journey scenario, and a sample of the draft connectivity improvements. Optional comment cards allowed participants to indicate whether or not they agree with the ideas, and to provide open-ended additional comments.

**STATION 1: Park Once, Stay All Day**

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

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

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

**STATION 2: Take Public Transit**

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

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

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

**STATION 3: Make Transportation Fun**

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

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

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

**STATION 4: Create Points of Interest**

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

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

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

Phase 2 events provided an opportunity to share the recommended projects from the draft plan and learn which ones community members identify as being most important to them. This feedback helped the Port of LA and Connectivity Plan team in the prioritization of projects. The two or three projects per connectivity category that were selected the most by participants are listed here, with the number of participants who selected each project provided.

ROADWAY Top Recommended Projects

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

PUBLIC TRANSIT Top Recommended Projects

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

BICYCLE Top Recommended Projects

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

WATER TAXI Top Recommended Projects

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

OPEN SPACE Top Recommended Projects

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

PARKING Top Recommended Projects

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

RUBBER TIRE TROLLEY Top Recommended Projects

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

PEDESTRIAN Top Recommended Projects

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

PUBLIC ART Top Recommended Projects

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

WAYFINDING Top Recommended Projects

LA Waterfront Gateway Signage (9)
Digital Tools (Website and App) (8)
San Pedro’s waterfront has tremendous opportunity to grow and evolve in the near future. This document is meant to ensure that the waterfront develops cohesively. By looking back at previous planning documents to see what has worked, what hasn’t, and what might still be worth incorporating, this plan hopes to learn from those past plans to set a framework for the future.

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

### Connectivity Framework

1. **Park Once, Stay All Day**
   - Roadways & Traffic Flows
   - Roadway Recommended Projects
   - Parking Management
   - Parking Recommended Projects

2. **Improve Public Transit**
   - Public Transit
   - Trolley
   - Public Transit Recommended Projects
   - Trolley Recommended Projects
   - Water Taxi
   - Water Taxi Recommended Projects

3. **Provide Multi-Benefit Public Access**
   - Pedestrian Connectivity
   - Pedestrian Recommended Projects
   - Bicycle & Micromobility Connectivity
   - Bicycle Recommended Projects

4. **Create Points of Interest**
   - Open Space Opportunities & Activation
   - Recreational Boating Opportunities
   - Recreational Boating Recommended Projects
   - Public Art Opportunities
   - Public Art Recommended Projects
   - Wayfinding
   - Wayfinding Recommended Projects

### Visitor Journey Scenarios

### Streetscape Design Toolkit
Connecting to Local Climate Action Policy

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

The Port of Los Angeles is committed to responsible growth through the implementation of the three tenets of sustainability: environment, economy, and equity. These principles are linked to the Port’s Five-Year Strategic Plan and practiced through the planning, design and construction phases, and in our operations and maintenance processes. The Port of Los Angeles is proud to adopt the Sustainable City pLAn for the City of Los Angeles. The pLAn advances our environment, economy and social equity in 14 various categories with short-term, near-term (2028) and long-term (2035) targets. The Port is an integral part of reaching the pLAn goals for the whole City of Los Angeles, specifically in areas of local solar, energy efficient buildings, carbon and climate leadership, green jobs, preparedness and resiliency, air quality, and environmental justice. (Sustainability Reports, www.portoflosangeles.org, 2023)

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

Highlighted pLAn Goals:

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

**Local Water**
- Source 70% of LA’s water locally and capture 50,000 acre ft/yr of stormwater by 2035
- Recycle 100% of all wastewater for beneficial reuse by 2035
- Build at least 200 new multi-benefit stormwater capture projects by 2050 to improve local water quality and increase local water supply
- Reduce potable water use per capita by 25% by 2035, and maintain or reduce 2035 per capita water use through 2050
- Install or refurbish hydration stations, prioritizing municipally-owned buildings and public properties such as parks, by 2035

**Mobility & Public Transit, Zero Emissions Vehicles**
- Increase the percentage of all trips made by walking, biking, micro-mobility / matched rides or transit to at least 50% by 2035
- Reduce Vehicle Miles Traveled (VMT) per capita by at least 30% by 2035
- Electrify 100% of Metro and LADOT buses by 2030
- Reduce port-related GHG emissions by 80% by 2050

**Urban Ecosystems & Resilience**
- Ensure proportion of Angelenos living within 1/2 mile of a park or open space is 100% by 2050
- Achieve and maintain “no-net loss” of native biodiversity by 2035
- Reduce urban/rural temperature differential by at least 3 degrees by 2035
- Increase tree canopy in areas of greatest need by at least 50% by 2028

**Housing & Development**
- All new buildings will be net zero carbon by 2030, and 100% of buildings will be net zero carbon by 2050
- Reduce building energy use per sq. ft. for all building types 44% by 2050

**Lead by Example**
- Reduce municipal greenhouse gas emissions 55% by 2025; 65% by 2035, and reach carbon neutral by 2045
- Reduce municipal energy use 16% by 2025; 26% by 2035, and 44% by 2050
- Reduce municipal water use by at least 25% by 2025, and 30% by 2026
- Ensure all new municipally owned buildings and major renovations will be all-electric, effective immediately

**Waste & Resource Recovery**
- Increase landfill diversion rate to 90% by 2025
- Eliminate organic waste going to landfill by 2028
Recommendations for connecting San Pedro’s waterfront are divided into four pillar concepts:

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

The “Park Once” segment treats vehicular traffic and parking; “Improve Public Transit” includes recommendations for public transit, trolley, and water taxi connection; “Provide Multi-Benefit Public Access” outlines guidelines for pedestrian, bicycle, and micromobility improvements; and “Create Points of Interest” concerns open space, recreational boating, and public art opportunities as well as ideas for wayfinding improvements. Each category includes a list of recommended projects as well as illustrated examples of some of these ideas.
1. Park Once, Stay All Day

The core of connecting San Pedro’s waterfront lies in the concept of “Park Once, Stay All Day.” This strategy is a placemaking endeavor to create a series of destinations that consider transportation, land use, and design. The integrated approach encourages people to park in one place and then make stops on foot, bike, or trolley rather than driving from one destination to another within the waterfront. The Park Once approach relies on all of these elements to be well connected, managed, and integrated to ensure people can enjoy the San Pedro waterfront and all its amenities.

From a vehicular perspective, wayfinding should be clear and well-situated, parking should be easy to locate, and policies should encourage visitors arriving by car to park upon arrival and leave their vehicle to explore the LA Waterfront via another means of transit.

Components:

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

On most days, the area should have good traffic flow with minimal delays. As the diagram above shows, however, event days will likely involve heavy traffic, especially on roads directly adjacent to the waterfront such as Harbor Boulevard. Other streets such, as Pacific Avenue and 6th Street, will see increases to their typical traffic as well. For major event days, in-person traffic management will be necessary to help manage the traffic flows at intersections and parking lots along Harbor Boulevard. Additionally, care should be taken in creating a positive pedestrian experience along San Pedro’s main downtown street, 6th Street, by diverting traffic away from that road. Seventh Street could serve as the preferred traffic route instead.

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

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

Connectivity improvement projects are shown on the previous map, and are described here (the numbering corresponds to both the map and descriptions). Many of these projects have been identified over the course of waterfront planning carried out by the Port of Los Angeles prior to this current planning effort, and some are in various stages of design already. New opportunities that have arisen from San Pedro’s Waterfront Connectivity Plan are also included. Chapter 4: Implementation provides more information regarding the phasing for when projects will begin. Improvements that are not on Port property are subject to implementation by the Property owner or City if on City property.

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

This project continues the completed Harbor Boulevard and 7th Street Intersection Improvement Project by extending improvements to the San Pedro Slip and farther south to 22nd Street. This 4-lane road would help connect waterfront attractions like CRAFTED, AltaSea and West Harbor.

2. Signal Street Improvements

The Signal Street Improvements Project is located alongside AltaSea. The improvements include the street, curb and gutter, lighting, overhead power relocation and a new fiber network. Street and pedestrian improvements will improve connections between AltaSea and future development at Warehouse 1, and West Harbor.

3. 22nd Street Complete Street Improvements

The complete street concept includes improving the street to be comfortable and safe for pedestrians with wider sidewalks, bicycle lanes, safe and accessible transit stops, shade, art and wayfinding. The street will continue to have two vehicular travel lanes in each direction, with turn lanes at intersections. The improvements occur from Signal Street to Mesa Street along 22nd Street.

4. Event Traffic Management Plan

The management plan establishes major event day/temporary traffic management best practices. The best practices help manage the traffic flows at parking lots and intersections along Harbor Boulevard.
6. Access to the Beach District

Beach District includes improving access to the south end of the waterfront and plans to accommodate boat trailer traffic with intersection improvements and potential curb and gutter work. An additional traffic signal can be explored if necessary in the future.

5. Harbor Boulevard  
Additional Travel Lanes

The additional travel lanes include reconstructing the existing right-of-way along Harbor Boulevard from Swinford Street to 7th Street to provide an additional travel lane for vehicles in both directions (three lanes in each direction). Refer to Bicycle Recommended Projects for additional improvements associated with this section of Harbor Boulevard.

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

Drivers traveling south on Via Cabrillo-Marina towards the south end of the waterfront can often miss the right turn at Shoshonean Road. Introducing a traffic circle at the intersection provides easier access to Shoshonean Road. Pedestrian and bicycle safety and comfort will be included in the traffic circle design. Reconstruction will consume a portion of the adjacent parking lot.
Parking Management

Most visitors to San Pedro’s waterfront will be arriving by car and parking. As a result, good parking management is critical to creating a positive waterfront experience. Many elements must work together to ensure that it is easy for people to find where they are going, park, and then connect to their waterfront destination. Parking lots should be appropriately located, designed, and integrated with the overall waterfront’s circulation.

General Parking Guidelines

- Densify and centralize parking where possible to minimize impact to the walkability and bikeability of the waterfront
- Create a plan that identifies where parking is, how it will be accessed, and tools that will be used to provide information to drivers
- Encourage visitors to park in one place, and visit multiple destinations through non-vehicular means instead of driving throughout the waterfront
- A well-managed parking system reduces traffic and improves the overall experience of visiting, shopping, or attending an event

Supporting Green New Deal Goals

- Parking lots can incorporate solar panels
- Parking lots can incorporate stormwater capture and filtration
- Tram services minimize the time spent idling in traffic and provide alternatives to driving
- Parking structures can be better integrated to public transit
- Mixed-use parking structures can be support development goals for reduced energy use
- Parking lots with vegetation can help create resilient urban ecosystems
Active transportation and trolley service need to be directly connected to parking lots and serve as a connection to destinations. Plan for mixed use parking structures to ensure that different stores, attractions, and open space are present within the waterfront. Investment into place, safety, and well-maintained amenities to support walking, biking, and transit use is essential. This includes signage, lighting, benches, emergency callboxes, and trash receptacles.

Ensure entrances are clearly marked. Smart parking signage should help people find parking quickly (“Dynamic Parking & Wayfinding” on page 90, for more information). For large events, specific parking management tools such as in-person support and a tram (see “Event & Cruise Day Tram & Trolley Routes” on page 105 for more information) can support the existing system. Paid parking can help maximize the parking resource. Refer to page 46 of the 2014 Design Guidelines for details on parking structure requirements.
The City of Los Angeles Zoning Code, Section 4C.4.4, Parking Lot Design, specifies vegetation, stormwater collection, and shade requirements for parking lots in Los Angeles. While parking lots within the LA Waterfront are not required to adhere to this code, the document provides best management practices that could be beneficial to follow, especially with regard to sustainability goals. Key guidelines include:

1. Implement low-impact development practices to grade and drain parking lots to collect, retain and infiltrate surface water on-site.

2. Provide trees or solar panels to increase shade. Space trees or panels throughout the lot.

3. Plant trees so that 50% of all parking lot stalls will be shaded by tree canopy after 10 years of planting.

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

Surface parking lot design is an opportunity to support sustainability goals. For example, integrate stormwater management BMPs, canopy trees or shade structures, solar panels, and pavement with high solar reflectance index.

The Design Guidelines recommend that parking structures be designed to fit into a building’s facade, conceal views of parked cars, and be lined with green walls. Green roofs, water collections systems, and solar panels are also suggested for parking structures. Situation of parking areas should not obstruct pedestrian or vehicular circulation.
Parking apps can also assist with finding and paying for parking as well as wayfinding to local attractions. Smart phone apps can guide visitors to parking locations, and suggest alternatives to driving to additional destinations after they’ve parked. In addition, the LA Waterfront website can contain easily accessible information on parking, traffic, and accessibility to destinations via active transport.

**Digital Tools**

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

**Dynamic Parking & Wayfinding**

Digital wayfinding can include additional and dynamic information. This dynamic signage should show parking locations & availability. Digital systems can make payment easy and help collect funds to sustain the parking management system. Wayfinding should foster connections to active & public transport; directions to destinations via active transport or public transit/trolley from parking areas should be clear.

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

Connectivity improvement projects are shown on the previous map, and are described here (the numbering corresponds to both the map and descriptions). Many of these projects have been identified over the course of waterfront planning carried out by the Port of Los Angeles prior to this current planning effort, and some are in various stages of design already. New opportunities that have arisen from San Pedro’s Waterfront Connectivity Plan are also included. Chapter 4: Implementation provides more information regarding the phasing for when projects will begin. Improvements that are not on Port property are subject to implementation by the Property owner or City if on City property.

1. 22nd Street Surface Lot Expansion

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

2. Smart Parking Signage & Parking Demand Infrastructure

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

3. Parking Management Strategies

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

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

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

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

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

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

7. Implement Smart Demand Parking System

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

8. Bluff Parking Structure

The bluff parking structure is a new multi-level structured parking in multiple structures below the bluff between Miner Street and Harbor Boulevard from 9th Street to 13th Street. The structure would replace surface parking once parking demand increased in the area.
Public transit plays an important role in connecting the LA Waterfront, within San Pedro and to the greater Los Angeles region. Investment in regional and local bus lines, the rubber tire trolley service, and a new water taxi service will draw more visitors to the area without straining parking and roadways.

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

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

Encouraging public transit use helps the LA Waterfront achieve both connectivity and environmental goals. Public transit riders produce a significantly lower carbon footprint than individual automobile drivers. A robust public transit system also reduces traffic at the waterfront if fewer people drive their cars to visit. There are several ways to boost public transit use, including safe and welcoming bus stops, easily accessible and legible routes and wayfinding, and convenient schedules. The Port of LA can work together with regional transit organizations to achieve these goals.

San Pedro’s Waterfront Connectivity Plan | Connectivity Elements

Area Transit Agencies

Several transit agencies currently service the San Pedro area. The largest is Metro, which not only provides bus and train lines, but also plans, coordinates, and builds transit-oriented projects in the greater Los Angeles area. Additionally, the Los Angeles Department of Transportation (LADOT) provides bus routes as well as road and traffic project operations in the city of Los Angeles. The Palos Verdes Transit Authority (PVTA) also offers bus service in San Pedro. Finally, the Port and San Pedro PBID operate a free trolley around the waterfront. For more information on these existing transit lines, please see Chapter 2, Overview, “Public Transit” on page 24. As public transit continues to evolve in San Pedro’s waterfront, collaboration with these various agencies will be integral to providing the area with convenient, expanded service.

Supporting Green New Deal Goals

- Enhanced transit stops, schedules, routes, and wayfinding will encourage public transit use
- Regional transit hubs will make transit use easier and reach more users
- Transit hubs that include buildings should support development goals for reduced energy use
San Pedro Area Transit

Bus Stops & Schedule

Working with Metro to extend the J line schedule would allow visitors to more easily take public transit to the Port. The bus schedule is difficult to access on Metro’s website. The hours and frequency of the route make it convenient for commuters, but not necessarily tourists or those from the greater LA area seeking to explore San Pedro.

Some bus stops feature amenities like shade shelters and benches but others merely post signs. Ensuring that all stops have such amenities would encourage public transit use.

Routes & Wayfinding

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

(Right) Metro transit map.

San Pedro’s Waterfront Connectivity Plan | Connectivity Elements

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

Regional Hub

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

Harbor Beacon

The Harbor Beacon Park & Ride lot has potential to become a combined parking structure and future regional transit hub. Located near the freeway and cruise terminal, this spot could provide connections to the current Metro Silver Line Bus, as well as possible future transit lines. It could also include mobility hub elements like micromobility charging and rental stations. Wayfinding signage and pedestrian and bike infrastructure improvements that connect to the waterfront should be addressed as part of the regional hub project.

San Pedro’s Waterfront Connectivity Plan | Connectivity Elements
Regional Hub Features

**Comfort & Safety**
- Shelters should include benches minimally; ideally a mixed-use parking structure with amenities inside
- Ensure proper street lighting
- Provide on-site staff and emergency call boxes
- Crosswalks should be conveniently located
- USB chargers/power outlets should be provided
- Art can be implemented

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

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

**Micromobility**
- Include micromobility docking and charging stations, located in sunny spot if solar powered, with a minimum 6’ of sidewalk space
- Include NEV charging stations
- Provide sheltered bike racks and lockers
7th & Pacific

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

San Pedro’s Waterfront Connectivity Plan | Connectivity Elements
Transit Hub Features

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

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

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

**Micromobility**
- Where space allows, include micromobility docking and charging stations, located in sunny spot if solar powered, with minimum 6' of sidewalk space
- Provide sheltered bike racks, where space allows
Transit Hub, 7th & Pacific: Current
Trolley

Trolleys, or rubber tire street cars, have the potential to create an immersive travel experience that associates a trip with a place. The trolley is not just a connector between origin and destination but offers riders a unique opportunity to feel that their journey is an experience. The San Pedro Waterfront Trolley can serve to connect waterfront destinations as well as to link public transit to the waterfront. A more robust version of the current trolley system could go a long way toward enhancing the visitor experience and fostering the “Park Once, Stay All Day” concept. The trolley is an important placemaking tool, as well as a means of mobility.

Recommended Trolley Service Improvements

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

Supporting Green New Deal Goals

- Plan Goal 6: Mobility & Public Transit
  - An improved trolley system will encourage visitors to the waterfront to leave their cars parked upon arrival
- Plan Goal 7: Zero Emission Vehicles
  - Electrify the trolley and tram fleets to support zero emission goals
Wave Transit Downtown Trolley in Wilmington, North Carolina, has expanded routes to serve growing downtown districts e.g., events and arts spaces, waterfront district, hotels, riverwalk and convention centers, serving as an economic driver for this area. Key replicable traits include:

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

Trolley Branding

Example: Wilmington, NC

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

- Creating a strong trolley identity using branded stops, engaging graphics, and clear stop locations and schedules
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- Using pilot programs and community input to expand trolley use
- Installing 25 designated stops downtown
- Working with the local Transportation Demand Management program (Go Coast)
- Implementing a fare-free, no tipping payment system
- Building a modern website with a video explaining the destinations the trolley visits
- Encouraging local identity by working with UNCW graphic design students on branding and logo
The Grove (bottom left): Built on an historic undercarriage from a 1950s Boston street car, The Grove trolley travels along First Street between The Grove and The Original Farmers Market. The route is shared with pedestrians and does not require barriers or crossing equipment. Powered electrically, The Grove trolley is the first use of inductive power technology in the U.S. for a transit system. Hours: Daily, 1pm – 8:45pm. The Trolley recharges daily in its depot 3:45PM – 5PM. Fare: Free. Another similar example is the trolley the Americana mall in Glendale (pictured above).

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

Historic Trolley Attraction

An Opportunity for San Pedro’s Waterfront

Restored historic rail cars have proven to be popular visitor attractions in Los Angeles, as was the Waterfront Red Car in San Pedro when it ran from 2003 to 2015 (see Chapter 1, ‘Trolley & Public Transit Connectivity Opportunities’ for more information). While this trolley system did not prove to be viable in the long term, a modified version could be adapted at the waterfront today. The trolley at The Grove shopping center and the Angel’s Flight funicular in downtown Los Angeles offer two examples where people of all ages enjoy the short ride for the unique experience it offers. Similar to the Grove, a retrofitted, zero-emission trolley car could run alongside a new pedestrian and bike trail within the existing Pacific Electric right-of-way between the West Harbor bluff parking and 22nd and Miner. While it would not replace the rubber tire trolley or event day parking tram, it could provide a fun attraction for visitors and help connect them to other destinations, such as West Harbor and Crafted/Brouwerij West. The suggested route from the existing red car station at 22nd and Miner to the West Harbor area adjacent to the current Los Angeles Maritime institute is mapped on the following page.
There are many options for trams. In consideration of sustainability goals, the tram system should be electric. Single, trolley-like vehicles carrying 20-40 passengers could be utilized, or a more flexible system with multiple smaller segments that attach to form a train.

To support traffic management on event and cruise days, a special tram can be employed to help visitors get from their arrival point to the event or other destination without traveling through the waterfront in their personal car. Harbor Boulevard would have a lane reserved for the tram, which would carry people from the cruise terminal to Outer Harbor and back. Dave Arias Way could be closed to traffic at 22nd Street and reserved for the tram, bike and pedestrian traffic. The schedule would be dependent on the event. The trolley route could be adapted for event days according to anticipated traffic impacts. The proposed modified trolley schedule is intended to minimize disruption for waterfront visitors who may not be attending the event, and would supplement (rather than duplicate) the route of the event day tram. In the scheme shown, the trolley travels between downtown San Pedro and the waterfront on Beacon instead of Harbor, and may or may not go to the end of 22nd Street at Harbor Boulevard, depending on expected areas of event congestion. Any signage for event days should include clear information and maps at all trolley stops, existing and temporary, to ensure riders know when and where the trolley will go.
San Pedro’s Waterfront Connectivity Plan | Connectivity Elements

**Recommended Public Transit & Trolley Projects**

<table>
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<th>Existing Transit Lines</th>
<th>Proposed Project</th>
<th>Existing/In-progress</th>
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**Public Transit Proposed Projects**

1. 7th & Pacific Transit Hub
2. Regional Mobility Hub
3. Trolley Stop & Service Updates
4. Trolley Linkage/Intermodal Center
5. Wilmington Extension
6. Historic Trolley Attraction

**Trolley Proposed Projects**

1. 7th & Pacific Transit Hub
2. Regional Mobility Hub
3. Trolley Stop & Service Updates
4. Trolley Linkage/Intermodal Center
5. Wilmington Extension
6. Historic Trolley Attraction
Public Transit Recommended Projects

Connectivity improvement projects are shown on the previous map, and are described here (the numbering corresponds to both the map and descriptions). Many of these projects have been identified over the course of waterfront planning carried out by the Port of Los Angeles prior to this current planning effort, and some are in various stages of design already. New opportunities that have arisen from San Pedro’s Waterfront Connectivity Plan are also included. Chapter 4: Implementation provides more information regarding the phasing for when projects will begin. Improvements that are not on Port property are subject to implementation by the Property owner or City if on City property.

1. 7th Street & Pacific Avenue Transit Hub (with LADOT, Metro, San Pedro BID)
As the confluence of multiple bus lines, 7th Street and Pacific Avenue is a local transit hub. Additional amenities would support bus and trolley stop user experience, and provide improved wayfinding between downtown San Pedro and the LA Waterfront.

2. Upgraded Transit Stops
Upgrades to individual transit stops includes wayfinding, shade, and benches in partnership with transit agencies like Metro and DASH. Transit stops can have varying degrees of pedestrian amenities but should be at all transit stop locations.

3. Regional Transit Hub
A regional transit hub is classified as a large center for regional connections usually with a mix of uses, serving both bus and transit stations. These centers are in partnership with transit agencies.
Trolley/Tram Recommended Projects

Connectivity improvement projects are shown on the previous map, and are described here (the numbering corresponds to both the map and descriptions). Many of these projects have been identified over the course of waterfront planning carried out by the Port of Los Angeles prior to this current planning effort, and some are in various stages of design already. New opportunities that have arisen from San Pedro’s Waterfront Connectivity Plan are also included. Chapter 4: Implementation provides more information regarding the phasing for when projects will begin. Improvements that are not on Port property are subject to implementation by the Property owner or City if on City property.

1. Trolley Branding

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

2. Trolley Service Updates

To operate on a recognizable schedule, optimizing routes and schedules will be important. The schedules should be studied to provide more frequent and consistent service. Frequency should be reviewed as demand increases.


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

4. Trolley Stop Amenities

Amenities at trolley stops include benches, shelters trash cans, lighting and fleet management apps. The software can be customized to help visitors locate trolley locations in real time.
Trolley/Tram Recommended Projects Continued

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

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

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

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

Water taxis provide an alternate, fun mode of transportation unique to coastal locations such as San Pedro’s waterfront. This system could not only be an enjoyable way for visitors to view the port and learn of its history, but also serve as an excellent means to reduce vehicular traffic and increase connectivity at the LA Waterfront. A water taxi service was popular at outreach events: people were excited about the concept and expressed a desire for an even broader service than was presented to them.
Setting up a Functional Water Taxi System

Operations

Fares can be stop/time/event dependent. For special events, fares can be $10. Off-season, fares could be lower for “commuters” or even provide San Pedro/Wilmington residents a discount. Travel time between core stops should be in the 5 to 10 minute range based on distances. Total time from downtown to 22nd Street Landing should be approximately 30 minutes total unless the wait is long at interim stops. In order to keep wait time under 20 minutes, multiple boats will be needed.

Primary Stops

Core stops are high-traffic areas (e.g., restaurants, shops, attraction). Summer stops are locations that become high-traffic in summer (e.g., beach). Event stops are locations that only see traffic from an event (e.g., wedding/conference at hotel, concert, cruise ship). Future stops are locations of proposed development (e.g., AltaSea, Outer Harbor cruise terminal). See page 115 for a map with proposed locations.

Recommended Dock Elements

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

**Vessels:** Two 64-foot-long catamarans
**Route:** Rainbow Harbor to Alamitos Bay
**Cost:** $5 each way
**Duration:** 35 minutes
**Schedule:** Friday-Sunday, 11:30am-7pm, every 90 minutes
**Capacity:** 70 passengers
**Concessions:** available onboard
**Note:** Receives federal, state, and local funding

Water Taxi Precedents

**AquaBus, Long Beach**

**Vessels:** Two 40-foot-long V-hull vessels
**Route:** Aquarium of the Pacific Dock 4 in Rainbow Harbor, Shoreline Village, Pine Avenue Circle, and the Queen Mary/Hôtel Maya
**Cost:** $1/leg
**Duration:** 20 minutes
**Schedule:** 11am-6pm daily, hourly
**Capacity:** 40 passengers
**Concessions:** no
**Note:** Receives federal, state, and local funding
Lil’ Toot,  
Santa Barbara

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

WaterBus,  
Marina Del Rey  

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

Connectivity improvement projects are shown on the previous map, and are described here (the numbering corresponds to both the map and descriptions). Many of these projects have been identified over the course of waterfront planning carried out by the Port of Los Angeles prior to this current planning effort, and some are in various stages of design already. New opportunities that have arisen from San Pedro’s Waterfront Connectivity Plan are also included. Chapter 4: Implementation provides more information regarding the phasing for when projects will begin. Improvements that are not on Port property are subject to implementation by the Property owner or City if on City property.

1. Water Taxi Operations Plan

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

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

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

2a. West Harbor (Primary and Event)

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

2b. Downtown Harbor (Primary)

A primary water taxi stop will be located at the Downtown Harbor. The stop can be located at existing public and courtesy docks with no additional infrastructure needed. If needed, a supply ticket booth can be incorporated with signage.
2c. Banning's Landing, Wilmington (Primary)

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

2e. Cabrillo Beach (Primary)

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

2f. Cabrillo Marina (Event)

A temporary water taxi stop during events will be located at Cabrillo Marina. The taxi stop would require a negotiation with the lease holder at the location for available berths.

2g. World Cruise Center (Event)

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

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

A temporary water taxi stop during events will be located at 22nd Street Landing. The taxi stop can use the existing berth and may require negotiating with the marina operator.
Water Taxi Recommended Projects Continued

3. Water Taxi Stops Phase 2 (Infrastructural Upgrades)

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

4. Water Taxi Stops Phase 3 (Additional Locations)

Long term, additional taxi stop locations should be reviewed depending on usage and demand.

4i. Outer Harbor Cruise Terminal

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

4h. Warehouse 1

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

5. Water Taxi Connection to Long Beach

A future water taxi stop at Long Beach would serve as a connection to San Pedro. Coordination with Long Beach and their travel network would be required.
If the “Park Once, Stay All Day” concept is to function, supporting bike and pedestrian connectivity is crucial, and it is equally important in supporting local connections to the waterfront as well as to the connections within it. As the waterfront is developed, great care should be taken to ensure a positive experience for those touring the port on foot, bike or scooter, and to provide local residents with easy access to attractions. The following section provides examples of how non-vehicular connectivity can be implemented and supported in several key areas.

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

Most visitors to the waterfront will walk around on foot upon arrival. Additionally, walking to destinations should be encouraged as part of the “Park Once, Stay All Day” concept. Therefore, every effort should be made to make the pedestrian experience at the waterfront the best possible. This plan includes recommendations for promenade extensions, complete street improvements, enhancing existing connections, and rails-to-trails paths.

Supporting Green New Deal Goals
- Improved promenades, interior connectors, and intersections will increase active transportation trips and reduce vehicle miles traveled
- Designing promenades, interior connectors, and pilot intersections with plantings and shade will help develop resilient urban ecosystems

San Pedro's Waterfront Connectivity Plan | Connectivity Elements
The promenade at West Harbor will connect to the new promenade beyond. The Katy Trail in Dallas converts former rail lines into a multimodal path. Certain parts of the waterfront area would benefit from additional connecting paths for pedestrians and micromobility. Linking popular inland destinations, such as Crafted/Brouwerij West, and the main waterfront promenade would enable people to walk or bike instead of driving around the waterfront, reinforcing “Park Once, Stay All Day.” “Rails to Trails” pathways utilizing the disused railroad right-of-way provide convenient connectors.

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

- Promenade paving is typically concrete unit pavers, or cast-in-place concrete with distinctive finishes. Hardwood decking is appropriate for accent areas, particularly at the water’s edge. Wood capped metal railings are durable and provide a comfortable finish to lean upon.

- Site lighting fixtures should follow the waterfront design guidelines for consistency along the promenade. Seating, waste receptacles, raised planters, and shade canopies can be unique to each site, but draw upon similar durable material palettes, such as hardwood and metal with marine-grade finishes. Shade trees, bike racks, drinking fountains (with pet fountains), and signage (both wayfinding and educational) are additional amenities that would enhance the promenade experience.

- Where the promenade adjoins a dedicated bike (and micromobility) path, it is a best practice to have a physical barrier between them to prevent accidental mixing. Planting beds are shown in this example.

- Consider including public art and/or commercial kiosks to create points of interest along the promenade.

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

Material selection and design, detailed in the sidebar, should be individualized for the character of each development site, while still reflecting the overall identity of San Pedro’s waterfront.
This image shows the potential to add publicly accessible open space in addition to roadway improvements along Harbor Boulevard, from the north end of S.P. Slip to 22nd Street. On the east side of Harbor, there will be a Class I dedicated bike path separate from a new segment of San Pedro’s Promenade, with associated public amenities. On the west side of Harbor, the rail right-of-way will accommodate shared-use paths, an historic trolley ride attraction, and ample open space.
Rails to Trails, East of Miner: Current
Rails to Trails, East of Miner: Recommended
Pilot Project: Improving Access to the Waterfront for the Local Community

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

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

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

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

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

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

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

Permanent Project Elements

- Linear bike obstacle course area
- Linear skate park
- Mixed-use walk & bike path improvements
- Permanent signage
- New tree and landscape planting in-ground
- Corner bulb-outs made permanent

San Pedro’s Waterfront Connectivity Plan | Connectivity Elements
Linear Park Components
- Linear park provides a fun outdoor space with waterfront vibe for people of all ages
- Linear bike obstacle area
- Linear skate play zone
- Bike & pedestrian pathway
- Colorful art and port/waterfront themed designs

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

Shared Use In-Street Path Components
- Re-purpose excess vehicular space to provide enhanced “people space”
- Maintain travel lanes
- Planters and bollards separate the walking zone from the driving lane
- Installation of vertical gateway art, pavement art, & port/waterfront themed designs
Pilot Project, 1st & Harbor: Recommended
Pedestrian Recommended Projects

Connectivity improvement projects are shown on the previous map, and are described here (the numbering corresponds to both the map and descriptions). Many of these projects have been identified over the course of waterfront planning carried out by the Port of Los Angeles prior to this current planning effort, and some are in various stages of design already. New opportunities that have arisen from San Pedro’s Waterfront Connectivity Plan are also included. Chapter 4: Implementation provides more information regarding the phasing for when projects will begin. Improvements that are not on Port property are subject to implementation by the Property owner or City if on City property.

1. Promenade at West Harbor Phase 2

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

2. 1st & Harbor Pedestrian Intersection Crossing Pilot Project

First Street and Harbor Boulevard is an intersection for as a “pilot project” approach. During the pilot project, the intersection can be enhanced with temporary materials, such as bollards, paint on asphalt (art), and planters. Using quick-build materials and pop-up designs, the intersection will provide safety and enhancements to pedestrians.

3. 5th Street and Harbor Boulevard Pedestrian Intersection Improvements

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

4. 6th Street and Harbor Boulevard Pedestrian Intersection Improvements

Utilizing methods from 1st Street and Harbor Boulevard Pilot Program, 6th Street and Harbor Boulevard will be improved. Improvements can include curb extensions, ramps, artful crosswalks, striping, wayfinding, art, and bike lane striping.
Pedestrian Recommended Projects Continued

5. 7th Street and Harbor Boulevard Pedestrian Intersection Improvements
Utilizing methods from 1st Street and Harbor Boulevard Pilot Program, 7th Street and Harbor Boulevard will be improved. Improvements can include curb extensions, ramps, artful crosswalks, striping, wayfinding, art, and bike lane stripping.

6. 22nd Street Gateway Pedestrian Amenities
The 22nd Street and Crescent Avenue intersection is a proposed gateway intersection for pedestrians. The gateway announces arrival at a location and welcomes the visitor; amenities at the intersection, including signage, wayfinding, benches, shade, and art, reinforce waterfront identity and improve pedestrian access.

7. Promenade at S.P. Slip
The S.P. Slip Promenade would connect the West Harbor Promenade with AltaSea and 22nd Street. The .2 miles of promenade would co-exists with the fishing slips by creating a plaza space that is flexible and programmable with waterfront access. Refer to the “Open Space Recommended Projects” for additional improvements related to the S.P. Slip.

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

9. Harbor Boulevard Streetscape: Lighting & Signal Upgrades
Along Harbor Boulevard from Swinford Street to 22nd Street, new light poles and string lighting should be added where possible to add more character to the street. Updated or upgraded utilities and traffic signals should be addressed as needed.

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

11. Proposed Coastal Trail Improvements
The 2005 California Coastal Trail Access Analysis identified areas in San Pedro, Wilmington and the harbor area of Long Beach that need improvement, have missing links or need additional facilities. The document should be reviewed for high priority coastal areas needing ADA access improvements, pavement, and new connections.

12. Crescent Avenue ADA-compliant Sidewalk
The sidewalk at Crescent Avenue is composed of concrete and decomposed granite in some locations and therefore is not ADA compliant. Replacing the sidewalk with an ADA compliant option would make it safer and more accessible for all visitors.

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

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

15. Main Channel Promenade at AltaSea
With the completion of AltaSea, a new promenade, including pedestrian amenities, should be introduced along the water’s edge along the Main Channel. The promenade would connect to the new S.P. Slip Promenade.

16. Bluff Linkages with Bridge Connector for 10th, 11th, 12th, and 13th Streets
If a new multi-level structured parking was added at Harbor Boulevard between 8th and 14th Streets, pedestrian access could be created from the bluffs crossing from Miner Street and Harbor Boulevard. This would build off of existing parking infrastructure and increase connectivity from the neighborhoods.
17. W. O’Farrell Street Pedestrian Crossing/Gateway

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

19. 22nd Street Parking Lot Connections

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

18. Swinford Street Pedestrian Ramp

The existing pedestrian ramp at Swinford Avenue and Harbor Boulevard would be constructed on the slope to be more accessible and pedestrian friendly with new paving and landscaping. The improvements would provide a more welcoming connection to the waterfront for the adjacent neighborhood.
Bicycle & Micromobility Connectivity

Accommodating the majority of cyclists of all ages and abilities is the top priority for safety and increasing the number of people riding. Generally, the majority of people that are not confident cyclists will not ride on the street including Class II bike lanes due to exposure to vehicles. This document walks through the key factors in deciding the facility type to employ and provides a number of case studies and suggestions for how each facility might be implemented. Given our study area, and the vision for it, our recommendations focus on providing the least stressful, most inviting cycling facilities.

Supporting Green New Deal Goals

- Plan Goal 3: Local Water
  - The Mobility Hub project at 22nd and Miner can include stormwater collection and filtration systems

- Plan Goal 6: Mobility & Public Transit
  - Mobility hubs and bike path improvements on Harbor Boulevard, Miner Street, and 22nd Street will encourage people to bike or use micromobility instead of drive

- Plan Goal 7: Zero Emission Vehicles
  - Enhanced Local Travel Network routes will encourage the use of zero emission vehicles

- Plan Goal 11: Urban Ecosystems & Resilience
  - Plantings along bikeways can provide shade and support resilient urban ecosystems
Providing Bicycle Facilities for the Greatest Range of Riders

Level of Traffic Stress, or LTS, is affected by several factors including posted speed limit, number of travel lanes, and the level of separation between rider and traffic. Different classes of bike facilities, defined in the blue sidebar at right, have different levels of traffic stress for riders. A Class I bike path that is completely separated from traffic by a physical barrier such as a landscaped median provides the most comfort and the lowest stress level. Ideally, new bike routes in the waterfront will be of this class. Class IV bikeways, which are located on streets but are still separated with vertical elements such as planters, delineators, or a curb, provides the next highest level of comfort for riders, and is also recommended. Class II bike lanes are standard bike lanes with a painted stripe. These create a higher level of stress and are comfortable only for more experienced riders. Finally, a Class III bike route that is shared with vehicles and marked with a sharrow creates the most stress and least comfort, making it suitable for only experienced bike riders.

Providing a Class I path throughout the harbor is ideal in providing safe access throughout and to destinations!

Level of Traffic Stress

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

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

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

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

San Pedro’s Waterfront Connectivity Plan | Connectivity Elements
Enhancing Connections

Harbor Boulevard Working Slip

Similar to the 135' segment, the working slip could integrate the promenade with pockets of working area. With removal of the parking, more area could be made available for promenade and other uses such as an AV/Rideshare space. There is a potential for built structures that could be warehouse, light industrial, or entertainment such as breweries, etc. This could be done with shipping containers to save cost and also use a design that speaks to the context of the site. The promenade could be built over or next to these structures with ramps/stairs to access. This concept builds on a traditional wharf design that has a working area below the promenade area.

Miner Street

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

San Pedro’s Waterfront Connectivity Plan | Connectivity Elements
The existing Dave Arian Way is 130’ wide with two 11’ vehicular travel lanes on either side of a 38’ planted median. Each side also has a 5’ Class II bike lane. On the east side adjacent to the fruit terminal is a 6’ sidewalk. On the west side is a sidewalk with adjacent path and planting strip that switches along the length from one side to another. While the walkway of the Cabrillo Marina is wide, it does not allow motorized vehicles, roller blading, or skateboarding. Active transport along this street is pleasant but can be stressful when large semi-trucks pass on their way to the fruit terminal. The street could be reconfigured to fit a two-way bike path in the median, replacing the Class II bike lane to support a greater range of users.

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

(Right) Class II bike lanes can be removed in order to widen sidewalks; a two-way bike path can be installed on the median, and the fruit terminal sidewalk can expanded to a promenade.
Complete Street, 22nd Street, Recommended Concept

- Rubber Trolley Trolley Stop
- 6' Bike Lane with 3' Buffer
- 5' Planted Parkway
- 20' Promenade
- 44' 22nd Street
- 8' Sidewalk
- Adjacent Property
The South Bay Cities Council of Governments is working to create a network of paths throughout the South Bay, spreading from Inglewood to San Pedro. Ultimately, these paths should accommodate bikes, e-bikes, scooters, and NEVs (Neighborhood Electric Vehicles; more information page 132) to allow comfortable travel throughout the South Bay without using a car.

Regional Bike Connectivity

The Southern California Association of Governments (SCAG) is a planning organization comprised for the six counties and 191 cities of Southern California. It develops transportation plans, sustainability goals, and housing programs for the area, including bike routes. The above map shows their extended network of bike routes and how they connect to the San Pedro area, as well as the South Bay Cities Council of Governments Local Travel Network (LTN).
E-bike Use in California

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<th>VEHICLE</th>
<th>BIKEWAY ACCESS</th>
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<td>Pedal Operated</td>
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<tr>
<td>E-Scooter</td>
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<tr>
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<tr>
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<td>YES</td>
</tr>
<tr>
<td>Moped</td>
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</tr>
</tbody>
</table>

Source: People for Bikes

There is still an evolving approach on e-mobility devices due to the recent increased adoption and it is often left to local jurisdictions to determine guidelines. The California Vehicle Code stipulates:

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

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

San Pedro’s Waterfront Connectivity Plan | Connectivity Elements

NEVs

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

Source: People for Bikes

Photo: Club Car
Mobility Hubs

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

Access

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

Comfort & Safety
- Shelters should be easily visible, well-lit, and include seating
- Ensure proper street lighting
- Crosswalks should be conveniently located
- Food, beverages, and other amenities should be located nearby
- Art should be considered for implementation

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

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

Micromobility
- Include micromobility rental, docking, and charging stations, located in a sunny spot if solar powered, with a minimum 6’ of sidewalk space and parking spaces
- Consider NEV charging stations
- Provide sheltered bike racks
- Include bike repair station
Mobility Hub, Miner & 22nd, Recommended Concept
Bicycle Recommended Projects

Connectivity improvement projects are shown on the previous map, and are described here (the numbering corresponds to both the map and descriptions). Many of these projects have been identified over the course of waterfront planning carried out by the Port of Los Angeles prior to this current planning effort, and some are in various stages of design already. New opportunities that have arisen from San Pedro’s Waterfront Connectivity Plan are also included. Chapter 4: Implementation provides more information regarding the phasing for when projects will begin. Improvements that are not on Port property are subject to implementation by the Property owner or City if on City property.

1. Harbor Boulevard Bike Path Lane Relocation to Promenade

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

2. 22nd Street Class IV Bikeway

Twenty-second street currently has a Class II bike lanes located on the street, beginning west of Dave Arian Way, and no bike lanes east of Dave Arian Way. Class IV separated bikeways should be added for the exclusive use of bicycles and includes a separation between the bikeway and vehicular traffic.

3. Crescent Avenue & Miner Street Bikeway

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

4. 1st Street Bicycle & Pedestrian Connections

1st Street and Harbor Boulevard is an intersection for as a “pilot project” approach. During the pilot project, the intersection can be enhanced with temporary materials, such as bollards, paint on asphalt (art), and planters. Using quick-build materials and pop-up designs, the intersection will provide safety and enhancements for bicyclists.
5. Rail to Trail Harbor Boulevard to Miner Street Connector
Re-imagining the old rail right-of-way creates an opportunity for new, safe trails. The trail would provide a more direct connections between the waterfront and locations west of Miner Street. The trail would be for pedestrians and bicyclists. Refer to “Trolley Recommended Projects” for additional improvements related to this area.

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

9. O’Farrell Street Bicycle & Pedestrian Connections
Utilizing methods from 1st Street and Harbor Boulevard Pilot Program, O’Farrell Street and Harbor Boulevard will be improved for bicyclists with bike lane stripping and clear signage.

6. 22nd Street Park to CRAFTED / Brouwerij West Connections
While it is accessible to access CRAFTED and Brouwerij by bike, there is no clear direction or signage, making it confusing to navigate. Improving bicycle and pedestrian connections between the parking lot would improve safety and experience.

8. Swinford Street Bicycle & Pedestrian Connections
Utilizing methods from 1st Street and Harbor Boulevard Pilot Program, Swinford Street and Harbor Boulevard will be improved for bicyclists with bike lane stripping and clear signage.
10. 9th Street and Beacon Street Bicycle & Pedestrian Connections

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

12. White Point Regional Connector Trail

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

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

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

13. Pacific Ave Bikeway

As Pacific Avenue is a high volume bicycle route, it is important to improve the path become a Class IV bikeway, a bikeway separated from vehicular traffic.
Activating open space along San Pedro's waterfront and adding special elements like art will help define the area and connect the different parts. Open space activation includes a number of different approaches, depending on the space. The types of open spaces present in the waterfront are defined in the following pages, and activation elements and examples suggested. Likewise, public art is defined by type and examples are provided. Additional recreational boating elements, unique to San Pedro's coastal location, include dock-and-dine and transient dock opportunities.

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

Components:

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

San Pedro’s waterfront contains plentiful open spaces, which can be improved to increase community engagement and visitor enjoyment. Adding interactive components to activate these spaces will improve the visitor experience, and encourage positive connections. Activation methods will depend on the type of open space. These methods should help with placemaking and connectivity efforts at San Pedro’s waterfront by expressing the character of the environment and creating thematic links. In order to determine the best activation methods, open spaces have been divided into 6 typologies, defined at right, and examples of possible activation methods are provided for each type in the following pages. Public input should be considered when refining the types and location of open space improvements in subsequent phases.

Open Space Categorization

- **Park**: large open space, usually with vegetation and places for both active and passive recreation, such as athletic fields and picnic areas. People come to recreate and gather in parks.
- **Linear Park**: defined by long, narrow dimensions, and often located alongside a street or geographic feature, such as a bluff, river, or ocean. People generally walk in the same direction as the park runs.
- **Plaza**: an open space that is primarily paved and located in developed areas. Plazas serve as informal gathering spaces, as well as locations for markets or other community events.
- **Water Recreation**: an area on or adjacent to a body of water, such as a beach or marina, where people can participate in water-based recreation.
- **Pocket Park (Parklet)**: small parks, typically less than an acre, woven into the fabric of the urban environment, often tucked into small, unused parcels of land or carved out of the streetscape. These parks can provide relief for the pedestrian in an urban environment, with seating, shade, or attractions like water features.
- **Interim**: flexible space that can be converted to open space use temporarily.

Supporting Green New Deal Goals

- **Plan Goal 3: Local Water**
  - Parks can implement stormwater capture systems to help retain and filter stormwater.
- **Plan Goal 9: Waste & Resource Recovery**
  - Provide waste receptacles in open spaces that support waste management goals.
- **Plan Goal 11: Urban Ecosystems & Resilience**
  - New and enhanced open spaces can improve public access, biodiversity, heat island, and tree canopy goals.
Linear Parks

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

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

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

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

San Pedro’s Waterfront Connectivity Plan | Connectivity Elements
Plaza spaces at the waterfront are defined as open, paved spaces that are near buildings or attractions. Plaza spaces can be activated with art installations, water features, recreational activities, vegetation, shade, and seating.

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

Water Recreation

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

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

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

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

Early activations are not meant to be:
- Long-term tenanting strategies
- Strategic anchor tenants

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

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

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

Attracting Tenants

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

Enhance Brand

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

Garner Support

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

Goals of Activation

San Pedro’s Waterfront Connectivity Plan | Connectivity Elements
Interim Activation in San Pedro’s Waterfront

Types of Open Space for Interim Activations

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

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

**SMALL**
- Pocket Park
- Parklet
- Linear Park

**LARGE**
- Large Park/Plaza
- Parking Lot
- Development Parcel

San Pedro’s Waterfront Connectivity Plan | Connectivity Elements
Activation Process
The process of interim activation begins with scoping and moves to strategy, curation, and the implementation of activation. Due to the experimental nature of interim activation, the process is often nonlinear. Revisiting earlier steps may be necessary in achieving a successful activation strategy.

Activation Examples

- **Lawn on D** (pictured, top left) was created to increase the visitor appeal of Boston’s main convention center. Programming and installations were successful in catalyzing adjacent mixed-use development and creating a brand for the neighborhood.
- **This one-year pop up park** (pictured, top right) was in response to Two Trees Development issuing an RFP for temporary use of the vacant lots within the Brooklyn waterfront redevelopment. This plan included a bike park, urban farm, movie screenings, yoga classes, food providers, and public space.
- **Local non-profit Culture House** (pictured, bottom left) operated a community pop up for nine months. They provided a space to gather, and drew people to Canal District during slower times, free to the public.
- **The Greenpoint Terminal site** (pictured, bottom right) is a vacant lot along the North Brooklyn waterfront, hosts Skyline Drive-in movies, a series of events and programming.

(Left, clockwise) The Lawn on D, Boston, MA; Domino Sugar Factory Site, Brooklyn, NY; Greenpoint Terminal, Brooklyn, NY; Kendall Community Pop Up, Boston, MA
Public amenities for recreational boating could be another area for growth in San Pedro. There are two public landings in San Pedro: one located at the Downtown Harbor north of the Los Angeles Maritime Museum, and one at West Harbor’s public boat dock. Vessels, including boats, kayaks, and paddleboards, may launch from either location.

There currently is no hand-launch dock or area at Cabrillo Beach. It is recommended that one be added in that area, possibly near the boat launch as an extension of that dock, as well as at as well as the Whalers Walk landing. A combination of boat launch, public dock, and hand-launch dock was recently constructed in Coronado, similar to the photo above. As part of a new dock, the existing Cabrillo Beach boat launch and boarding dock is recommended to be improved. There are Boating Infrastructure Grants specific for boat launch ramp improvements. Other possible non-motorized, hand-launch areas would be at Whalers Walk in Cabrillo Marina and 22nd Street Landing.

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

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

Dock & Dine Docks

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

Connectivity improvement projects are shown on the previous map, and are described here (the numbering corresponds to both the map and descriptions). Many of these projects have been identified over the course of waterfront planning carried out by the Port of Los Angeles prior to this current planning effort, and some are in various stages of design already. New opportunities that have arisen from San Pedro’s Waterfront Connectivity Plan are also included. Chapter 4: Implementation provides more information regarding the phasing for when projects will begin. Improvements that are not on Port property are subject to implementation by the Property owner or City if on City property.

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

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

2. Harbor Boulevard Medians Turf Replacement & Beautification

Along Harbor Boulevard, many medians have grass or dirt. The beautification process would include replacing all turf with climate-adapted plants to create a more aesthetic experience.

3. Interstate 110 Harbor Approach Beautification

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

4. 22nd Street Open Space at the East Channel / AltaSea

South of 22nd Street, within the East Channel, is a vacant space that could be used to enhance the public experience and connectivity. This public space would be at the entrance of AltaSea and could include plaza space, stepped seating to the waterfront, and pedestrian amenities like seating, shade, and art. The plaza space is flexible and programmable.
5. S.P. Slip Enhancements

The S.P. Slip Promenade would connect the West Harbor Promenade with AltaSea and 22nd Street. The .2 miles of promenade would co-exists with the fishing slips by creating a plaza space that is flexible and programmable with waterfront access.

6. John S. Gibson Jr. Park

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

7. Angels Walk LA Program On-going Developments

Continues the program that highlights local landmarks and provides a clearly defined pedestrian corridor 4.3 mile walk.

8. Micromobility Hub at 22nd & Miner

The existing Red Car stop at 22nd Street and Miner Street can be redeveloped into an open space with micromobility amenities, public restrooms, and café/food kiosk. The open space can be programmable into something permanent or temporary like a pop-up.

9. Micromobility Hub at Downtown Harbor

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

10. Bloch Field (South)

Bloch Field, adjacent to the baseball field, has the opportunity to be re-developed into public open space. As the waterfront doesn't have many large parks, this space could be activated for daily use as well as large events.
Open Space Recommended Projects Continued

11. San Pedro Salt Marsh Improvements
The 3.75-acre man-made salt marsh was built to mitigate for habitats lost to coastal development. Access to this marsh can be improved with maintained vegetation and access to the look-out points.

12. Cabrillo Beach Improvements
Improved public amenities at Cabrillo Beach would improve pedestrian access and parking improvements.

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

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

15. World Cruise Center Public Improvements
Renovation and expansion of the Port of Los Angeles World Cruise Center includes interior and exterior upgrades that are designed for more efficient passenger processing and open space.

16. Warehouse 1 Site Enhancements
Accompanying the re-development of Warehouse 1, the public would benefit with more public open space at the edge of the berth. This open space can coordinate with the program at Warehouse 1 whether it is a plaza with seating, open space, or flexible space.
Recreational Boating Recommended Projects

Connectivity improvement projects are shown on the previous map, and are described here (the numbering corresponds to both the map and descriptions). Many of these projects have been identified over the course of waterfront planning carried out by the Port of Los Angeles prior to this current planning effort, and some are in various stages of design already. New opportunities that have arisen from San Pedro’s Waterfront Connectivity Plan are also included. Chapter 4: Implementation provides more information regarding the phasing for when projects will begin. Improvements that are not on Port property are subject to implementation by the Property owner or City if on City property.

1. Berth 44 Boatyard

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

2. Los Angeles Maritime Museum Relocation

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

3. Hand-Launch Dock at Cabrillo Boat Launch

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

4. Hand-Launch at Whaler’s Walk

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

San Pedro’s Waterfront Connectivity Plan | Connectivity Elements
5. Guest/Transient Docks

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

5a. Day Use Guest Docks at Cabrillo Harbor

Day use guest docks can be used as transient slips, incorporated into any new landside development at Cabrillo Harbor. Ownership may be recommended to defer to marina operators because of revenue impact and security risk to existing tenants.

5b. West Harbor Guest Day Expansion (Future)

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

5c. West Harbor Overnight Slips (Future)

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

5d. AltaSea Overnight Slips (Future)

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

Public art can be an opportunity for community members to come together to select or create art, or simply to enjoy it. San Pedro’s waterfront already has some successful public art, as documented in the existing conditions chapter, but there’s room for more. New art should demonstrate some of the same strengths as this existing art, such as the Telltale Wind Ensemble (pictured above), which both ties into the nautical character of the space and interacts with the environment as the telltale responds to the ocean breeze.

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

Site Art Properties & Categorization

Art to support connectivity should adhere to the following criteria:

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

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

**Gateway:** announces arrival at a location and welcomes the visitor. Art should be easily viewed while traveling, without causing too much distraction.

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

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

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

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

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

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

Gateway Art

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

Gateway art examples, left, clockwise:
- Tustin Legacy, Tustin, CA (rsmdesign)
- Huge Arches, Versailles, France (Bernar Venet)
- Everleigh Gateway, Queensland, Australia (Street + Garden)
- Main Entrance Gate, Tierra Calida, Molina de la Segura, Spain (Clavel Arquitectos)
Plaza Art

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

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

San Pedro’s Waterfront Connectivity Plan | Connectivity Elements

Water Art

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

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

San Pedro has a strong community of local artists, with the Angels Gate Cultural Center serving as a hub, and First Thursday Art Walks in downtown San Pedro every month. San Pedro is home to many art galleries, as well as a non-profit Arts District organization to help fund murals, community art, and other projects. New art in San Pedro’s Waterfront should capitalize on this existing art presence.

Artists in San Pedro, right, clockwise:
- Gil Mares
- June Edmonds
- Tianlu Chen
- Nancy Voegeli-Curran

Park Art

Park art encourages play and interaction in an open area. This type of art is more durable to encourage active play and engagement. As there are limited large parks within the waterfront, park art should either be concentrated in one large area or scattered in smaller pockets.

Park Art examples, left, clockwise:
- Luminous Red Arches, Presidential Residence, Lisbon, Portugal (LKArchitects)
- Mic Casa, Your Casa, High Museum of Art, Atlanta, GA (Esrawe Studios)
- Weather the Weather, Ørdrupgaard Kunstpark, Charlottenlund, Denmark (Olafur Eliasson)
- Whatami, Maxxi Museum, Rome, Italy (Simone Capra & STARTT)
Public Art Recommended Projects

Connectivity improvement projects are shown on the previous map, and are described here (the numbering corresponds to both the map and descriptions). Many of these projects have been identified over the course of waterfront planning carried out by the Port of Los Angeles prior to this current planning effort, and some are in various stages of design already. New opportunities that have arisen from San Pedro’s Waterfront Connectivity Plan are also included. Chapter 4: Implementation provides more information regarding the phasing for when projects will begin. Improvements that are not on Port property are subject to implementation by the Property owner or City if on City property.

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

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

2. Waterfront Gateway Art Installations

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

2a. 22nd Street

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

2b. Harbor Boulevard at the Freeway

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

Masterplan

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

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

2c. 6th Street

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

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

After 22nd Street Park sculpture phase 1, phase 2 can begin to integrate more art throughout the entire park. This would be longer term and potentially a greater investment.

3. LA Waterfront Public Art Masterplan

With the Port, neighborhood art agencies and the community, a large scale art masterplan should be developed. While the Connectivity Plan provides broad strokes for art recommendations, the Art Master Plan would build on that, and highlight areas for art, phasing, and recommended types.

5. Implementation of Public Art Masterplan

Once the Art Master Plan is complete, the elements can be implemented throughout the waterfront, beginning with short term recommendations.
Good wayfinding is key to creating a positive visitor experience at the Port of Los Angeles and supporting the “Park Once, Stay All Day” concept. Those arriving by car should be able to find available parking spots quickly and easily. Once parked, pedestrians should be able to find directions and timing to their destinations, and those traveling by bike or scooter should also have clearly marked paths as well as directions and timing to destinations. Signs should be placed in locations that give travelers enough time to find their correct lane and make their turns safely. Wayfinding signage should also be the appropriate size and location for the street, depending on the speed of traffic and other considerations. Finally, the style should help define the LA Waterfront identity as well the specific location within the Waterfront.

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

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

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

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

Vehicular Signage

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

Pedestrian Signage

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

San Pedro’s Waterfront Connectivity Plan | Connectivity Elements
Bike Signage

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

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

Identity Signage

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

Gateway Signage

Monumental gateway signs clearly and boldly signal to visitors that they have arrived and are entering the LA Waterfront. They should be located at the primary vehicular entries to San Pedro’s waterfront at the Harbor Boulevard exit from Interstate 110, the west end of 22nd Street, and 6th Street approaching Harbor Boulevard. This type of signage is not addressed in the 2014 guidelines, and a concept is presented here for consideration. The gateway design should complement the character of the waterfront and the design of the other waterfront signage. The example shown above takes inspirations from the Port’s gantry cranes, the Vincent Thomas Bridge, and the historic architecture found in San Pedro.

Districts within the Waterfront

The 2014 LA Design Guidelines provide gateway signage examples helping to demarcate different districts within the waterfront, such as the Los Angeles Cruise Terminal and the Cabrillo Way Marina. These examples are of a similar style, announcing arrival into the district while maintaining a unified style for the waterfront. Design elements such as color or distinct graphics can help to identify districts within the waterfront. However, during outreach events, the community did not agree on clearly delineated district boundaries, and it was felt that San Pedro’s waterfront should be unified rather than segmented. It is therefore recommended that any signage reflecting the special character of a particular place within the waterfront should remain within the general style of the signage to foster a sense of connectivity.
Dynamic parking signage, also discussed in “Dynamic Parking & Wayfinding” on page 90 in the “Park Once, Stay All Day” section, can direct visitors to the nearest parking lots and structures, as well as indicate the number of available spaces. This type of signage helps reduce traffic by making it easier for visitors to find parking, and should be located alongside gateways to the waterfront like Harbor and Swinford. The information should be scaled to be visible from vehicles traveling on major streets at the appropriate speed.

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

Street and Bus Stop Signage

Street signs can reflect the waterfront identify, letting people know they are in San Pedro’s waterfront. Creating a unified street sign style at the waterfront will aid connectivity by giving a feeling of cohesion throughout. Additionally, should bus stop amenities be added as suggested in the “Improve Public Transit” section of this chapter, linking the design of the shelters to the rest of the waterfront signage will add to the feeling of cohesion and connectivity.
Harbor & Swinford Gateway: Recommended
Wayfinding Recommended Projects

Connectivity improvement projects are shown on the previous map, and are described here (the numbering corresponds to both the map and descriptions). Many of these projects have been identified over the course of waterfront planning carried out by the Port of Los Angeles prior to this current planning effort, and some are in various stages of design already. New opportunities that have arisen from San Pedro’s Waterfront Connectivity Plan are also included. Chapter 4: Implementation provides more information regarding the phasing for when projects will begin. Improvements that are not on Port property are subject to implementation by the Property owner or City if on City property.

1. LA Waterfront Signage Masterplan

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

2. LA Waterfront Gateway Signage

Monumental gateway signs clearly and boldly signal to visitors that they have arrived and are entering the LA Waterfront. They should be located at the primary vehicular entries to San Pedro’s Waterfront. Proposed locations are 22nd Street, Harbor Boulevard at the freeway offramp, and 6th Street. Refer to “Public Art Recommended Projects” for the potential to integrate art at gateway locations.

3. Digital Tools (Website and App)

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

4. Vehicle Directional Signage

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

5. Pedestrian & Bicycle Directional Signage

Signage should be installed to improve wayfinding for pedestrians and bicyclists. Wayfinding should provide information to and should be easily legible to the passerby.
Visitor journeys imagine a path a person or group of people may take when visiting the waterfront. Each scenario takes the visitor(s) to various attractions utilizing different methods and routes, focusing on areas within the waterfront that will experience the greatest growth in development.

1. Local Workout Routine
2. Family Excursion
3. Friends’ Night Out
4. Out-of-Town Visitor
Many of the connectivity projects featured in the visitor journeys are located in the area around Harbor Boulevard, from the north end of the SP Slip to 22nd Street.
A San Pedro resident goes on a weekly run at the waterfront. The pilot project at 1st & Harbor makes it easier to access the promenade from home near downtown San Pedro. The continuous and expanded promenade allows a carefree run along the water, enjoying the views along the way. The new trail connecting Harbor to Miner allows a more direct route to 22nd Street Park, where new art installations add interest to the workout.
Visitor Journey Scenario: Family Excursion

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

Two South Bay families meet up at San Pedro’s waterfront for a day of exploration. Using the connections from the South Bay Local Travel Network as well as the 22nd Street Complete Street improvements, they stop at the micromobility hub for snacks and a rest. From there, they easily access AltaSea and the new promenade open space. The families enjoy their water taxi trip to the Cabrillo Marine Aquarium, where they hatch some baby grunion, pet some sea anemones, and view all sorts of sea creatures.
22nd Street Complete Street, Recommended Concept
Visitor Journey Scenario: Friends’ Night Out

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

From there, they take the Rails-to-Trails path to the SP Slip area and enjoy the views before heading to their concert, followed by food, drinks, and shopping. It’s a festive night for all.
7th & Pacific Transit Hub

- San Pedro Hub
- Transit Hub
- Rubber Tire Trolley Stop
- Wayfinding Kiosk
- Metro Bus Stop
- Crosswalk Art
- Bike Lane
Rails to Trails, Harbor to Miner
Visitor Journey Scenario: Out-of-Town Visitor

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

A couple arrives at the Cruise Terminal from the freeway. Improved gateway and wayfinding signage makes it clear they’ve arrived at the right place and allows them to park quickly and easily. They take the cruise-day tram to the SP Slip and take in the activity of the working waterfront while enjoying a casual lunch. They return to the cruise terminal for embarkation having enjoyed their extra time at San Pedro’s waterfront without the hassle of parking and reparking at multiple destinations.
Gateway Improvements

Port of LA Gateway Sign

Port of LA Smart Parking Pylon

Planting Beautification
Streetscape Design Toolkit

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

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

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

Within the toolkit, several elements can be installed quickly in a “pilot” fashion. This means that some improvements can be installed easily using temporary, creative materials and existing infrastructure to create quick-build versions of more long-term infrastructure. Keep an eye out for the traffic cone symbol throughout the Toolkit, which shows where the opportunities for pilot streetscape installations are.
Sidewalk Re-Pavement and Maintenance

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

New Sidewalks

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

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

San Pedro Waterfront Connectivity Plan
Pedestrian-scaled Lighting

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

Pilot Application

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

High-visibility Crosswalks

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

Pilot Application

Using traffic grade paint, colorful or artful ‘temporary’ high-visibility crosswalks can be implemented before longer-term thermoplastic paint is installed.
Curb Extensions

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

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

Traffic Calming Measures

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

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

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

Class IV Bikeways

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

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

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

Pilot Application

Mixed-use paths can be implemented in pilot format, within the roadway or residual spaces, using temporary bollards, landscaping in planters, and the like. In this case, it is also helpful to add art, wayfinding signage, and placemaking elements (e.g. bike repair, kiosks, work-out equipment, etc).

Class II Bike Lanes

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

Pilot Application

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

San Pedro Waterfront Connectivity Plan
Street Configuration

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

Bus Stop Configuration

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

Pilot Application

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

San Pedro Waterfront Connectivity Plan
Wayfinding Signage

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

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

Shading

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

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

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

**Pilot Application**
Using traffic grade paint, colorful or ‘temporary’ artful crosswalks can be implemented before longer-term thermoplastic paint is installed.

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**Linear Park**

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

**Pilot Application**
Linear parks can be implemented in pilot format, within the roadway or residual spaces, using temporary bollards, landscaping in planters, play equipment, and the like.
Implementation

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

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

The proposed project list includes rough order of magnitudes for probable costs. The estimates provide market-related, cost effectiveness projections for materials throughout the waterfront.
A phased implementation strategy will provide a roadmap for Port investment in years to come, ensuring successful realization of Connectivity Plan recommendations that maximizes the long-term benefits for the Port and the surrounding community.

Implementation:

- Develop a clear and realistic roadmap over the next 10 years for implementing the connectivity improvements in a phased manner
- Guide Port investment over the next 10 years
- Align stakeholder priorities, including the Port, the San Pedro community, and others
- Maximize impact and resources through strategic allocation of funding that aligns with an established roadmap
- Phased improvements over the next 10+ years will support and catalyze development opportunities at San Pedro’s waterfront
Phased improvements over the next 10+ years will support and catalyze development opportunities at San Pedro’s waterfront. The earliest phase focuses on improvements that are already in the pipeline or are higher priority projects, from years 0-5. Phase 2 focuses on improvements that have a demand today, from years 5-10. Phase 3 focuses on improvements that have higher demand in the future, from year 10 and beyond. Generally, Phase 1 focuses on preparing the West Harbor and Downtown neighborhoods for the opening of West Harbor. Subsequent phases build out connectivity in surrounding neighborhoods and throughout the waterfront. In the diagram on the following page, the size of the circles are relative to an approximate number of recommendations.

Phasing Timeline

<table>
<thead>
<tr>
<th>Phase 1</th>
<th>Years 0-5</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Implement connectivity improvements that service existing users on the waterfront and the existing development pipeline</td>
<td></td>
</tr>
<tr>
<td>• Leverage existing infrastructure</td>
<td></td>
</tr>
<tr>
<td>• Implement pilot/experimental improvements and activations to inform future investment</td>
<td></td>
</tr>
<tr>
<td>• Concentrate improvements in highest traffic and highest impact areas, including the Inner Harbor</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phase 2</th>
<th>Years 5-10</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Invest in connectivity improvements that support future pipeline for uses that have trending demand today, including retail and hotel</td>
<td></td>
</tr>
<tr>
<td>• Implement high investment improvements for which planning took place in Phase 1</td>
<td></td>
</tr>
<tr>
<td>• Expand improvements beyond core areas, building out infrastructure to improve connectivity throughout the waterfront and in surrounding areas.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phase 3</th>
<th>Years 10+</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Implement connectivity improvements to support uses that may develop demand in the future (such as creative office) once other uses are more established</td>
<td></td>
</tr>
<tr>
<td>• Continue to implement Phase 1 plans and build on Phase 2 progress</td>
<td></td>
</tr>
</tbody>
</table>
Activation Phasing

Phase 1 (0-5 Years)

Phase 2 (5-10 Years)

Phase 3 (10+ Years)
### Market Conditions

Advancing implementation of connectivity improvements across phases will depend on suitable market conditions. Key market metrics will indicate when the Port should progress with continued investments. These metrics include stabilization of current developments, reviewing trending demands, and revisiting demand needs in the future. These metrics follow the same phases highlighted in the Phasing Timeline on the previous page.

#### Phase 1
**Years 0–5**
- Implement connectivity improvements that service existing users on the waterfront and the existing development pipeline

**Metrics of Success**
- Stabilization of West Harbor, indicated by:
  - Complete tenanting
  - Stabilized sales volume

#### Phase 2
**Years 5–10**
- Invest in connectivity improvements that support future pipeline for uses that have trending demand today, including retail and hotel

**Metrics of Success**
- Stabilization of local hotel market, indicated by:
  - Average hotel occupancy exclusive of cruise days at 75–80% or above*
  - Signs of recovery of local retail and office market, indicated by:
    - Investment in new retail and office product
    - Increasing rents

*Thresholds based on pre-Covid hotel and office occupancy rates in Long Beach, a comparable but aspirational market in relation to San Pedro’s waterfront.

#### Phase 3
**Years 10+**
- Implement connectivity improvements to support uses that may develop demand in the future (such as creative office) once other uses are more established

**Metrics of Success**
- Stabilization of local office market, indicated by:
  - Average office occupancy of 85–90% or above*
**Partners & Funding**

Although the Port will be the primary leader in implementing the Connectivity Plan, partnerships with key stakeholders will be important in order to execute a comprehensive vision for the waterfront. These partnerships can include the San Pedro PBID, LA Metro, LADOT, cruise operators, non-profits, and private operators. Through the Port’s Public Access Investment Plan (PAIP), a total of $125 million are estimated to be available for improvements across Port property over the next five years, with $62.5 million available for San Pedro’s waterfront; the remaining half is utilized by Wilmington’s waterfront.

<table>
<thead>
<tr>
<th></th>
<th>Phase 1</th>
<th>Phase 2</th>
<th>Phase 3</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Year 1</td>
<td>Year 2</td>
<td>Year 3</td>
</tr>
<tr>
<td><strong>Total PAIP Allocation</strong></td>
<td></td>
<td>$125M</td>
<td></td>
</tr>
<tr>
<td><strong>Wilmington Allocation</strong></td>
<td>$12.5M</td>
<td>$12.5M</td>
<td>$12.5M</td>
</tr>
<tr>
<td><strong>San Pedro Allocation</strong></td>
<td>$12.5M</td>
<td>$12.5M</td>
<td>$12.5M</td>
</tr>
</tbody>
</table>

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

---

San Pedro’s Waterfront Connectivity Plan | Implementation
The implementation plan identifies phasing for the six categories of connectivity recommendations. The projects are organized in two different manners. The first layout is by individual connectivity elements. The second layout is by phase prioritization. Phase prioritization is led by the current development pipeline and future market conditions, as described in the implementation strategy. The six categories for connectivity recommendations include:

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

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

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

**Open Space:** Beautification, park improvements, and micromobility hubs

**Public Art:** Public art master plan, sculpture park, and art installation

**Wayfinding:** Upgrades to signage, gateway improvements, and digital tools
## Motorized Connectivity Projects

**Phase 1 Improvements (Years 0-5)**

Phase 1 motorized connectivity recommendations are focused on major roadway improvements as well as developing a parking strategy for future phases.

<table>
<thead>
<tr>
<th>Connectivity Category</th>
<th>Recommendation</th>
<th>Estimated Cost Range</th>
<th>Potential Implementation Entity(s)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadways</td>
<td>Harbor Blvd Improvements (San Pedro Slip to 22nd Street)</td>
<td>$$$$$$</td>
<td>Port of LA, LADOT</td>
<td>Includes significant roadway improvements like additional lanes, curbs, gutters, trees, and other infrastructure</td>
</tr>
<tr>
<td></td>
<td>Signal Street Improvements</td>
<td>$$$$$</td>
<td>Port of LA, AltaSea</td>
<td>Improvements include street, curb and gutter, lighting, overhead power relocation and a new fiber network</td>
</tr>
<tr>
<td></td>
<td>22nd Street Complete Street Improvements</td>
<td>$$$$$</td>
<td>Port of LA</td>
<td>Includes wider sidewalks, bicycle lanes, safe and accessible transit stops, shade, art and wayfinding</td>
</tr>
<tr>
<td></td>
<td>Event Traffic Management Plan</td>
<td>$$</td>
<td>Port of LA, West Harbor</td>
<td>Analysis and planning for implementation</td>
</tr>
<tr>
<td>Parking</td>
<td>22nd Street Surface Lot Expansion</td>
<td>$$$$</td>
<td>Port of LA</td>
<td>Assumes 500-600 new stalls</td>
</tr>
<tr>
<td></td>
<td>Smart Parking Signage &amp; Parking Demand Infrastructure</td>
<td>$$</td>
<td>Port of LA</td>
<td>Assumes about 10-15 smart parking signs</td>
</tr>
<tr>
<td></td>
<td>Parking Management Strategies</td>
<td>$$</td>
<td>Port of LA</td>
<td>Planning effort only, does not include implementation</td>
</tr>
<tr>
<td></td>
<td>Inner Harbor Cruise Ship Terminal Surface Parking (USS Iowa Relocation)</td>
<td>$$$$</td>
<td>Port of LA, Cruise Operators</td>
<td>Improvements include resurfacing, striping, and potential demolition</td>
</tr>
<tr>
<td></td>
<td>Revenue Control Equipment</td>
<td>$$</td>
<td>Port of LA</td>
<td>Assumes about 15-35 kiosks</td>
</tr>
<tr>
<td>Public Transit</td>
<td>7th Street &amp; Pacific Avenue Transit Hub</td>
<td>$$$$</td>
<td>Port of LA, LADOT, Metro, PBID</td>
<td>Includes benches, bus and trolley shelters, trees, lighting, wayfinding and other road infrastructure</td>
</tr>
<tr>
<td></td>
<td>Upgraded Transit Stops</td>
<td>$$$$</td>
<td>Port of LA, Metro, LADOT, PV Transit</td>
<td>Assumes 20 transit stops</td>
</tr>
<tr>
<td>Trolley/Tram</td>
<td>Trolley Branding</td>
<td>$$</td>
<td>Port of LA, PBID</td>
<td>Includes branding at trolley stops, engaging graphics, and clear stop locations and schedules</td>
</tr>
</tbody>
</table>
Motorized Connectivity Projects Continued

Phase 2 Improvements (Years 5-10)

Phase 2 motorized connectivity recommendations are focused on the implementation of additional improvements that facilitate travel along Harbor Boulevard, develop a hub for public transit, and support Cruise Ship Terminal parking.

<table>
<thead>
<tr>
<th>Connectivity Category</th>
<th>Recommendation</th>
<th>Estimated Cost Range</th>
<th>Potential Implementation Entity(s)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadways</td>
<td>Harbor Boulevard Additional Travel Lanes</td>
<td>$$$$$</td>
<td>Port of LA, LADOT</td>
<td>Includes significant roadway improvements like additional lanes, curbs, gutters, trees, and other infrastructure</td>
</tr>
<tr>
<td></td>
<td>Access to the Beach District</td>
<td>$$</td>
<td>Port of LA</td>
<td>Includes intersection improvements and potential curb and gutter work, assumes new traffic signal is not included</td>
</tr>
<tr>
<td>Parking</td>
<td>Inner Harbor Cruise Ship Terminal Parking Structure(s)</td>
<td>$$$$$</td>
<td>Port of LA, Cruise Operators</td>
<td>Assumes a 3 story structure</td>
</tr>
<tr>
<td>Trolley/Tram</td>
<td>Trolley Service Updates</td>
<td>$$</td>
<td>Port of LA, PBID</td>
<td>Study and implementation of stops and frequency</td>
</tr>
<tr>
<td></td>
<td>Trolley Special Operations Plan for Event Management</td>
<td>$$</td>
<td>Port of LA, PBID</td>
<td>Study and implementation of event management</td>
</tr>
<tr>
<td></td>
<td>Trolley Stop Amenities</td>
<td>Physical:</td>
<td>Port of LA, PBID</td>
<td>Includes benches, shelters trash cans, and lighting</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Digital service:</td>
<td>Port of LA, PBID</td>
<td>Includes fleet management apps</td>
</tr>
</tbody>
</table>
## Motorized Connectivity Projects Continued

### Phase 3 Improvements (Years 10+)

Phase 3 motorized connectivity recommendations are focused on creating transportation hubs like the creation of a Regional Mobility Hub and a trolley center. After a period of study and observation during Phase 1 and 2, a smart demand parking system should also be implemented.

<table>
<thead>
<tr>
<th>Connectivity Category</th>
<th>Recommendation</th>
<th>Estimated Cost Range</th>
<th>Potential Implementation</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Roadways</strong></td>
<td>Via Cabrillo- Marina &amp; Shoshonean Road Intersection Traffic Circle</td>
<td>$$$$</td>
<td>Port of LA</td>
<td>Reconstruction of a portion of the adjacent parking lot which requires curb and gutter reconfiguration</td>
</tr>
<tr>
<td><strong>Public Transit</strong></td>
<td>Regional Transit Hub</td>
<td>$$</td>
<td>Port of LA, LADOT, Metro, PBID</td>
<td>Includes benches, bus and trolley shelters, trees, lighting, wayfinding and other road infrastructure; assumes roadway improvements are not included</td>
</tr>
<tr>
<td><strong>Parking</strong></td>
<td>Bluff Parking Structure</td>
<td>$$$</td>
<td>Port of LA</td>
<td>Assumes a 3 story structure</td>
</tr>
<tr>
<td></td>
<td>Implement Smart Demand Parking System</td>
<td>$$</td>
<td>Port of LA</td>
<td>Continued parking management strategies and smart demand parking at a grander scale</td>
</tr>
<tr>
<td><strong>Trolley/Tram</strong></td>
<td>Trolley Linkage/Intermodal Center</td>
<td>$$ $$</td>
<td>Port of LA, PBID</td>
<td>Transit center includes a parking deck and off street bus bays</td>
</tr>
<tr>
<td></td>
<td>Wilmington Extension</td>
<td>Electric: $$ $$</td>
<td>Port of LA</td>
<td>Trolley stop and two vehicles</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Non-electric: $$</td>
<td>Port of LA</td>
<td>Trolley stop and two vehicles</td>
</tr>
<tr>
<td></td>
<td>Cruise Ship Terminal &amp; Event Parking Tram</td>
<td>Electric: $$ $$</td>
<td>Port of LA, Cruise Operators</td>
<td>Cost includes trolley stop and two vehicles</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Non-electric: $$</td>
<td>Port of LA, Cruise Operators</td>
<td>Cost includes trolley stop and two vehicles</td>
</tr>
<tr>
<td></td>
<td>Historic Trolley Attraction</td>
<td>$$ $$ $$</td>
<td>Port of LA, PBID</td>
<td>Includes two new historic style cars along a new rail line</td>
</tr>
</tbody>
</table>
## Non-Motorized Connectivity Projects

### Phase 1 Improvements (Years 0-5)

Phase 1 non-motorized connectivity recommendations are focused on lighter touch improvements, planning activities, and improvements in high traffic and high impact areas of the waterfront.

<table>
<thead>
<tr>
<th>Connectivity Category</th>
<th>Recommendation</th>
<th>Estimated Cost Range</th>
<th>Potential Implementation Entity(s)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle Path</td>
<td>Harbor Boulevard Bike Path: Lane Relocation to Promenade</td>
<td>$$$$</td>
<td>Port of LA</td>
<td>Assumes 1.7 miles</td>
</tr>
<tr>
<td></td>
<td>Crescent Avenue &amp; Miner Street Bikeway</td>
<td>$$$$</td>
<td>Port of LA, City of LA</td>
<td>Assumes .75 miles</td>
</tr>
<tr>
<td>Promenade</td>
<td>Promenade at S.P. Slip</td>
<td>$$$$$</td>
<td>Port of LA</td>
<td>Includes pedestrian amenities like seating, shade trees, new paving, lighting, waterfront access, and stepped seating; cost includes open space; assumes .3 miles</td>
</tr>
<tr>
<td>Pedestrian Connectors</td>
<td>1st &amp; Harbor Pedestrian Intersection Crossing Pilot Project</td>
<td>$$</td>
<td>LADOT, Port of LA</td>
<td>Includes curb extensions, ramps, artful crosswalks, striping, wayfinding, art, and bike lane striping</td>
</tr>
<tr>
<td></td>
<td>Harbor Boulevard Pedestrian Intersection Improvements at 5th, 6th, and 7th Streets</td>
<td>$$$$$</td>
<td>LADOT, Port of LA</td>
<td>Includes cost for 3 intersections</td>
</tr>
<tr>
<td></td>
<td>Downslope Trail near Bloch Field</td>
<td>$$</td>
<td>Port of LA</td>
<td>Includes ADA access improvements, pavement, and a new connection to Rail to Trail route</td>
</tr>
<tr>
<td></td>
<td>22nd Street Gateway Pedestrian Amenities</td>
<td>$$</td>
<td>Port of LA</td>
<td>Includes signage, wayfinding, benches, shade, and art</td>
</tr>
<tr>
<td></td>
<td>Harbor Boulevard Streetscape: Lighting and Signal Upgrades</td>
<td>$$$$$</td>
<td>LADOT, Port of LA</td>
<td>Assumes lighting, utility, and signal upgrades along Harbor Boulevard</td>
</tr>
<tr>
<td></td>
<td>Cabrillo Beach Pedestrian Improvements</td>
<td>$$</td>
<td>Port of LA</td>
<td>Assumes two new paths through the parking lot and new amenities to existing paths such as benches, lighting, trash receptacles, and shade</td>
</tr>
<tr>
<td></td>
<td>Proposed Coastal Trail Improvements</td>
<td>$$$$$</td>
<td>Port of LA, Nonprofit</td>
<td>Priority areas includes ADA access improvements, pavement, and new connections</td>
</tr>
<tr>
<td></td>
<td>Gulch Road Sidewalk and Improved Crossing</td>
<td>$$</td>
<td>LADOT, Port of LA</td>
<td>Includes sidewalk, curb, and gutter on one side of roadway; assumes .15 miles of roadway</td>
</tr>
<tr>
<td></td>
<td>Crescent Avenue ADA-compliant Sidewalk and Connection to 22nd Street Park</td>
<td>$$</td>
<td>LADOT, Port of LA</td>
<td>Includes new ADA compliant material and additional paths through the park</td>
</tr>
</tbody>
</table>
## Non-Motorized Connectivity Projects Continued

### Phase 2 Improvements (Years 5-10)

Phase 2 non-motorized connectivity improvements focus on investments beyond the Inner Harbor and connections to the San Pedro neighborhood.

<table>
<thead>
<tr>
<th>Connectivity Category</th>
<th>Recommendation</th>
<th>Estimated Cost Range</th>
<th>Potential Implementation</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle Path</td>
<td>Rail to Trail Harbor Boulevard to Miner Street Connector</td>
<td>$$$$$</td>
<td>Port of LA</td>
<td>Assumes bicycle and pedestrian improvements, assumes .3 miles</td>
</tr>
<tr>
<td></td>
<td>22nd Street Park to Crafted/Brouwerji West Connections</td>
<td>$$</td>
<td>Port of LA</td>
<td>Assumes improved circulation and signage</td>
</tr>
<tr>
<td></td>
<td>Dave Arian Way Bike Path (Class I)</td>
<td>$$</td>
<td>Port of LA</td>
<td>Assumes .7 miles</td>
</tr>
<tr>
<td></td>
<td>Swinford Street Bicycle &amp; Pedestrian Connections</td>
<td>$$</td>
<td>LADOT, Port of LA,</td>
<td>Assumes bike lane striping and clear signage at the intersection</td>
</tr>
<tr>
<td></td>
<td>W. O'Farrell Street Bicycle &amp; Pedestrian Connections</td>
<td>$$</td>
<td>LADOT, Port of LA</td>
<td>Assumes bike lane striping and clear signage at the intersection</td>
</tr>
<tr>
<td></td>
<td>9th Street and Beacon Street Bicycle &amp; Pedestrian Connections</td>
<td>$$</td>
<td>LADOT, Port of LA</td>
<td>Assumes bike lane striping and clear signage at the intersection</td>
</tr>
<tr>
<td></td>
<td>White Point Regional Connector Trail</td>
<td>$$$$$</td>
<td>LADOT</td>
<td>Includes addition of regional trail network with varying improvements</td>
</tr>
<tr>
<td></td>
<td>Pacific Ave Bikeway</td>
<td>$$$$$</td>
<td>LADOT</td>
<td>Assumes 3 miles</td>
</tr>
<tr>
<td>Promenade</td>
<td>Main Channel Promenade at Alta Sea</td>
<td>$$</td>
<td>Port of LA, AltaSea</td>
<td>Includes pedestrian amenities like seating, shade trees, new paving, lighting, waterfront access, and stepped seating; cost includes open space; assumes .4 miles</td>
</tr>
<tr>
<td>Pedestrian Connectors</td>
<td>Bluff Linkages with Bridge Connector for 10th, 11th, 12th, and 13th Streets for pedestrians and bicycles</td>
<td>$$$$$</td>
<td>LADOT, Port of LA</td>
<td>Includes paths or bridges from 10th, 11th, 12th, and 13th Streets; does not include the parking infrastructure; includes bicycle path</td>
</tr>
<tr>
<td></td>
<td>W. O'Farrell Street Pedestrian Crossing/Gateway</td>
<td>$$</td>
<td>LADOT, Port of LA</td>
<td>Includes pedestrian amenities like seating, shade trees, new paving, lighting, waterfront access, and stepped seating; cost includes open space; assumes .3 miles</td>
</tr>
<tr>
<td></td>
<td>Swinford Street Pedestrian Ramp</td>
<td>$$</td>
<td>LADOT, Port of LA</td>
<td>Includes paving and infrastructure improvements, pavement markings, and curb work</td>
</tr>
<tr>
<td></td>
<td>22nd Street Parking Lot Connections</td>
<td>$$</td>
<td>Port of LA</td>
<td>Includes paving, pavement markings, and curb work</td>
</tr>
</tbody>
</table>
## Water Connectivity Projects

### Phase 1 Improvements (Years 0-5)

Phase 1 and 2 water connectivity improvements are focused on the use of existing infrastructure for water taxi and recreational use and water taxi stops that service existing users and event users.

<table>
<thead>
<tr>
<th>Connectivity Category</th>
<th>Recommendation</th>
<th>Estimated Cost Range</th>
<th>Potential Implementation</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Water Access &amp; Recreation</td>
<td>Berth 44 Boatyard</td>
<td>-</td>
<td>Port of LA</td>
<td>Currently underway</td>
</tr>
<tr>
<td></td>
<td>Los Angeles Maritime Museum Relocation</td>
<td>-</td>
<td>Port of LA, non-profit</td>
<td>Cost dependent on future program</td>
</tr>
</tbody>
</table>

### Phase 2 Improvements (Years 5-10)

<table>
<thead>
<tr>
<th>Connectivity Category</th>
<th>Recommendation</th>
<th>Estimated Cost Range</th>
<th>Potential Implementation</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Water Access &amp; Recreation</td>
<td>Hand-Launch Dock at Cabrillo Boat Launch</td>
<td>$$$</td>
<td>Port of LA, Marina Operators</td>
<td>Assumes connecting to existing boat launch; cost dependent on demand and operator/tenant needs</td>
</tr>
<tr>
<td></td>
<td>Hand-Launch Dock at Whalers Walk</td>
<td>$$$</td>
<td>Port of LA, Marina Operators</td>
<td>Assumes connecting to existing dock; cost dependent on demand and operator/tenant needs</td>
</tr>
<tr>
<td></td>
<td>Day Use Guest Docks at Cabrillo Marina</td>
<td>-</td>
<td>Port of LA, Marina Operators</td>
<td>Cost dependant on demand and operator/tenant needs</td>
</tr>
<tr>
<td>Water Taxi</td>
<td>Water Taxi Operations Plan</td>
<td>$</td>
<td>Port of LA, West Harbor, Cruise Operators, Catalina Express</td>
<td>Includes the operations plan only</td>
</tr>
<tr>
<td></td>
<td>Stop #1: West Harbor (Primary Use and Event Use)</td>
<td>$</td>
<td>Port of LA, West Harbor</td>
<td>Located at West Harbor's transient slip</td>
</tr>
<tr>
<td></td>
<td>Stop #2: Downtown Harbor (Primary Use)</td>
<td>$</td>
<td>Port of LA</td>
<td>Located at existing public and courtesy docks</td>
</tr>
<tr>
<td></td>
<td>Stop #3: Banning's Landing, Wilmington (Primary)</td>
<td>$$$</td>
<td>Port of LA</td>
<td>Located adjacent with Wilmington development</td>
</tr>
<tr>
<td></td>
<td>Stop #4: 22nd Street Landing/Cabrillo Way Marina (Primary Use)</td>
<td>$</td>
<td>Port of LA</td>
<td>Located at existing berth</td>
</tr>
<tr>
<td></td>
<td>Stop #5: Cabrillo Beach (Primary Use)</td>
<td>$$$$</td>
<td>Port of LA</td>
<td>Located near launch ramp</td>
</tr>
<tr>
<td></td>
<td>Stop #6: Cabrillo Marina (Event Use)</td>
<td>$</td>
<td>Port of LA, Marina Operators</td>
<td>Located at existing berth</td>
</tr>
<tr>
<td></td>
<td>Stop #7: World Cruise Center (Event Use)</td>
<td>$$$$$</td>
<td>Port of LA, Cruise Operators</td>
<td>Located at cruise terminal</td>
</tr>
</tbody>
</table>
### Water Connectivity Projects Continued

**Phase 3 Improvements (10+ Years)**

Phase 3 water connectivity improvements will provide water taxi service to the Outer Harbor and add additional public access points.

<table>
<thead>
<tr>
<th>Connectivity Category</th>
<th>Recommendation</th>
<th>Estimated Cost Range</th>
<th>Potential Implementation Entity(s)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Water Access &amp; Recreation</td>
<td>West Harbor Guest Day Expansion</td>
<td>-</td>
<td>Port of LA, West Harbor</td>
<td>Cost dependant on demand and operator/tenant needs</td>
</tr>
<tr>
<td></td>
<td>West Harbor Overnight Slips</td>
<td>-</td>
<td>Port of LA, West Harbor</td>
<td>Cost dependant on demand and operator/tenant needs</td>
</tr>
<tr>
<td></td>
<td>AltaSea Overnight Slips</td>
<td>-</td>
<td>Port of LA, AltaSea</td>
<td>Cost dependant on demand and operator/tenant needs</td>
</tr>
<tr>
<td>Water Taxi Stops</td>
<td>Water Taxi Stops Phase 2 (Infrastructural Upgrades)</td>
<td>$$$$$</td>
<td>Port of LA, West Harbor, Cruise Operators, Marina Operators</td>
<td>Upgrading the initial 7 stops that utilized existing infrastructure</td>
</tr>
<tr>
<td></td>
<td>Stop #8: Warehouse 1</td>
<td>$$$$$</td>
<td>Port of LA, developer</td>
<td>Located at existing or new dock</td>
</tr>
<tr>
<td></td>
<td>Stop #9: Outer Harbor Cruise Terminal</td>
<td>$$$$$</td>
<td>Port of LA, Cruise Operators</td>
<td>Located at the Outer Cruise Terminal</td>
</tr>
<tr>
<td></td>
<td>Stop #10: Water Taxi Connection to Long Beach</td>
<td>$</td>
<td>Port of LA, Port of Long Beach</td>
<td>Assumes connection to existing location in Long Beach</td>
</tr>
</tbody>
</table>

**Key:**
- $ = <$100K
- $$ = $100K - $500K
- $$$ = $500K - $1M
- $$$$ = $1M - $5M
- $$$$$ = $5M+
Open Space Connectivity Projects

Phase 1 Improvements (Years 0-5)

Phase 1 open space improvements will focus on open spaces in the Inner Harbor and spaces that will serve existing or forthcoming users, such as those at West Harbor or AltaSea.

<table>
<thead>
<tr>
<th>Connectivity Category</th>
<th>Recommendation</th>
<th>Estimated Cost Range</th>
<th>Potential Implementation Entity(s)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open Space</td>
<td>Harbor Boulevard Parkway Improvements (HACLA, 1st and 3rd)</td>
<td>-</td>
<td>Port of LA, HACLA</td>
<td>Currently under construction, includes flex space, multi-purpose lawn, children's play area, adult exercise area, picnic areas, and game tables</td>
</tr>
<tr>
<td></td>
<td>Harbor Boulevard Medians Turf Replacement &amp; Beautification</td>
<td>$$</td>
<td>Port of LA, LADOT</td>
<td>Includes 5 medians along Harbor Boulevard</td>
</tr>
<tr>
<td></td>
<td>Interstate 110 Harbor Approach Beautification</td>
<td>$$$</td>
<td>Port of LA, CalTrans</td>
<td>Currently underway</td>
</tr>
<tr>
<td></td>
<td>22nd Street Open Space at the East Channel/AltaSea</td>
<td>-</td>
<td>Port of LA, AltaSea</td>
<td>Assumes about 1 acre of development including stepped seating to the waterfront and pedestrian amenities like seating, shade, and art; cost assumed in pedestrian section</td>
</tr>
<tr>
<td></td>
<td>S.P. Slip Enhancements</td>
<td>-</td>
<td>Port of LA</td>
<td>Cost assumed in pedestrian section</td>
</tr>
<tr>
<td></td>
<td>John S. Gibson Jr. Park</td>
<td>$$</td>
<td>Port of LA</td>
<td>Includes planting, shade, benches and art</td>
</tr>
<tr>
<td></td>
<td>AngelsWalk LA Program Ongoing Developments</td>
<td>$$</td>
<td>Port of LA</td>
<td>Analysis and planning for implementation</td>
</tr>
<tr>
<td></td>
<td>Micromobility Hub at 22nd Street &amp; Miner Street</td>
<td>$$$</td>
<td>Port of LA</td>
<td>Assumes micromobility stalls, charging stations, sheltered bike racks and lockers, and open space</td>
</tr>
</tbody>
</table>

Funding Sources for Harbor Boulevard Parkway Improvements include HUD, City of LA Community Development Block Grand, County of LA, Measure A Grant Funds, HACLA

**$10.3M allocated to Front Street Beautification Project in 2023, expected completion in 2024**
Open Space Connectivity Projects Continued

Phase 2 Improvements (5-10 Years)

Phase 2 open space improvements will address connectivity needs beyond the Inner Harbor.

<table>
<thead>
<tr>
<th>Connectivity Category</th>
<th>Recommendation</th>
<th>Estimated Cost Range</th>
<th>Potential Implementation Entity(s)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open Space</td>
<td>Micromobility Hub at Downtown Harbor</td>
<td>$$$$</td>
<td>Port of LA</td>
<td>Assumes micromobility stalls, charging stations, sheltered bike racks and lockers, and open space</td>
</tr>
<tr>
<td></td>
<td>Bloch Field (South)</td>
<td>$$$</td>
<td>Port of LA</td>
<td>Cost dependent on determined program</td>
</tr>
<tr>
<td></td>
<td>San Pedro Salt Marsh Improvements</td>
<td>$$$</td>
<td>Port of LA, Cabrillo Marina Aquarium</td>
<td>Assumes new overlooks, access, and vegetation maintenance</td>
</tr>
<tr>
<td></td>
<td>Cabrillo Beach Improvements</td>
<td>$$</td>
<td>Port of LA</td>
<td>Includes amenities like shade, seating, vegetation, lighting, and access</td>
</tr>
<tr>
<td></td>
<td>Timm’s Point Enhancements</td>
<td>$</td>
<td>Port of LA</td>
<td>Assumes 7,000 SF of improvement and existing public restroom updates</td>
</tr>
</tbody>
</table>

Phase 3 Improvements (10+ Years)

<table>
<thead>
<tr>
<th>Connectivity Category</th>
<th>Recommendation</th>
<th>Estimated Cost Range</th>
<th>Potential Implementation Entity(s)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open Space</td>
<td>Micromobility Hub at Cabrillo Beach</td>
<td>$$$$</td>
<td>Port of LA</td>
<td>Assumes micromobility stalls, charging stations, sheltered bike racks and lockers, and open space</td>
</tr>
<tr>
<td></td>
<td>World Cruise Center Public Improvements</td>
<td>$$$</td>
<td>Port of LA, Cruise Operators</td>
<td>Cost dependent on demand and operator/tenant needs</td>
</tr>
<tr>
<td></td>
<td>Warehouse 1 Site Improvements</td>
<td>$$</td>
<td>Port of LA, developer</td>
<td>Assumes 1.2 acres of improvements</td>
</tr>
</tbody>
</table>
# Public Art Projects

## Phase 1 Improvements (Years 0-5)

Early phase public art improvements will be concentrated at 22nd Street Park and at the gateways to the waterfront.

<table>
<thead>
<tr>
<th>Connectivity Category</th>
<th>Recommendation</th>
<th>Estimated Cost Range</th>
<th>Potential Implementation Entity(s)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Art</td>
<td>22nd Street Park Sculpture Park (Phase 1)</td>
<td>$$$$</td>
<td>Port of LA, Nonprofit</td>
<td>Assumes smaller scale art installations or one central art piece at 22nd Street Park</td>
</tr>
<tr>
<td></td>
<td>Waterfront Gateway Art Installations, including 22nd Street, Harbor Boulevard at the Freeway, 6th Street</td>
<td>$$$$$</td>
<td>Port of LA, Nonprofit</td>
<td>Includes three Gateway Art Installations that are large and recognizable from afar</td>
</tr>
<tr>
<td></td>
<td>LA Waterfront Public Art Master Plan</td>
<td>$$</td>
<td>Port of LA, Nonprofit</td>
<td>Analysis and planning for implementation</td>
</tr>
</tbody>
</table>

## Phase 2 Improvements (Years 5-10)

<table>
<thead>
<tr>
<th>Connectivity Category</th>
<th>Recommendation</th>
<th>Estimated Cost Range</th>
<th>Potential Implementation Entity(s)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Art</td>
<td>22nd Street Park Sculpture Park (Phase 2)</td>
<td>$$$$$</td>
<td>Port of LA, Nonprofit</td>
<td>Assumes larger scale art installations, expanding on Phase 1</td>
</tr>
<tr>
<td></td>
<td>Ongoing implementation of LA Waterfront Public Art Master Plan</td>
<td>$$</td>
<td>Port of LA, Nonprofit</td>
<td>Revisiting the Art Master Plan for implementation</td>
</tr>
</tbody>
</table>

## No Phase 3 Improvements (10+ Years)
### Wayfinding Projects

#### Phase 1 Improvements (Years 0-5)

Wayfinding improvements will be prioritized in early phases to support better navigation of the waterfront by pedestrians, drivers, and bikers.

<table>
<thead>
<tr>
<th>Connectivity Category</th>
<th>Recommendation</th>
<th>Estimated Cost Range</th>
<th>Potential Implementation Entity(s)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wayfinding</td>
<td>LA Waterfront Signage Master Plan</td>
<td>$S$</td>
<td>Port of LA</td>
<td>Analysis and planning for implementation</td>
</tr>
<tr>
<td></td>
<td>LA Waterfront Gateway Signage</td>
<td>$$ $$ $$ $$</td>
<td>Port of LA, City of LA</td>
<td>Includes three gateway signage installations that are large and recognizable from afar; can be combined with gateway art</td>
</tr>
<tr>
<td></td>
<td>Digital Tools (Website and App)</td>
<td>$S$</td>
<td>Port of LA</td>
<td>Assumes initial set-up only</td>
</tr>
<tr>
<td></td>
<td>Vehicle Directional Signage</td>
<td>$$ $$ $$ $$</td>
<td>Port of LA</td>
<td>Assumes complete overhaul of existing signage for a complete re-fresh</td>
</tr>
<tr>
<td></td>
<td>Pedestrian &amp; Bicycle Directions and Signage</td>
<td>$$ $$ $$ $$</td>
<td>Port of LA</td>
<td>Assumes complete overhaul of existing signage for a complete re-fresh</td>
</tr>
</tbody>
</table>

### No Phase 2 Improvements (Years 5-10)

### No Phase 3 Improvements (10+ Years)
## Phase 1 Prioritization

### Phase 1 (Year 0-1) Improvements (West Harbor Supportive)

Improvements implemented in Year 1 should focus on interventions that support the opening of West Harbor and prepare the immediate area for increased traffic.

<table>
<thead>
<tr>
<th>Category</th>
<th>Improvement</th>
<th>Phase 1 (Year 0-1) Action Summary</th>
<th>Total Cost Range*</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Motorized Connectivity</strong></td>
<td>Roadways</td>
<td>Harbor Blvd Improvements (San Pedro Slip to 22nd Street)</td>
<td>$$$$$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Event Traffic Management Plan</td>
<td>$</td>
</tr>
<tr>
<td><strong>Non-Motorized Connectivity</strong></td>
<td>Bicycle Path</td>
<td>Harbor Boulevard Bike Path: Lane Relocation to Promenade</td>
<td>$$$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Crescent Avenue &amp; Miner Street Bikeway</td>
<td>$$$</td>
</tr>
<tr>
<td></td>
<td>Pedestrian Connectors</td>
<td>22nd Street Gateway Pedestrian Amenities</td>
<td>$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1st &amp; Harbor Pedestrian Intersection Crossing Pilot Project</td>
<td>$</td>
</tr>
<tr>
<td><strong>Water Connectivity</strong></td>
<td>Public Water Access &amp; Recreation</td>
<td>Berth 44 Boatyard</td>
<td>-</td>
</tr>
<tr>
<td><strong>Open Space</strong></td>
<td>Open Space</td>
<td>Interstate 110 Harbor Approach Beautification</td>
<td>$$$$$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>S.P. Slip Enhancements</td>
<td>-</td>
</tr>
<tr>
<td><strong>Public Art</strong></td>
<td>Public Art</td>
<td>Waterfront Gateway Art Installations, including 22nd Street, Harbor Blvd, and 6th Street</td>
<td>$$$$$</td>
</tr>
<tr>
<td><strong>Wayfinding</strong></td>
<td>Wayfinding</td>
<td>LA Waterfront Gateway Signage</td>
<td>$$$$$</td>
</tr>
</tbody>
</table>

*Cost ranges for non-motorized connectivity are per mile costs.
### Additional Phase 1 Improvements

**Phase 1 (Year 2-5) Improvements (Activation of 22nd Street and AltaSea)**

Years 2-5 should focus on building out improvements to increase connectivity and accessibility in the area surrounding 22nd Street Park and AltaSea.

<table>
<thead>
<tr>
<th>Category</th>
<th>Improvement</th>
<th>Phase 1 (Year 2-5) Action Summary</th>
<th>Total Cost Range*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorized Connectivity</td>
<td>Roadways</td>
<td>Signal Street Improvements and 22nd Street Complete Street Improvements</td>
<td>$$$$$</td>
</tr>
<tr>
<td></td>
<td>Parking</td>
<td>22nd Street Surface Lot Expansion</td>
<td>$$$$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Smart Parking Signage &amp; Parking Demand Infrastructure</td>
<td>$$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Parking Management Strategies</td>
<td>$$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Inner Harbor Cruise Ship Terminal Surface Parking (USS Iowa Relocation)</td>
<td>$$$$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Revenue Control Equipment</td>
<td>$$</td>
</tr>
<tr>
<td>Public Transit</td>
<td>7th Street &amp; Pacific Avenue Transit Hub</td>
<td></td>
<td>$$$$</td>
</tr>
<tr>
<td></td>
<td>Upgraded Transit Stops</td>
<td></td>
<td>$$$$</td>
</tr>
<tr>
<td>Trolley/Tram</td>
<td>Trolley Branding</td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>Non-Motorized Connectivity</td>
<td>Promenade</td>
<td>Promenade at S.P. Slip</td>
<td>$$$$$</td>
</tr>
<tr>
<td>Pedestrian Connectors</td>
<td>Cabrillo Beach and Coastal Trail Improvements</td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td></td>
<td>Improved crossings and sidewalks at Gulch Road and Crescent Avenue</td>
<td></td>
<td>$$$</td>
</tr>
<tr>
<td></td>
<td>Downslope Trail near Bloch Field</td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td></td>
<td>Harbor Boulevard Streetscape: Lighting and Signal Upgrades</td>
<td></td>
<td>$$$$</td>
</tr>
</tbody>
</table>

*Cost ranges for non-motorized connectivity are per mile costs.*
## Additional Phase 1 Improvements

### Phase 1 (Year 2-5) Improvements (Activation of 22nd Street and AltaSea)

Years 2-5 should focus on building out the improvements to increase connectivity and accessibility in the area surrounding 22nd Street Park and AltaSea.

<table>
<thead>
<tr>
<th>Category</th>
<th>Improvement</th>
<th>Phase 1 (Year 2-5) Action Summary</th>
<th>Total Cost Range*</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Water Connectivity</strong></td>
<td>Public Water Access &amp; Recreation</td>
<td>Los Angeles Maritime Museum Relocation</td>
<td>-</td>
</tr>
<tr>
<td><strong>Open Space</strong></td>
<td>Open Space</td>
<td>Harbor Boulevard Parkway Improvements (HACLA, 1st and 3rd)</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Harbor Boulevard Medians Turf Replacement &amp; Beautification</td>
<td>$S$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>22nd Street Open Space at the East Channel/AltaSea</td>
<td>$SSS$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>John S. Gibson Jr. Park</td>
<td>$SS$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>AngelsWalk LA Program Ongoing Developments</td>
<td>$S$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Micromobility Hub at Downtown Harbor</td>
<td>$SSSS$</td>
</tr>
<tr>
<td><strong>Public Art</strong></td>
<td>Public Art</td>
<td>LA Waterfront Public Art Master Plan</td>
<td>$S$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>22nd Street Park Sculpture Park (Phase 1)</td>
<td>$SSSSS$</td>
</tr>
<tr>
<td><strong>Wayfinding</strong></td>
<td>Wayfinding</td>
<td>LA Waterfront Signage Master Plan</td>
<td>$S$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LA Waterfront Gateway Signage</td>
<td>$SSSS$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Digital Tools (Website and App)</td>
<td>$S$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Vehicle Directional Signage</td>
<td>$SSSS$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Pedestrian &amp; Bicycle Directions and Signage</td>
<td>$SSSSS$</td>
</tr>
</tbody>
</table>

Key:
- $ = <$100K
- $S$ = $100K - $500K
- $SS$ = $500K - $1M
- $SSS$ = $1M - $5M
- $SSSS$ = $5M+
**Later Phases Improvements**

**Phase 2-3 (Year 5+) Improvements (Building on Phase 1 Improvements, build-out of Cabrillo Beach and Cruise Center)**

Investments in later phases, after year 5, are focused on connecting Cabrillo Beach and the Cruise Center to improvements in Phase 1. Phase 2 and 3 interventions feature more intensive infrastructure investments.

<table>
<thead>
<tr>
<th>Category</th>
<th>Improvement</th>
<th>Phase 2/3 (Year 5+) Action Summary</th>
<th>Total Cost Range*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorized Connectivity</td>
<td>Roadways</td>
<td>Harbor Boulevard Additional Travel Lanes</td>
<td>$$$$$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Access to the Beach District</td>
<td>$$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Via Cabrillo-Marina &amp; Shoshonean Road Intersection Traffic Circle</td>
<td>$$</td>
</tr>
<tr>
<td>Public Transit</td>
<td>Regional Mobility Hub</td>
<td></td>
<td>$$$</td>
</tr>
<tr>
<td>Parking</td>
<td>Inner Harbor Cruise Ship Terminal Parking Structure(s)</td>
<td></td>
<td>$$$$$</td>
</tr>
<tr>
<td></td>
<td>Bluff Parking Structure</td>
<td></td>
<td>$$$$</td>
</tr>
<tr>
<td></td>
<td>Implement Smart Demand Parking System</td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td>Trolley/Tram</td>
<td>Trolley Service Updates</td>
<td></td>
<td>$$</td>
</tr>
<tr>
<td></td>
<td>Trolley Special Operations Plan for Event Management</td>
<td></td>
<td>$</td>
</tr>
<tr>
<td></td>
<td>Trolley Stop Amenities</td>
<td></td>
<td>$</td>
</tr>
<tr>
<td></td>
<td>Trolley Linkage/Intermodal Center</td>
<td></td>
<td>$$$$</td>
</tr>
<tr>
<td></td>
<td>Wilmington Extension</td>
<td></td>
<td>$$$</td>
</tr>
<tr>
<td></td>
<td>Cruise Ship Terminal &amp; Event Parking Tram</td>
<td></td>
<td>$$$</td>
</tr>
<tr>
<td></td>
<td>Historic Trolley Attraction</td>
<td></td>
<td>$$$$$</td>
</tr>
</tbody>
</table>

Key:
- $ = <$100K
- $$ = $100K - $500K
- $$$ = $500K - $1M
- $$$$ = $1M - $5M
- $$$$$ = $5M+
Later Phases Improvements

In Phase 2 and 3, additional bicycle paths and pedestrian connectors enhance connectivity throughout the waterfront. For water connectivity, Phase 2 and 3 completes water taxi stops and upgrades docks for overnight use.

<table>
<thead>
<tr>
<th>Category</th>
<th>Improvement</th>
<th>Phase 2/3 (Year 5+) Action Summary</th>
<th>Total Cost Range*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non-Motorized Connectivity</td>
<td>Bicycle Path</td>
<td>Rail to Trail Harbor Boulevard to Miner Street Connector</td>
<td>$$$$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>22nd Street Park to Crafted/Brouwerji West Connections</td>
<td>$$$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Dave Arian Way Bike Path (Class I)</td>
<td>$$$$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Swinford Street Bicycle &amp; Pedestrian Connections</td>
<td>$$$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>W. O’Farrell Street Bicycle &amp; Pedestrian Connections</td>
<td>$$$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>9th Street and Beacon Street Bicycle &amp; Pedestrian Connections</td>
<td>$$$</td>
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<tr>
<td></td>
<td></td>
<td>White Point Regional Connector Trail</td>
<td>$$$$$</td>
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<tr>
<td></td>
<td></td>
<td>Pacific Ave Bikeway</td>
<td>$$$$$</td>
</tr>
<tr>
<td>Promenade</td>
<td></td>
<td>Main Channel Promenade at Alta Sea</td>
<td>$$$</td>
</tr>
<tr>
<td>Pedestrian Connectors</td>
<td></td>
<td>Bluff Linkages with Bridge Connector for 10th, 11th, 12th, and 13th Streets for Pedestrians and Bicycles</td>
<td>$$$$</td>
</tr>
<tr>
<td>Water Connectivity</td>
<td>Water Taxi Stops</td>
<td>Water Taxi Operations Plan</td>
<td>$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Water Taxi Stops Phases 2 &amp; 3 (10 total)</td>
<td>$$$$$</td>
</tr>
<tr>
<td>Public Water Access &amp; Recreation</td>
<td></td>
<td>Hand-Launch Dock at Cabrillo Boat Launch and Whalers Walk</td>
<td>$$$$$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Day Use Guest Docks at Cabrillo Marina</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td></td>
<td>West Harbor Guest Day Expansion &amp; Overnight Slips</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td></td>
<td>AltaSea Overnight Slips</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Infrastructural Upgrades</td>
<td>$$$$$</td>
</tr>
</tbody>
</table>

*Cost ranges for non-motorized connectivity are per mile costs.
Later Phases Improvements

Phase 2-3 (Year 5+) Improvements (Building on Phase 1 Improvements, build-out of Cabrillo Beach and Cruise Center)

Improvements in Phases 2 and 3 include the implementation of both the Public Art and Signage Master Plan and additions to enhance open space throughout the waterfront.

<table>
<thead>
<tr>
<th>Category</th>
<th>Improvement</th>
<th>Phase 2/3 (Year 5+) Action Summary</th>
<th>Total Cost Range*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open Space</td>
<td>Open Space</td>
<td>Micromobility Hub at Downtown Harbor/World Cruise Center</td>
<td>$$$$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bloch Field (South)</td>
<td>$$ $$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>San Pedro Salt Marsh Improvements</td>
<td>$$ $$ $$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Cabrillo Beach Improvements</td>
<td>$$ $$ $$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Timm’s Point Enhancements</td>
<td>$$ $$ $$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Micromobility Hub at Cabrillo Beach</td>
<td>$$ $$ $$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>World Cruise Center Public Improvements</td>
<td>$$ $$ $$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Warehouse 1 Site Improvements</td>
<td>$$ $$ $$</td>
</tr>
<tr>
<td>Public Art</td>
<td>Public Art</td>
<td>22nd Street Park Sculpture Park (Phase 2)</td>
<td>$$ $$ $$</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ongoing implementation of LA Waterfront Public Art Master Plan</td>
<td>$$ $$ $$</td>
</tr>
<tr>
<td>Wayfinding</td>
<td>Wayfinding</td>
<td>Ongoing implementation of LA Waterfront Signage Master Plan</td>
<td>$$ $$ $$</td>
</tr>
</tbody>
</table>

Key:
$ = <$100K
$$ = $100K - $500K
$$ = $500K - $1M
$$ = $1M - $5M
$$ = $5M+
Appendix

This appendix includes information that was developed through the planning process and is included here for reference, specifically a review of previous planning documents and detailed community engagement results.

A. Background Information Review Memo
B. Focus Group Charrette Results
C. Community Workshop & Pop-up Results
D. Rancho San Pedro Workshop Results
E. Community Engagement Phase 2 Results
A. Background Information
Review Memo

SAN PEDRO WATERFRONT
CONNECTIVITY PLAN
Task 1: Information Review Memorandum
1. OVERVIEW

Task 1 Information Review

SPWCP Work Plan

There are several steps involved in the development of the San Pedro Waterfront Connectivity Plan (SPWCP), summarized as follows:

- Information Review (Task 1)
- Site Tour (Task 2)
- Stakeholder Engagement (Task 3)
- Prepare Draft SPWCP (Task 4)
- Presentation of Draft SPWCP (Task 5)
- Presentation of Final SPWCP (Task 6)
- Appdx.- A table of documents reviewed for this memorandum

Task 1.2 Existing Document Analysis

The SPWCP was developed to support the existing planning documents, technical studies, and relevant materials. Each document is reviewed and analyzed to generate summaries and key issues.

Memorandum Organization

Report Format

Existing documents are traditionally reviewed individually and summarized for key points. For the SPWCP, S&A believes that it is most useful to summarize these existing documents by individual connectivity elements, circulation, and amenities. These categories are further broken down into individual topics like pedestrian circulation and bicycle circulation. The document matrix includes a brief description of the category followed by relevant information pertaining to a particular connectivity element. The document matrix is a table with columns for the document title, the key point, and a brief description of the category. This approach allows the team to review the history, progress, and current status of these connectivity elements in greater detail. The individual review will further assist the team with internal and external workshops, analysis, and development of the SPWCP.

2. EXISTING PLANNING DOCUMENTS

Summary of Planning Documents

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

The master development plan serves as a development and refinement of the basic concepts specified in previous documents, Waterfront Access Taskforce for the Community and Harbor’s (WATFH) Promenade and Downtown San Pedro Interface Projet Final Report (2007) and the Port Community Advisory Committee (PCAC) San Pedro Coordinated Framework Plan (2003). The plan outlines concepts for improved access to the water, enhanced opportunities for open space, and a renewed sensibility to the history and culture of San Pedro. The major plan elements include:

- Water park
- Open Space
- Transportation and parking
- Arts Master Plan

2005 Los Angeles Harbor Area - California Coastal Trail Access Analysis

The coastal trail analysis identifies coastal access opportunities as well as implementation of these proposed improvements. The analysis focuses on San Pedro and Wilmington, including the harbor area of Long Beach. Segments were identified with each key area and analyzed by trail aspects, site description, assets, constraints, and opportunities. There were 32 opportunities identified within the San Pedro area. These are highlighted as existing coastal trails, existing coastal trails needing improvement, missing links, proposed coastal trails needing improvement, and coastal trail support facilities needed.
2008 San Pedro Waterfront Project (FEIS/FEIR)

The San Pedro Waterfront Project EIS/FEIR began with the "Waterfront Promenade & Interface Report" (WATCH) Report, published in May 2003. The document was then amended in 2006 to include a hotel and retail development. The Final Joint Final Environmental Impact Statement/Environmental Impact Report (FEIR) was certified in 08/2008. This document analyzes 39 project elements that fall within three categories:

1. A cohesive, interconnected network of promenades, harbors, open space and linkages designed to better connect the waterfront with downtown and surrounding communities.
2. New development, redevelopments, cultural attractions, and modifications to existing tenant facilities, including development of the new cruise facilities and Harbor O’ Call.
3. Transportation improvements for vehicles and pedestrians.

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

A draft environmental impact report (EIR) was prepared and circulated for public comment to evaluate environmental impacts related to the construction and operation of the City Dock No. 1 Marine Research Center. The proposed project involves development of an urban marine research center within a 58-acre portion of the 420-acre San Pedro Waterfront Master Plan area along the west side of the Los Angeles Harbor's Main Channel, encompassing Berths 56 through 60 and Berths 70 and 71.

2014 LA Waterfront Design Guidelines

The waterfront design guidelines provide the framework for projects to be constructed along the Port's waterfront. This document brings together open space, architectural, signage, lighting, and sustainability guidelines for the unified development of LA Waterfront while also connecting with the history of San Pedro. These design guidelines are broad statements that set the parameters for waterfront projects. This was to allow designers considerable creative latitude when designing projects.

2014 San Pedro Waterfront Parking Study

The parking study was intended to provide the Port with an understanding of how to effectively support the future parking demand generated by the development plans along the Waterfront. The following elements were analyzed as part of this study:
• Existing and future (2018 and 2037) parking inventory and demand
• Future parking solutions
• Cost analysis of parking management options
• Financial analysis of waterfront parking system
• Parking management plan

West Harbor Modification Project (SNOP)
The Los Angeles Harbor Department (LAD) prepared the Notice of Preparation (NOP) to inform responsible parties that 2008 San Pedro Waterfront Project (FEIS/FEIR) are being modified. The proposed modification included a 6,200-seat outdoor amphitheater and entertainment venue replacing the previously analyzed 100-foot diameter Ferris wheel with a tower attraction/observation deck.

2005 San Pedro Waterfront and Promenade Master Development Plan: (B to B) Key Recommendations
1. Develop a continuous grand boulevard and waterfront promenade
2. Develop a vibrant waterfront plan
3. Enhance the waterfront as a public resource
4. Enhance San Pedro's unique history in new design
5. Establish waterfront districts, keeping what works
6. Provide a variety of transportation options
7. Enhance key linkages to downtown

2005 San Pedro Waterfront and Promenade Master Development Plan: (B to B) (Master Planning Principles)
1. Start with a water plan
2. Integrate with and enhance what exists
3. Emphasize the public environment
4. Learn from precedents
5. Realize a near-term vision

2005 San Pedro Waterfront and Promenade Master Development Plan: (B to B) (Guiding Principles)
1. Capitalize on the waterfront as a unique asset
2. Promote a physically and visually accessible waterfront
3. Enhance the connection between place and history
4. Create a network of open spaces
5. Keep what works
6. Provide a variety of transportation options

2005 San Pedro Waterfront and Promenade Master Development Plan Design Guidelines: (B to B) (Key Recommendations)
1. Provide a vibrant waterfront plan
2. Develop a continuous grand boulevard and waterfront promenade
3. Enhance San Pedro’s unique history in new design
4. Establish a framework of open spaces
5. Keep what works
6. Provide a variety of transportation options

2005 Los Angeles Harbor Area - California Coastal Trail Access Analysis (Goals)
1. Provide a continuous connection to the shoreline at appropriate intervals and sufficient transportation access to encourage public use
2. Provide a valuable experience for the user by protecting the natural environment and cultural resources while also providing public access to beaches, scenic vistas, wildlife viewing areas, recreational or interpretive facilities, and other points of interest
3. Create linkages to other trail systems and urban population centers

2005 San Pedro Waterfront Enhancements & Errata (MND)
1. Provide attractive pedestrian connections from the water to the waterfront, between the Vincent Thomas Bridge and the Fisherman's Wharf at the federal breakwater
2. Increase the amount of open space and the connectivity of existing public places and gathering spaces along the waterfront
3. Provide alternative transportation opportunities to reduce vehicle trips

2008 Harbor Blvd Seamless Study (Framework)
1. Integrate with the community fabric and maintain view corridors
2. Serve residents first
3. Design to coexist with low traffic generating uses
4. Give historic downtown importance and supporting historic neighborhood and landscapes
5. Provide significant open space resources and public access
6. Support maritime uses
7. Be environmentally sustainable

2009 San Pedro Waterfront Project (FEIS/FEIR) (Goals)
1. Link downtown San Pedro and the waterfront, substantially increasing public access
2. Enhance community and waterfront commercial opportunities along the waterfront
3. Relocate or remove cargo handling operations from the San Pedro Waterfront
4. Meet growing cruise industry demands
5. Improve transportation, parking and non-vehicular mobility in and around the San Pedro Waterfront.
6. Grow the Port in a sustainable manner.

LA Waterfront Urban Linkages: San Pedro Waterfront (Vision)
1. A continuous promenade
2. A continuous bikeway
3. Connections to the California Coastal Trail
4. Connection to the LA Harbor View Trail
5. Connections from Downtown San Pedro and residential areas
6. Signage as a landscape treatment
7. Removal of physical barriers to the waterfront
8. An integrated Red Car Trolley System
9. Water vistas

LA Waterfront Urban Linkages: San Pedro Waterfront (Big Ideas)
1. Develop a coordinated approach to solve the congestion on Harbor Boulevard when visitor traffic is heavy.
2. A landscaped, simplified and beautiful Harbor Boulevard that serves the entire waterfront.
3. Make connections that join the waterfront to downtown San Pedro and encourage development and redevelopment in the downtown San Pedro (8th Street and other street connections, Beacon Street, Plaza Park).
4. Connect the attractions and destinations together (existing and proposed promenade, walkways, bikeways, bridges, transit connections, Lime Victory, USS Iowa, JSS Shubert, future proposed Cabrillo Marina II development opportunities, Cirque du Soleil, CRATE, Altaquests at Port of Los Angeles, other seasonal events, etc.)
5. Promote a unique cultural, retail and commercial development on the LA Waterfront.
6. Develop a world-class view from the 12 million people in the greater LA region, as well as international visitors.
7. Enhance public access along the waterfront and provide informational signage and a wayfinding system to highlight local landmarks and points of interest.

2014 Port Master Plan: Port of Los Angeles (Objectives)
1. To develop the Port in a manner that is consistent with federal, state, county and city laws, including the California Coastal Act of 1976 and the Charter of the City of Los Angeles.
2. To integrate economic, engineering, environmental and safety considerations into the Port development process for ensuring the long-term impact of varying development options on the Port's natural and economic environment.
3. To promote the overall long-term development and growth of the Port by establishing functional areas for Port facilities and operations.
4. To allow the Port to adapt to changing technology, cargo trade, regulations, and competition from other U.S. and foreign seaports.

Connectivity Elements Review: Circulation

2014 Port Master Plan: Port of Los Angeles (Development Goals)
1. Optimize land use.
2. Increase Cargo Terminal Efficiency.
3. Accommodate Diverse Cargoes.
4. Increase Public Access to the Waterfront.
5. Protect Historic Resources.

2014 LA Waterfront Design Guidelines
1. Celebrate the significance of the Port, Wilmingtom, and San Pedro past, present, and future.
2. Improve public access to the LA Waterfront, increasing connectivity and links to the communities of Wilmingtom and San Pedro.
3. Create a unified waterfront through the integration of consistent and/or complementary publicly-oriented improvements.
4. Establish world-class design to solidify regional ties to the Port and enhance the visitor experience.
5. Reinforce the vitality of Wilmingtom and San Pedro and serve commercial opportunities along the waterfront.
6. Develop a continuous promenade that affirms the waterfront as a public resource.
7. Grow the Port in a sustainable manner.

2017 San Pedro Urban Greening Implementation Plan
1. The plan is treated through a robust community-based planning process.
2. The planning process identity and map green pathway and outlet opportunities that accomplish Goal #1.
3. The final plan characterizes these opportunities and provides direction for their implementation.
### Roadways | General

The general roadway category includes access to the waterfront and roads throughout the Port. Harbor Boulevard will be reviewed separately.

*Data refer to the date of the document listed
*Source refers to a specific source reviewed for the scope

<table>
<thead>
<tr>
<th>NAME</th>
<th>DATE</th>
<th>SOURCE</th>
<th>SCOPE</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicular access at 7th Street</td>
<td>2009</td>
<td>San Pedro Waterfront Project (FES/FIB)</td>
<td>Vehicular access at waterfront</td>
<td>Completed</td>
</tr>
<tr>
<td>Vehicular access at 3rd Street</td>
<td>2009</td>
<td>San Pedro Waterfront Project (FES/FIB)</td>
<td>Vehicular access at waterfront</td>
<td>Potential Development</td>
</tr>
<tr>
<td>Vehicular access at 5th Street</td>
<td>2009</td>
<td>San Pedro Waterfront Project (FES/FIB)</td>
<td>Vehicular access at waterfront</td>
<td>Completed</td>
</tr>
<tr>
<td>Vehicular access at 8th Street</td>
<td>2009</td>
<td>San Pedro Waterfront Project (FES/FIB)</td>
<td>Vehicular access at waterfront</td>
<td>Completed</td>
</tr>
<tr>
<td>Vehicular access at 7th Street</td>
<td>2009</td>
<td>San Pedro Waterfront Project (FES/FIB)</td>
<td>Vehicular access at waterfront</td>
<td>Completed</td>
</tr>
<tr>
<td>Upgrade to Harbor Blvd. and Swinford St.</td>
<td>2005</td>
<td>San Pedro Waterfront and Port marine Master Development Plan (8 to 13)</td>
<td>Vehicular access at waterfront</td>
<td>Completed</td>
</tr>
<tr>
<td>Access to the Beach District</td>
<td>2005</td>
<td>San Pedro Waterfront and Port marine Master Development Plan (8 to 13)</td>
<td>Reduced traffic with boat trailer traffic</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Signal Street Improvements</td>
<td>2019-2022</td>
<td>Public Access Investment Plan (PAP) Presentation</td>
<td>Street, parking, and landscape improvements</td>
<td>Design in Progress</td>
</tr>
<tr>
<td></td>
<td>2014</td>
<td>San Pedro Waterfront Parking Study</td>
<td>Detailed drawing and analysis within the study</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2012</td>
<td>City Dock No. 1 Marine Resource Center Project (FES)</td>
<td>Remove rail line; Install diagonal parking</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>- waterfront.org</td>
<td>Located alongside AltaSea; Street, curb and gutter, and lighting improvements; overhead power relocation and a new fiber network</td>
<td></td>
</tr>
<tr>
<td>Berth 78 Access</td>
<td>2005</td>
<td>San Pedro Waterfront Enhancements &amp; Errata (VAO)</td>
<td>Pedestrian pathway and vehicular access road would be extended west from Berth 78 through the parking lot toward 12th Street</td>
<td>Under Construction</td>
</tr>
</tbody>
</table>

\[INDIRCT SPWCP PROJECT SCOPE\]
## Roadways | Harbor Blvd.

As Harbor Boulevard is a central spine and essential boundary at the Port, it has been reviewed in more detail in addition to all roadways in the SFPUD.

*Data refers to the date of the document listed
**Source refers to the specific source reviewed for the scope

<table>
<thead>
<tr>
<th>NAME</th>
<th>DATE*</th>
<th>SOURCE**</th>
<th>SCOPE</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2. Streetscape studies</td>
<td>2020</td>
<td>Harbor Blvd. Sasmico Study</td>
<td>Enhanced pedestrian experience and access to waterfront by creating an active retail and commercial edge, providing an appropriate street lighting, narrowing vehicle rights-of-way, widening sidewalks especially at neighborhood street intersections, and creating a waterfront boardwalk and a pedestrian-friendly promenade</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>

### 4. Additional travel lanes
- LA Waterfront Urban Linkages: San Pedro Waterfront
  - Restricted light-of-way to provide an additional travel lane for vehicles in both directions (three lanes in each direction)

### 5. 6th Street and Harbor Blvd.
- LA Waterfront Urban Linkages: San Pedro Waterfront
  - 6th Street realigned to West Harbor

### 6. 9th Street and Harbor Blvd.
- LA Waterfront Urban Linkages: San Pedro Waterfront
  - 9th Street realigned to West Harbor

### 7. 7th Street and Harbor Blvd.
- LA Waterfront Urban Linkages: San Pedro Waterfront
  - Primary pedestrian and bicycle linkage to the new waterfront development and the waterfront promenade with enhanced pedestrian crossings

Completed

Not included in West Harbor Plans
Parking

Parking is summarized below by individual projects and the Port as a whole.

*Data refers to the date of the document listed
*Source refers to the specific source reviewed for the scope

<table>
<thead>
<tr>
<th>Name</th>
<th>Date*</th>
<th>Source **</th>
<th>Scope</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cruise ship terminal parking</td>
<td>2018</td>
<td>Harbor Blu/Banian Seamless Study</td>
<td>Parking study to add parking garage facility. Two alternative plans included.</td>
<td>Potential Development</td>
</tr>
<tr>
<td></td>
<td>2005</td>
<td>San Pedro Waterfront and Promenade Master Development Plan (P1-B)</td>
<td>Park structures in the Inner Harbor will be built to serve the Outer Harbor cruise facilities. Parking needs for the two berths in the Inner Harbor and one berth in the Outer Harbor by constructing landscaped surface parking at Berth 87.</td>
<td>Potential Development</td>
</tr>
<tr>
<td></td>
<td>2009</td>
<td>San Pedro Waterfront Project (P1-B/E)</td>
<td>A parking structure built when the market dictates the second Outer Harbor cruise berth or the LAHA institutes the North Harbor Out. Low volume vehicle (LV) shuttles would transport passengers from the parking facility at the Inner Harbor to the Outer Harbor.</td>
<td>Potential Development</td>
</tr>
<tr>
<td></td>
<td>2014</td>
<td>San Pedro Waterfront Parking Study</td>
<td>The activity and parking demand at the Cruise Terminal should continue to be monitored to determine when a parking structure is needed.</td>
<td>In Progress</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 3. Preference for free parking

**2014** San Pedro Waterfront Parking Study

- Lack of parking may lead employees and visitors who will look for free parking in the area, despite an unacceptable walking distance.
- The neighborhood street parking south of Downtown San Pedro between approximately 18th Street and 22nd Street is fairly convenient and could become highly used by Waterfront visitors and employees.
- Recommended that a preferential parking district be implemented in the area south of Downtown San Pedro and west of the Waterfront.
- May only be needed if parking becomes a problem.

### 4. Bluff parking, north of West Harbor

**2009** San Pedro Waterfront Project (P1-B/E)


<table>
<thead>
<tr>
<th>Date*</th>
<th>Source **</th>
<th>Scope</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>2003</td>
<td>San Pedro Waterfront and Promenade Master Development Plan (P1-B)</td>
<td>New multi-level structured parking is anticipated in the long-term development in multiple structures below the bluff. Harbor Boulevard between 8th and 14th Streets. Rail Yard removed to provide opportunities for proposed bluff site and parking, rail spurs retained to exhibit during railroad shows.</td>
<td>Potential Development</td>
</tr>
<tr>
<td>2014</td>
<td>San Pedro Waterfront Parking Study</td>
<td>The activity and parking demand at the Cruise Terminal should continue to be monitored to determine when a parking structure is needed.</td>
<td>Potential Development</td>
</tr>
</tbody>
</table>

### 5. Shared parking

**2014** San Pedro Waterfront Parking Study

- Shared parking with shuttle service along the Waterfront will be effective in supporting the parking demand from special events.
- Demand during events may surpass the capacity of parking available on the Waterfront, especially if there is high cruise activity.
- Parking in Downtown San Pedro could be effectively utilized.

- Shuttle bus service
  - Between Cruise and Ports O’ Call Village
  - Between San Pedro Park / Municipal Fish Market and Ports O’ Call Village
  - Between Outer Harbor Cruise Terminal and Ports O’ Call Village
  - Between Inner Harbor Cruise Terminal and Outer Harbor Cruise Terminal.

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San Pedro’s Waterfront Connectivity Plan | Appendix

DRAFT pg. 246
<table>
<thead>
<tr>
<th>No.</th>
<th>Item Description</th>
<th>Year</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.</td>
<td>22nd Street parking</td>
<td>2005</td>
<td>West Harbor Modification Project (SH/OP)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2005</td>
<td>San Pedro Waterfront and Promenade Master Development Plan (8 to E)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2014</td>
<td>San Pedro Waterfront Parking Study</td>
</tr>
<tr>
<td></td>
<td>Completed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.</td>
<td>Parking structures</td>
<td>2005</td>
<td>San Pedro Waterfront and Promenade Master Development Plan (8 to E)</td>
</tr>
<tr>
<td></td>
<td>Proposed parking structures</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6.</td>
<td>Revenue control equipment</td>
<td>2014</td>
<td>San Pedro Waterfront Parking Study</td>
</tr>
<tr>
<td></td>
<td>Converting to a pay parking system along the waterfront and accommodating West Harbor on the weekends</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Fully paid parking system is implemented to prevent the need to have enforcement staff</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Larger parking lots and structures which can be automated with gates, pay-on-foot stations, and pay-in-lane capability</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Smaller parking lots along the waterfront should also be paid with credit cards (and card reader equipment/fee)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7.</td>
<td>Parking management strategies</td>
<td>2014</td>
<td>San Pedro Waterfront Parking Study</td>
</tr>
<tr>
<td></td>
<td>A variety of parking management strategies are recommended:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Implementing remote employee parking at Port O' Call Village</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Implementing Transportation Demand Management (TDM) strategies to help reduce parking demand</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Implement a shuttle system and rent a time to promote a shared parking strategy and a &quot;park once&quot; approach</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Implement a preferential parking district program west of the Waterfront to prevent; and staff from parking along residential streets in the area south of Downtown San Pedro</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Implement a centralized valet parking system at Port O' Call Village</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
|     | Install parking system amenities, including lighting, signage, and

- pedestrian walkways, landscaping, cameras, and intercoms |
- Install an intelligent parking system with a parking space monitoring system and real-time signage inside and outside the Stuff Garage and Cruise Terminal Parking Structure |
- Implement changeable message signs at key locations along the street system to inform drivers where parking is available |
- Parking information should be provided on the City of Los Angeles parking website and Parksmart website.
Bicycle connections are noted along Harbor Blvd. as routes and linkages from the waterfront to San Pedro.

*Date refers to the date of the document listed
*Source refers to the specific source reviewed for the scope

<table>
<thead>
<tr>
<th>NAME</th>
<th>DATE</th>
<th>SOURCE</th>
<th>SCOPE</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2. LA Harbor bikeway</td>
<td>2009</td>
<td>San Pedro Waterfront Project (FES/EBIR)</td>
<td>Continuous bike path</td>
<td>Completed, and Potential Development</td>
</tr>
<tr>
<td>3. Bicycle connections</td>
<td>2009</td>
<td>San Pedro Waterfront Project (FES/EBIR)</td>
<td>Connect the current end of the bike path at 5th and Beacon to extend along Beacon Street and connect to 7th Street down to the waterfront bike connections from Western Avenue along 1st Street</td>
<td>Potential Development</td>
</tr>
<tr>
<td>4. Crescent Avenue and Miry Street bike routes</td>
<td>2009</td>
<td>San Pedro Waterfront Project (FES/EBIR)</td>
<td>Connect to the Harbor Boulevard bike path, and along 5th Street, which could connect to Crescent Avenue and Miry Street bike routes</td>
<td>Potential Development</td>
</tr>
<tr>
<td>5. Swinford Street</td>
<td>2009</td>
<td>San Pedro Waterfront Project (FES/EBIR)</td>
<td>Bicycle and pedestrian connections at Swinford Street</td>
<td>Potential Development</td>
</tr>
<tr>
<td>6. C’Farrell Street</td>
<td>2009</td>
<td>San Pedro Waterfront Project (FES/EBIR)</td>
<td>Bicycle and pedestrian connections at C’Farrell Street</td>
<td>Potential Development</td>
</tr>
<tr>
<td>7. 1st Street</td>
<td>2009</td>
<td>San Pedro Waterfront Project (FES/EBIR)</td>
<td>Bicycle and pedestrian connections at 1st Street</td>
<td>Potential Development</td>
</tr>
<tr>
<td>8. 3rd Street</td>
<td>2009</td>
<td>San Pedro Waterfront Project (FES/EBIR)</td>
<td>Bicycle and pedestrian connections at 3rd Street</td>
<td>Potential Development</td>
</tr>
<tr>
<td>9. 5th Street</td>
<td>2009</td>
<td>San Pedro Waterfront Project (FES/EBIR)</td>
<td>Bicycle and pedestrian connections at 5th Street</td>
<td>Completed</td>
</tr>
<tr>
<td>10. 6th Street</td>
<td>2009</td>
<td>San Pedro Waterfront Project (FES/EBIR)</td>
<td>Bicycle and pedestrian connections at 6th Street</td>
<td>Completed</td>
</tr>
<tr>
<td>11. 7th Street</td>
<td>2009</td>
<td>San Pedro Waterfront Project (FES/EBIR)</td>
<td>Bicycle and pedestrian connections at 7th Street</td>
<td>Completed</td>
</tr>
<tr>
<td>12. 9th Street</td>
<td>2009</td>
<td>San Pedro Waterfront Project (FES/EBIR)</td>
<td>Bicycle and pedestrian connections at 9th Street</td>
<td>Potential Development</td>
</tr>
</tbody>
</table>
**Pedestrian**

Pedestrian connections and promenades focus on the primary pedestrian routes within the waterfront, excluding the California Coastal Trail. The Coastal Trail has been reviewed separately.

*Data refers to the date of the document listing.*

**Source refers to the specific source reviewed for the scope.**
- Deferred
- Potential Development
- In Progress
- Under Construction
- Completed

<table>
<thead>
<tr>
<th>NAME</th>
<th>DATE*</th>
<th>SOURCE**</th>
<th>SCOPE</th>
<th>STATUS</th>
</tr>
</thead>
</table>
| 1. Los Angeles Cruise Ship Promenade | 2009 | - [https://www.lawaterfront.org](https://www.lawaterfront.org) | Located at the intersection of Sawtelle Street and Harbor Boulevard  
First dedicated open space and public boardwalk at the Port  
Includes four acres of prime waterfront property | Completed, 2004 |
| 2. 1st Street | 2009 2014 | Port Master Plan | Port of Los Angeles  
San Pedro Waterfront Project (FES/FEP) | Ongoing |
| 3. 3rd Street | 2009 2014 | San Pedro Waterfront Project (FES/FEP)  
San Pedro Waterfront Promenade | Pedestrian access at the intersection with destination landmarks and uses are recommended to be developed  
These connections would serve as pedestrian gathering places and gateways | Ongoing |
| 4. 5th Street | 2009 2006 | San Pedro Waterfront Enhancements & Errata (WKK) | Pedestrian access at the intersection with destination landmarks and uses are recommended to be developed  
These connections would serve as pedestrian gathering places and gateways  
Extending the streetscape and promenade enhancements from 5th Street to 7th Street on Harbor Boulevard | Completed, Ongoing |
| 5. 6th Street | 2009 2005 | San Pedro Waterfront Enhancements & Errata (WKK) | Pedestrian access at the intersection with destination landmarks and uses are recommended to be developed  
These connections would serve as pedestrian gathering places and gateways  
Extending the streetscape and promenade enhancements from 5th Street to 7th Street on Harbor Boulevard  
Crosswalks would be surfaced with colored concrete | Completed, Ongoing |
| 6. 7th Street | 2009 | San Pedro Waterfront Project (FES/FEP) | Crossing the streetscape and promenade enhancements from 5th Street to 7th Street on Harbor Boulevard  
Crosswalks would be surfaced with colored concrete  
Pedestrian access the intersection with destination landmarks and uses are recommended to be developed  
These connections would serve as pedestrian gathering places and gateways  
Primary pedestrian and bicycle linkages to the new waterfront development  
View corridor to the water to be enhanced with a short pier extending beyond the typical promenade | Potential Development |
| 7. 9th Street | 2009 2005 | San Pedro Waterfront Enhancements & Errata (WKK) | Primary pedestrian and bicycle linkages to the new waterfront development  
View corridor to the water to be enhanced with a short pier extending beyond the typical promenade | Potential Development |
| 8. 10th Street | 2009 | - | Linkages crossing over changes in elevation between Harbor Boulevard and the bluff | Potential Development |
| 9. 11th Street | 2009 | - | Linkages crossing over changes in elevation between Harbor Boulevard and the bluff | Potential Development |
| 10. 12th Street | 2009 | - | Linkages crossing over changes in elevation between Harbor Boulevard and the bluff | Potential Development |
| 11. 13th Street | 2009 | San Pedro Waterfront Project (FES/FEP) | Pedestrian access the intersection with destination landmarks and uses are recommended to be developed  
These connections would serve as pedestrian gathering places and gateways  
Pedestrian bridge or sidewalk (dotted lines)  
Buildings or parking structures west of West Harbor under the bluff would have rooftops designed for pedestrian access, viewing areas, and walkways to enticing pedestrians to venture down staircases to the waterfront and West Harbor | Potential Development |

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San Pedro’s Waterfront Connectivity Plan | Appendix
<table>
<thead>
<tr>
<th>Date</th>
<th>Project Name</th>
<th>Location</th>
<th>Description</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>Port Master Plan Port of Los Angeles</td>
<td></td>
<td>Buildings or parking structures west of West Harbor under the bluff would have walkways designed for pedestrian access, viewing areas, and walkways to enable pedestrians to venture down to the waterfront and West Harbor.</td>
<td>Phase 1 complete</td>
</tr>
<tr>
<td>2009</td>
<td>San Pedro Waterfront Project (FES/FIR)</td>
<td>San Pedro Waterfront</td>
<td>Promenade at West Harbor is a 30-foot wide promenade alongside the water’s edge and provide expansive views to the channel.</td>
<td>Potential Development</td>
</tr>
<tr>
<td>2005</td>
<td>San Pedro Waterfront Enhancements &amp; Etases (MND)</td>
<td>San Pedro Waterfront</td>
<td>Existing S.P. Slip and fishing vessels are to be maintained and will operate in conjunction with any future waterfront uses. 50 floating docks would be installed to improve access to fishing vessels.</td>
<td>Completed, 2006</td>
</tr>
<tr>
<td>2009</td>
<td>San Pedro Waterfront Project (FES/FIR)</td>
<td>San Pedro Waterfront</td>
<td>A continuous 30-foot wide promenade along the waterfront.</td>
<td>Under Construction</td>
</tr>
<tr>
<td>2009</td>
<td>San Pedro Waterfront Project (FES/FIR)</td>
<td>San Pedro Waterfront</td>
<td>A continuous 30-foot wide promenade along the waterfront.</td>
<td>Completed, 2006</td>
</tr>
<tr>
<td>2009</td>
<td>San Pedro Waterfront Project (FES/FIR)</td>
<td>San Pedro Waterfront</td>
<td>A continuous 30-foot wide promenade along the waterfront.</td>
<td>Completed, 2006</td>
</tr>
<tr>
<td>2009</td>
<td>San Pedro Waterfront Project (FES/FIR)</td>
<td>San Pedro Waterfront</td>
<td>A continuous 30-foot wide promenade along the waterfront.</td>
<td>Completed, 2006</td>
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<tr>
<td>2009</td>
<td>San Pedro Waterfront Project (FES/FIR)</td>
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<td>Completed, 2006</td>
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<tr>
<td>2009</td>
<td>San Pedro Waterfront Project (FES/FIR)</td>
<td>San Pedro Waterfront</td>
<td>A continuous 30-foot wide promenade along the waterfront.</td>
<td>Completed, 2006</td>
</tr>
<tr>
<td>2009</td>
<td>San Pedro Waterfront Project (FES/FIR)</td>
<td>San Pedro Waterfront</td>
<td>A continuous 30-foot wide promenade along the waterfront.</td>
<td>Completed, 2006</td>
</tr>
<tr>
<td>Project</td>
<td>Year</td>
<td>Status</td>
<td>Description</td>
<td></td>
</tr>
<tr>
<td>---------</td>
<td>------</td>
<td>--------</td>
<td>-------------</td>
<td></td>
</tr>
<tr>
<td>20. Harbor Blvd Streetscapes</td>
<td>2005</td>
<td>Under construction</td>
<td>Pedestrian pathway and vehicle access road would be extended west from Borth Blvd through the parking lot toward 12th Street and Simpson Way.</td>
<td></td>
</tr>
<tr>
<td>21. Harbour Boulevard Improvements</td>
<td>2005</td>
<td>Under construction</td>
<td>Pedestrian improvements would extend from the southern boundary of the SP Slip south along Signal Street from its intersection with 22nd Street, and to the waterfront south of Warehouse No. 1.</td>
<td></td>
</tr>
</tbody>
</table>

**Indirect Project Scopes**

<table>
<thead>
<tr>
<th>Project</th>
<th>Status</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>24. North Gaffey Street Beautification</td>
<td>Under Construction, Est. 2024</td>
<td>Multi-use concrete path includes drought tolerant landscape (no lawn), lighting, security cameras, emergency call boxes, fencing, trash cans and critical facts.</td>
</tr>
<tr>
<td>25. Avalon Promenade and Gateway</td>
<td>Under Construction</td>
<td>Pedestrian bridge along Avalon Boulevard to provide pedestrian access to the future Wilmington Waterfront Promenade.</td>
</tr>
<tr>
<td>26. Harry Bridges Beautification</td>
<td>In progress</td>
<td>Harry Bridges Boulevard widened and realigned.</td>
</tr>
</tbody>
</table>
Pedestrian | Coastal Trails

The California Coastal Trail is a continuous public right-of-way along the California coastline, the trail is available for hiking, biking and other complementary modes of non-motorized transportation. The California Coastal Trail through San Pedro, Wilmington, and the harbor area of Long Beach splits into two branches called the Lower and Upper Coastal Trails. The Lower Coastal Trail typically follows the coastline adjacent to the water’s edge or as close as possible. The Upper Coastal Trails are parallel to the Lower Coastal Trail and slightly inland, connecting the heart of the residential and commercial communities.

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<table>
<thead>
<tr>
<th>NAME</th>
<th>DATE*</th>
<th>SOURCE**</th>
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<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Proposed Coastal Trail Improvements</td>
<td>2003</td>
<td>Los Angeles Harbor Area - California Coastal Trail Access Analysis</td>
<td>Lower Coastal Trail: A. Palos Verdes Drive/Western, from Shoreline Park to White Point B. Paseo de Mar, from White Point to Gaffey Point Ferris C. Point Fermin Park D. Sunset City E. Pacific Oceanfront F. Belmont Park to Oliver Victory Circle Way G. Cabrillo Beach, south end, fishing pier, aquarium and north end H. Sharene Road, from Cabrillo Beach to Via Cabrillo I. Whalers Walk, Via Cabrillo Marina, from Sharene to Whalers Walk J. Via Cabrillo Marina, from Whalers Walk to 22nd Street K. The Crescent, from 22nd to Miner/S. Harbor L. Gaffey, from Miner/S. Harbor to Beacon M. Beacon, from Gaffey 10th to 7th N. 7th, from Beacon to Harbor/Harbor, from 7th to 5th O. Harbor, from 5th to Front P. Front Street, from Harbor to John Gibson Q. Koval Hill, from N. Front to Harry Bridges R. John Gibson, from N. Front to Harry Bridges Park/Wilmington Buffer</td>
<td>Ongoing</td>
</tr>
<tr>
<td>2. Upper Coastal Trail</td>
<td></td>
<td></td>
<td>S. Shepard Street, between Gaffey and Pacific T. Pacific Avenue, from Shepard to 22nd Street U. Pacific Avenue, from 22nd to 8th/Downtown</td>
<td></td>
</tr>
</tbody>
</table>

V. Pacific Avenue, from 8th/10th to O’Farrell W. Pacific Avenue, from O’Farrell to M. Front Street/11th Street X. Spur Road X. The Desert/22nd Street, from Via Cabrillo Marina to Miner Y. Miner, south of 22nd Z. Miner, north of 22nd AA. 22nd Street, from Miner to Signal and Sampson BB. Signal, south of 22nd CC. Sampson, from 22nd to 11th Street DD. Tusing EE. Ports O’ Call, Sampson from 11th to 6th FF. Sampson, from 11th to L.A. Maritime Museum GG. L.A. Maritime Museum, Sampson/Harbor at 6th HH. Connections H1. Western Avenue, from Palos Verdes (25th) to Friendship Park and at Avant Park II. Stephen M. White Way (61st Street), from Pacific to Oliver Victory Circle Way/Cabrillo Beach Entrance JJ. 22nd Street, from the Crescent to Gaffey KK. 13th Street, from Beacon to Gaffey LL. 9th Street, from Beacon to Pacific MM. 6th Street, Downtown San Pedro NN. First Street, from Harbor to Gaffey OO. O’Farrell, from Harbor to Bandini Carpathy PP. L.A. Harbor View Trail, from Harbor to L.A. Harbor Waterfront Gateway Park/Bandini Carpathy QQ. Chown, from John Gibson to Gaffey

2014 Port Master Plan Port of Los Angeles

- Existing and proposed
- Connections to larger intermodal transportation network
- Connections to existing Harbor and Harbor Coastal Trails with future spur
- Improvements to both west side Harbor Blvd, extending the California Coastal Trail to Wilmington, and pedestrian walkways, viewing areas, and picnic tables along Cabrillo Beach fishing pier
Public Transit | Bus
No substantial information available in previous planning documents or development opportunities.

Public Transit | Red Trolley
The Red Trolley has had a long history within the Port. The Red Car line operated from 2003 to 2016 as an attraction in San Pedro. The railroad right of way remains. The rubber-tire Red Trolley is the current operation. Other potential developments have been explored over time such as light rails or public transit, which could be a rubber-tire trolley system available for biking, walking, and other complementary modes of non-motorized transportation.

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<thead>
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</thead>
<tbody>
<tr>
<td>Trolley stop linkages, rubber tire</td>
<td>2005</td>
<td>San Pedro Waterfront and Promenade Master Development Plan (B to E)</td>
<td>An intermodal center introduced to link regional transportation systems, meant to be located in the north end of the project area where it would link the Red Car Line with Metro A Line (Blue), Metro C Line (Green), light rail, local and regional bus lines, and the 110/118/I-105 corridor, cruise ship terminals, high-speed ferry, water taxi, hotel shuttles, and more.</td>
<td>Potential Development</td>
</tr>
<tr>
<td>Red Car Station</td>
<td>2005</td>
<td>San Pedro Waterfront and Promenade Master Development Plan (B to E)</td>
<td>Red Car Museum and Station Maintenance Facility</td>
<td>Potential Development</td>
</tr>
</tbody>
</table>
| Red Car System               | 2009  | San Pedro Waterfront Project (CHS/FEHR) | • Trolley extended along the waterfront with stops at the Inner Harbor cruise terminal, Gateway Hangar, downtown, Harbor, Ports O’Call, San Pedro Park, City Dock No. 1, Outer Harbor Park, Cruise facilities, 22nd Street Park, and Cabrillo Beach.

  • Areas along the waterfront will be designated for water taxi stops.
  • Potential for making the Red Car system part of the larger regional transportation network.
  • Several alignments were identified for connecting the Red Car system via North Gaffey Street or Wilmington to the proposed expansion of the Metrolink rail system. | Potential Development |
|                       |       |          | A Waterfront Urban Linkages, San Pedro Waterfront                      | Sharing the right-of-way with other vehicular traffic.

  • Allows greater visibility of operation during major events and peak periods on the waterfront.
  • Recommended for the entire length of Harbor Blvd. | Potential Development |
<p>| Waterfront Red Car         | 2009  | San Pedro Waterfront Project (CHS/FEHR) | 7,600 square foot Waterfront Red Car Maintenance Facility with a 20,000 square foot exterior Red Car service yard. | Potential Development |</p>
<table>
<thead>
<tr>
<th>Maintenance Facility</th>
<th>South of 7th Street</th>
<th>Potential Development</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Project</th>
<th>Year</th>
<th>Location</th>
<th>Potential Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>8. The Wilmington Extension</td>
<td>2014</td>
<td>Port Master Plan: Port of Los Angeles</td>
<td>Enhance linkages between the San Pedro and Wilmington development along the waterfront area. Located within or adjacent to the John S. Janeu Boulevard right-of-way, using either a median or the current freight corridor on the east side of the street.</td>
</tr>
</tbody>
</table>
**Boat | Water Taxi**

Although a water taxi is not currently operating on the waterfront, several planning documents note areas along the waterfront that can be designated for water taxi stops.

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<table>
<thead>
<tr>
<th>NAME</th>
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<th>SOURCE**</th>
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<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water taxi</td>
<td>2008</td>
<td>San Pedro Waterfront Project (FEIS/FSR)</td>
<td>Areas along the waterfront designated as taxi stops, connected to the Waterfront Red Car Line</td>
<td>Potential Development</td>
</tr>
<tr>
<td>stops</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Water taxi</td>
<td>2005</td>
<td>San Pedro Waterfront and Promenade Master Development Plan (B to G)</td>
<td>Areas near major attractions</td>
<td>Potential Development</td>
</tr>
<tr>
<td>stops</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# Boat: Public Access and Recreation

Public access to recreation for boats includes uses that are accessible to the public whether on land or in the water, i.e., harbor inlets and public boatyards.

Date refers to the date of the document listed.

<table>
<thead>
<tr>
<th>NAME</th>
<th>DATE*</th>
<th>SOURCE**</th>
<th>SCOPE</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Ferry Building Public Landing</td>
<td>2019-2022</td>
<td>Waterfront.org</td>
<td>Increased water activity and public use in an area adjacent to the Town Square</td>
<td>In Progress</td>
</tr>
<tr>
<td>2. Transfer Dock/Plans at Berth 78</td>
<td>2006</td>
<td>Waterfront.org</td>
<td>Berth 544, West Harbor Transfer Dock; 9,100 linear feet of courtesy dock</td>
<td>Completed, 2021</td>
</tr>
<tr>
<td>4. Recreational Uses</td>
<td>2009</td>
<td>San Pedro Waterfront Investment Plan (RAP) Presentation</td>
<td>Recreational uses include fishing, kayaking, water skiing, and wind surfing</td>
<td>Ongoing</td>
</tr>
<tr>
<td>5. Harbor Inlet: The Downtown Harbor</td>
<td>2006</td>
<td>San Pedro Waterfront and Promenade Master Development Plan (B to E)</td>
<td>New harbor inlet for vessels to dock along 700 linear feet of promenade; additional short-term public docks anticipated with developer improvements</td>
<td>Completed 2014</td>
</tr>
<tr>
<td>6. Harbor Inlet: The North Harbor</td>
<td>2008</td>
<td>San Pedro Waterfront Project (FEB/DEF)</td>
<td>Includes a 5.5-acre water out located at Berth 87-120 to accommodate the Crowley and Millennium tugboats and the historic S.S. Lane Victory merchant marine vessel</td>
<td>Potential Development, Deferred</td>
</tr>
</tbody>
</table>

## Additional Projects

### 7. Harbor Inlet: The 7th Street Harbor | 2009 | San Pedro Waterfront Project (FEB/DEF) | Includes a 6.38-acre water out for visiting public vessels, including sailboats near the Los Angeles Maritime Museum; features the 7th Street Pier, a public dock for short-term berthing of visiting vessels | Potential Development, Deferred |

### 8. Recreational Boating Facilities Demand

**Within Los Angeles County** a total of 47 marinas, 16 in San Pedro Bay, 13 are with the Port 3,688 slips

- **Vacancy rate of 21.5%**
- Supply of recreational boating facilities is sufficient to meet regional demand

### 9. Los Angeles Maritime Institute (LAMI) | 2009 | San Pedro Waterfront Project (FEB/DEF) | LAMI will relocate to the existing Crowley building in the Downtown Harbor area | Potential Development |

### 10. Wilmington Youth Sailing Center | 2008 | San Pedro Waterfront and Promenade Master Development Plan (B to E) | Water activity and an institutional use to activate the Wilmington Waterfront | In Progress |
Boat: Cruise Ships

The cruise ship activity is centered around the existing Inner Harbor Terminal and potential for expansion at the Outer Harbor Terminal.

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<table>
<thead>
<tr>
<th>NAME</th>
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<th>SCOPE</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improvements to Inner Harbor Terminals (First Phase)</td>
<td>2009</td>
<td>San Pedro Waterfront Project (TEF/FER)</td>
<td>• Provide improvements to the Inner Harbor Inner Harbor cruise terminal should be the highest priorities. Outer Harbor cruise terminal Inner Harbor terminal to remain open once the Outer Harbor terminal is created.</td>
<td>Preparing RFP</td>
</tr>
<tr>
<td>Cruise Development Study</td>
<td>2022</td>
<td>-</td>
<td>• Redevelopment and operations of Inner Harbor Cruise Terminal with minimum of two 1,200 length overall (LOA) berths with Battelle ship tow relocation.</td>
<td>Completed 2003</td>
</tr>
<tr>
<td>World Cruise Center Renovation and Expansion</td>
<td>-</td>
<td><a href="https://www.lawaterfront.org/">https://www.lawaterfront.org/</a></td>
<td>• Renovation and expansion of the Port of Los Angeles World Cruise Center including interior and exterior upgrades designed for more efficient passenger processing.</td>
<td>Preparing RFP</td>
</tr>
<tr>
<td>Outer Harbor Cruise Facilities (Second Phase)</td>
<td>2005</td>
<td>SP Waterfront and Promenade Master Development Plan (B to E)</td>
<td>• Outer Harbor district potential, additional expansion opportunity site for cruise operations at Berths 89-71</td>
<td>Preparing RFP</td>
</tr>
<tr>
<td>San Pedro Waterfront and Promenade Master Development Plan (B to E)</td>
<td>2005</td>
<td>-</td>
<td>• Expansion of cruise operations through Outer Harbor cruise terminal. Two new Outer Harbor cruise terminals totaling up to 200,000 square feet. Main Channel berths contain a “match” between Berth 82 and Berth 87 which doesn’t provide adequate space. Construction of these terminals would be phased, based on market conditions. Recommended that the first Outer Harbor cruise terminal and berth be built at Berths 45-47, using the existing supertanker landing. Second terminal and berth area at Kaiser Point, Berths 49-50.</td>
<td>Preparing RFP</td>
</tr>
</tbody>
</table>

2022 Development Opportunity
- Development and operations on new berths for more cruise ships in 2020 and 2021
- Existing terminals are not designed for the volume of passengers and size of ships
- Development and operations of Outer Harbor Cruise Terminal with two 1,200 LOA berths
- Expanded parking development at 22nd Street
- Berths 48 & 50 for cruise business
- 13 acres of land, 14 acres with off-site parking
- Berth 48: 900' pier area wharf
- Berth 50: 1,400' of wood wharf

2022 Cruise Development 2020-17
- Volume growing back to pre-2010 levels
- Ship size is growing
  A. 2015 - POA market was to add new ships in 2020 and 2021
  B. 2020 - COVID
  C. 2022 - Recovery & Royal Caribbean year-round ship
- Implementation of this would be initiated upon demand for additional cruise facilities
### Boat | Private

Private boating refers to fueling stations, slips for fishing, private boating facilities, and commercial/industrial boats.

*Source refers to the specific source reviewed for the scope*

<table>
<thead>
<tr>
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<th>STATUS</th>
</tr>
</thead>
</table>
| 1. Jackovich & Sara Fueling Station | 2009 | San Pedro Waterfront Project (C130/PAI) | New fueling station  
Originally to be built at Berth 240 but now at Berth 72 | Completed, 2021 |
San Pedro Waterfront Enhancements & Improvements (WPID)  
San Pedro Waterfront and Promenade Master Development Plan (BMW) | S.P. Slip and fishing vessels are to be maintained and will operate with future waterfront use.  
Enhancements adjacent to the SP Slip would consist of pedestrian walkway improvements with lighting and graphics, such as storyboards and point-of-interest signs  
The pedestrian walkway would extend from the southern terminus of the SP Slip near Berth 72  
Promenade approximately 100 feet wide to accommodate pedestrians and to facilitate the fishing fleet’s continued use of the area for dockside work  
Two existing restrooms along the SP Slip would also be upgraded | Continued Operation with West Marine Development, Potential Development |
| 4. Commercial fish landings | 2014 | Port Master Plan: Port of Los Angeles | Given the lack of growth in this industry, it does not seem likely that there will be additional demand for commercial fishing facilities at the Port over the next few decades | Deferred |
| 5. Boating facilities | 2014 | Port Master Plan: Port of Los Angeles | Of the 14 marinas in San Pedro Bay, 10 are with the Port, currently 3,365 slips and 21.5% vacancy rate at time of study  
The supply of recreational boating facilities is sufficient to meet regional demand | Deferred |

### INDIRECT PROJECT SCOPE

<table>
<thead>
<tr>
<th>NAME</th>
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<th>SCOPE</th>
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</tr>
</thead>
</table>
| 6. Demand for cargo facilities | 2014 | Port Master Plan: Port of Los Angeles | The Port will continue to be a major waterborne containerized trade gateway due to:  
- Increasing containerization of goods movement  
- The rise of Asia as a trading partner for the U.S.  
- The trend towards larger container ship sizes | Ongoing |
### Connectivity Elements Review: Amenities

#### Art

In summary, this matrix contains the Arts Oversight Board and existing art installations at the Port.

*Date refers to the date of the document dated

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<table>
<thead>
<tr>
<th>Name</th>
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<th>Scope</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arts Oversight Board</td>
<td>2005</td>
<td></td>
<td>- Establishing an Arts Oversight Board to be responsible for advising the Port in the establishment and maintenance of public art on the waterfront</td>
<td>Completed</td>
</tr>
</tbody>
</table>
| Art Installations at the Port |       | [Lxwaterfront.org](#) | A. Angels Light at Gateway Plaza  
B. Angels Breezing at Liberty Plaza  
C. Benches along Harbor Boulevard Parkway Promenade  
D. Benches at Downtown Harbor  
E. Benches at S.P. Slip Waterfront Plaza  
F. Ceramic Tile Benches along Los Angeles Cruise Ship Promenade  
G. Ghost Fish 107 at S.P. Slip Waterfront Plaza  
H. Juan Rodriguez Calleja Steamer Cabin on Beach  
I. Mural at John S. Gibson Park  
J. Multicultural Statue/Millennium Map at Gateway Plaza and Fanfare Fountain  
K. Phoenix Rising Statue at Benning's Landing Community Center  
L. Seating from A-Z Interpretive Seating at Cabrillo Way Marina  
M. Ship Chandler at Downtown Harbor  
N. Stephen S. White Statue at Cabrillo Beach  
O. Story Rope Along Harbor Boulevard Parkway Promenade  
P. Tuffiyes Wind Ensemble at Los Angeles Cruise Ship Promenade | Completed Installations |

<table>
<thead>
<tr>
<th>Name</th>
<th>Date*</th>
<th>Source**</th>
<th>Scope</th>
<th>Status</th>
</tr>
</thead>
</table>
| Art Installations at the Port |       | [Lxwaterfront.org](#) | A. Japanese American Fishing Village Memorial on Terminal Island  
B. Wilmington Waves at Wilmington Waterfront Park | Completed Installations |
Open Space

Open space refers to any large gathering space whether be a park, lawn, beach, plaza, or amphitheater.

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<table>
<thead>
<tr>
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<th>SCOPE</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. West Harbor (North Park and Amphitheater)</td>
<td>2022</td>
<td>West Harbor Modification Project (US/MP)</td>
<td>Eight acres of outdoor recreational areas, park, leisure space, multi-purpose place with landscaping, hardscape, outdoor furniture, and lighting directly on the waterfront</td>
<td>Under Construction, Estimated 2024</td>
</tr>
<tr>
<td>- LA Waterfront Urban Linkages: San Pedro Waterfront</td>
<td>2009</td>
<td>San Pedro Waterfront Project (FES/FID)</td>
<td>3-acre waterfront park adjacent to the Town Square in front of the existing Maritime Museum</td>
<td>Potential Development</td>
</tr>
<tr>
<td>-</td>
<td>2022</td>
<td>West Harbor Modification Project (US/MP)</td>
<td>6,000-seat amphitheater</td>
<td>Potential Development</td>
</tr>
<tr>
<td>2. Delphic Field</td>
<td>-</td>
<td>LA Waterfront Urban Linkages: San Pedro Waterfront</td>
<td>Open space plan</td>
<td>Potential Development</td>
</tr>
<tr>
<td>3. San Pedro Park</td>
<td>2009</td>
<td>San Pedro Waterfront Project (FES/FID)</td>
<td>Designed to include an informal amphitheater for harbor viewing, waterfront events, and concerts with lawn seating for approximately 3,000 people.</td>
<td>Deferred, Potential for Parking</td>
</tr>
<tr>
<td>- San Pedro Waterfront and Promenade Master Development Plan (B to E)</td>
<td>2003</td>
<td>San Pedro Waterfront Project (FES/FID)</td>
<td>Could include botanical and culturally themed gardens, an overlook for harbor viewing, a sculpture garden/public art, children's play areas, and possible water features</td>
<td>Deferred, Potential for Parking</td>
</tr>
<tr>
<td>4. Outer Harbor Park, park rear Bertha 45-60</td>
<td>2014</td>
<td>San Pedro Waterfront Project (FES/FID)</td>
<td>Outdoor event venue and cruise ship dock with a concrete wharf, paved on-site parking, electrical, water, and sewer connections</td>
<td>Existing</td>
</tr>
<tr>
<td>5. Outer Harbor Park, park rear Bertha 45-60</td>
<td>2009</td>
<td>San Pedro Waterfront Project (FES/FID)</td>
<td>Approximately 9 acres at the Outer Harbor and would complement the proposed Outer Harbor Cruise Terminals</td>
<td>Potential Development</td>
</tr>
<tr>
<td>-</td>
<td>2005</td>
<td>Los Angeles Harbor Area - California Coastal Trail Access Analysis</td>
<td>One-acre public plaza</td>
<td>Completed, 2021</td>
</tr>
<tr>
<td>7. Town Square</td>
<td>-</td>
<td>-</td>
<td>One-acre public plaza</td>
<td>Complete 2019</td>
</tr>
<tr>
<td>-</td>
<td>2015</td>
<td>Public Access 2022 Investment Plan (PAP)</td>
<td>One-acre public plaza that runs parallel to the Los Angeles Main Channel</td>
<td>Complete 2019</td>
</tr>
<tr>
<td>8. Salt Marsh Improvements</td>
<td>-</td>
<td>-</td>
<td>Located on the plan only</td>
<td>Potential Development</td>
</tr>
<tr>
<td>9. Plaza Park</td>
<td>2009</td>
<td>San Pedro Waterfront Project (FES/FID)</td>
<td>Current grade differential between the waterfront and downtown San Pedro south of 7th Street creates a barrier for pedestrians to access the waterfront below the BLA</td>
<td>Approved for development 2022</td>
</tr>
<tr>
<td>-</td>
<td>2015</td>
<td>Public Access 2015/2022 Investment Plan (PAP)</td>
<td>Approximately 16,500 square feet of open space and amenities to the existing Harborside Boulevard Parkway</td>
<td>Approved for development 2022</td>
</tr>
<tr>
<td>-</td>
<td>2015</td>
<td>Public Access 2015/2022 Investment Plan (PAP)</td>
<td>Provides the local community and residents of the redeveloped Port of San Pedro with additional open space and direct access to LA Waterfront amenities</td>
<td>Approved for development 2022</td>
</tr>
<tr>
<td>10. Harbor Blvd. Parking Improvements</td>
<td>2015</td>
<td>Public Access 2015/2022 Investment Plan (PAP)</td>
<td>Provides the local community and residents of the redeveloped Port of San Pedro with additional open space and direct access to LA Waterfront amenities</td>
<td>Approved for development 2022</td>
</tr>
<tr>
<td>Project</td>
<td>Start Year</td>
<td>Description</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---------</td>
<td>------------</td>
<td>-------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11. 22nd Street Landing Area</td>
<td>2005</td>
<td>San Pedro Waterfront Environments &amp; Errata (WEC)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2005</td>
<td>San Pedro Waterfront and Promenade Master Development Plan (to 2010)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 200 West 22nd Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Consists of green space, open space, and pedestrian improvements</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Lending area in two separate lots that would contain 450 and 950 parking spaces</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12. 22nd Street Park</td>
<td>2005</td>
<td>Los Angeles Harbor Area - California Coastal Trail Access Analysis</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 5-acre park overlooking the Port's Outer Harbor on San Pedro</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Provides walking and biking trails, shade trees, a bocce ball court, restrooms, ample parking and more than four acres of list grassy area for recreation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13. Cabrillo Beach Improvements</td>
<td>2005</td>
<td>San Pedro Waterfront Environments &amp; Errata (WEC)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Improvements to the pedestrian pathway along Shoshone Way</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Improvements to the existing sidewalk along Cabrillo Beach, resulting in a 30-60 centimeter pathway</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Landscaped path constructed between the beach and Cabrillo Marine Aquarium</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Improvements would consist of a dual-level promenade</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• The lower area would be paved over the existing riprap above the high-water mark, and the upper pedestrian boardwalk with seat walls would be located adjacent to the parking area</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Enhancing the vehicular bus/bike/trailer parking area and restoring the parking lot along the breakwater</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• landscaped place enclosed by a modular promenade and features the &quot;Ghost Fish 107&quot; sculpture</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Table bench seating by San Pedro woodworker Harold Greene</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15. Wilmington Waterfront Park</td>
<td>2011</td>
<td>Waterfront.org</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 50-acre landscaped area that continues along Harry Bridges Boulevard, from Figueroa Street to Lapham Avenue</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• A nine-block-long pedestrian and bicycle promenade connects the east to the west end</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Features landcaping, paths and walkways, benches, water features, pedestrian bridges, restrooms, drinking fountains, lookout and benches, a children's playground, and community buildings and public amphitheater</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Open to the public and serves as an ideal space for family gatherings, sports, performance arts, walking, bicycling, and community events</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Attractions and Landmarks

Attractions and landmarks are identified as a single use amenity, like AutoSea, as opposed to a mixed-use use development. Landmarks are historically or culturally rich attractions.

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</tr>
</thead>
<tbody>
<tr>
<td>1. Convenion Center</td>
<td>-</td>
<td>LA Waterfront Urban Linkages: San Pedro Waterfront</td>
<td>• 75,000 square feet of Convention Center if there is market demand for it</td>
<td>Removed from West Harbor development</td>
</tr>
<tr>
<td>2. Catalina Sea and Air Terminal/Catalina Express</td>
<td>2009</td>
<td>San Pedro Waterfront Project (FEB/09)</td>
<td>• Relocated to adjacent building that housed former passenger ferries</td>
<td>Completed 2012</td>
</tr>
<tr>
<td>3. Warehouse 12/CRAFTED</td>
<td>2009</td>
<td>San Pedro Waterfront Project (FEB/09)</td>
<td>• Low-intensity community serving commercial or educational reuse</td>
<td>Completed 2012</td>
</tr>
<tr>
<td>4. Maritime Museum</td>
<td>2005</td>
<td>San Pedro Waterfront Enhancements &amp; Errata (WNC)</td>
<td>• Improvements to foundation, facade, and a new dock with views of the Main Channel</td>
<td>Potential Development</td>
</tr>
</tbody>
</table>

### Potential Development

- **San Pedro Waterfront and Promenade Master Development Plan (B to B)**
  - **2005** San Pedro Waterfront Enhancements & Errata (WNC)
    - International exhibition space and commerce
    - Location: north of Fish Station #12 between north harbor and downtown harbor

- **Battleship Iowa**
  - **Later** L.A. Waterfront.org
    - Only Navy battleship on the west coast
    - Interactive naval museum and living memorial honoring the U.S. Navy and other military branches through exhibits and special events
    - Offers tours, educational programs, and overnight stays

- **Catalina Marine Aquarium Upgrades**
  - **Later** PortOfLosAngeles.org
    - Improvements made to enhance the visitor experience with new art, paint, and flooring; new exhibits have already been completed
    - Additional improvements include renovations to aquarium classrooms, with new flooring, paint, and window treatments

- **AutoSEA Phase 1**
  - **2014** Port Master Plan: Port of Los Angeles
    - 35-acre campus
    - Urban marine research center
    - Includes the reuse of existing transit sheds at Berths 56-60 to accommodate a marine research laboratory, classroom, and meeting spaces; rental of new building at Berth 58 with classrooms and a lecture hall/auditorium; relocation of the Southern California Marine Institute (SCMI) facility to the development of an interpretive center; establishment of a marine science business park/innovation space at Berths 58-60 integration with and development of the waterfowl promenade along the west edge of the development

- **2002** City Dock No. 1 Marine Research Center Project (FEB/02)
  - **2009** San Pedro Waterfront Project (FEB/09)

- **L.A. Waterfront.org**
  - **Later**

---

San Pedro’s Waterfront Connectivity Plan | Appendix
<table>
<thead>
<tr>
<th>Project</th>
<th>Year</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>10. AlSEA Phase 2 and 3</td>
<td>2012</td>
<td>City Dock No. 1 Marine Research Center Project (FER)</td>
</tr>
<tr>
<td>2009</td>
<td>San Pedro Waterfront Project (LEA/FER)</td>
<td></td>
</tr>
<tr>
<td>100</td>
<td>Develop east of Signal Street</td>
<td></td>
</tr>
<tr>
<td>11. Warehouse 1</td>
<td>2005</td>
<td>San Pedro Waterfront and Promenade Master Development Plan (B to B)</td>
</tr>
<tr>
<td>2012</td>
<td>List of Current Developments screen</td>
<td></td>
</tr>
<tr>
<td>12. Ralph J. Scott Fireboat Museum</td>
<td>2005</td>
<td>San Pedro Waterfront and Promenade Master Development Plan (B to B)</td>
</tr>
<tr>
<td>2009</td>
<td>San Pedro Waterfront Project (LEA/FER)</td>
<td></td>
</tr>
<tr>
<td>13. Angel’s Gate Lighthouse Restoration</td>
<td>-</td>
<td>LAFWATERFRONT.ORG</td>
</tr>
<tr>
<td>2012</td>
<td>Completed 2012</td>
<td></td>
</tr>
<tr>
<td>14. Warehouse One</td>
<td>2005</td>
<td>LA Program</td>
</tr>
<tr>
<td>2005</td>
<td>View of the Port</td>
<td></td>
</tr>
<tr>
<td>15. Angel’s Walk LA Program</td>
<td>2005</td>
<td>Ann Pedro Waterfront Enhancements &amp; Erratics (ONTC)</td>
</tr>
<tr>
<td>2005</td>
<td>Views of the Port</td>
<td></td>
</tr>
<tr>
<td>2005</td>
<td>Adjacent to the historic Municipal Warehouse No.1, the oldest warehouse at the Port of Los Angeles</td>
<td></td>
</tr>
<tr>
<td>2005</td>
<td>Offers free parking, a lighted outdoor platform, and benches to enjoy the view</td>
<td></td>
</tr>
<tr>
<td>16. Fish Market</td>
<td>-</td>
<td>LA Waterfront Urban Linkages: San Pedro Waterfront</td>
</tr>
<tr>
<td>-</td>
<td>To be maintained and will operate in conjunction with any future waterfront uses and is seen as a vital contribution to the authentic working waterfront</td>
<td></td>
</tr>
</tbody>
</table>

**Completed 2005**

**Completed, Ongoing**

**Currently operating, long term operation unknown**
**Housing**

While housing is not the primary focus of the SWP, future mixed-use and multifamily developments will influence future connectivity. A list of future developments from the Port is provided along with more detail from Rancho San Pedro public housing complex.

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<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rancho San Pedro public housing complex</td>
<td>2015-2022</td>
<td>Public Access Investment Plan (PAIP) Program Planning</td>
<td>MACPA is redeveloping the 378-unit Rancho San Pedro public housing complex with One San Pedro 21-acre site with new mixed-income and mixed-use urban village with a higher unit density than the current development.</td>
<td>In Progress, Estimated by 2038 in Phases</td>
</tr>
<tr>
<td>Additional housing developments</td>
<td>2022</td>
<td>Port San Pedro Residential Data</td>
<td>~6,000 additional units downtown, location and type of unit.</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>

- 1. Beacon Landing, Affordable Apartments
- 2. 8th Street Lofts, Mixed Use (Lofts, Retail, Restaurant) remodel
- 3. Liberty Lofts
- 4. Johnson Tower, Johnson Tower
- 5. 2111 S. Pacific Avenue, Mixed Use
- 6. 335 S. Pacific Avenue, Apartments
### Mixed-Use

Arteries that provide a variety of uses are considered mixed-use. For example, West harbor offers restaurants, shopping, markets, outdoor space, etc.

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<table>
<thead>
<tr>
<th>NAME</th>
<th>DATE*</th>
<th>SOURCE**</th>
<th>SCOPE</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cabrillo Site</td>
<td>2008</td>
<td>Harbor Blvd Seamless Study</td>
<td>Mixed use with retail, residential, and parking</td>
<td>Potential Development</td>
</tr>
<tr>
<td>7th Street and Beacon Street</td>
<td></td>
<td></td>
<td>Mixed use with retail, residential, and parking</td>
<td>Potential Development</td>
</tr>
<tr>
<td>Cabrillo Marina</td>
<td>LA Waterfront Urban Linkages: San Pedro Waterfront</td>
<td>90,000 sf of commercial development</td>
<td>Potential Development</td>
<td></td>
</tr>
<tr>
<td>Cabrillo Way Marina i</td>
<td>LAwaterfront.org</td>
<td>~700-sf marina covering 67 acres of land and water</td>
<td>Completed 2011</td>
<td></td>
</tr>
<tr>
<td>Cabrillo Way Marina Proposal</td>
<td>2022</td>
<td>List of Current Development Project</td>
<td>Planned development of new 6,000,000 sf commercial development and two hotels</td>
<td>In Progress, Conducting Draft CEQA Initial Study Complete and Pending Developer Review</td>
</tr>
<tr>
<td>Public Access Investment Plan (PAIP) Program Planning</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Proposal for Cabrillo Way Marina: Belweath Financial Group</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>West Harbor</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- 42 acres of restaurants, shopping, fresh markets, office space, and a waterfront promenade with outdoor space and an open-air amphitheater for live entertainment
- Construction of directly improvements includes town square for public gatherings, events and parking, restroom facility, floating docks, and landscape/landscape improvements

- 2016 Port Master-Rea Part of Los Angeles
  - LA Waterfront Urban Linkages: San Pedro Waterfront
  - The park, Town Square, cafes and development of West Harbor (Port of LA)

- 2009 San Pedro Waterfront Project (RES/1D)
  - Two new 10,000 square foot office buildings located at the proposed North Harbor center for Crowley and Millennium Bank companies
  - 3rd St. And Harbor Blvd.

- 2011 Tona Square Public Employee Building
  - Provides amenity for visitors and events between San Pedro Public Market and Downtown San Pedro

- 2009 Cabrillo Way Marina: Commercial Development and Marine Acquisition Opportunity
  - 12.6 acres of land in the Port of Los Angeles to manufacture the Starship spacecraft
  - Near Cabrillo Way Marina

- 2016 Electrical Uplifted by LAwaterfront | LAwaterfront.org | Electrical upgrades mandated by the Department of Water & Power to support the potential new uses West Harbor and Cabrillo

### San Pedro’s Waterfront Connectivity Plan [Appendix]
# Events and Activities

These many event listed is future events at the Amphitheater at West Harbor. Year-round events are available on the website.

*Date refers to the date of the document listed
**Source refers to the specific source reviewed for the scope

<table>
<thead>
<tr>
<th>NAME</th>
<th>DATE</th>
<th>SOURCE</th>
<th>SCOPE</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Intent of future events at amphitheater</td>
<td>2022</td>
<td>West Harbor Modification Project (W/MEC)</td>
<td>• Host approximately 100 paid events annually from April through November. • No more than one event per day is expected. • Concerts would typically start between 7:00 p.m. and 8:30 p.m., and last approximately 3 hours.</td>
<td>Under Construction, Estimated 2024</td>
</tr>
<tr>
<td>2. Current events (Common Events Based on 2022)</td>
<td>-</td>
<td>Leewaterfront.org</td>
<td>A. Historic Downtown San Pedro Local Harvest Farmers Market - 8th Street between Pacific Avenue and Mesa Street, every Friday. B. Lunar New Year-Virtual, first week of February. C. San Pedro Farmers Market - 888 S Beacon St., every Friday. D. 1st Thursday Art Walk - 1st Thursday evening of each month, 398 W. 7th St. E. Harbor Cup Regatta - March 11 to 13, 30th Miner St. F. CMC Grill Days, Battleship IOWA - March 24 to 26, 250 S Harbor Blvd. G. LA Fleet Week - May 27 to 30, 30th Miner St. H. LA Maritime Institute Festival of San - May 27 to 30, 30th S Harbor Blvd. J. HMM Concert &amp; Car Show - July 30, 30th Miner St. K. Holidays By The Sea and Holiday Harbor Afloat Parade, December 3, 8:00 Sampson Way L. Spirit of San Pedro Holiday Parade - December 4, Pacific Ave. and 7th Street</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>
PLANNING ELEMENTS REVIEW

Design Guidelines

Two planning documents cover design guidelines in great detail, LA Waterfront Design Guidelines in 2004 and 2014. These highlight lighting, architectural design, open space and signage. While design guidelines are not specifically within scope of the SPWCP, they should be considered with planning efforts for cohesiveness.

The lighting section covers recommendations, selection, lighting goals, general and technical guidelines, style guidelines, pedestrian lighting, specialty lighting, and vehicular lighting.

The architectural section covers architectural goals, architectural design guidelines, pedestrian orientation setbacks and setbacks, building orientation, building facades, building forms, height, historic context, vehicular circulation, parking and access, vehicle access, loading and service areas, building design precedent, building heights setbacks and setbacks, street level treatment, and building elements and materials.

Open Space sections cover public realm goals, general public realm guidelines, public realm style guidelines, circulation, promenade, right-of-way, bicycle facilities, open space, parks, piazzas, children’s playground, Native lots, landscape elements and plant materials, site furnishings, paving, walls, fences and railings, bollards, water features and public art.

The signage sections cover signage goals, general signage guidelines, general technical guidelines, signage style guidelines, vehicle signage, pedestrian signage, identity signage, pedestrian signage, vehicular signage, identity signage, sign standards, and district signage recommendations.

Harbor Boulevard design guidelines are available in the Harbor Blvd Seamless Study.
Implementation

The following plans emphasize key considerations including the importance of aligning public and private stakeholders, retaining and building upon existing elements of the port, and utilizing diverse sources of funding. Elements of an implementation plan include:

1. Specific recommendations for both short-term and long-term projects
2. Articulation of how proposed actions align with Coastal Commission and other State and local regulations.

2014 Port Master Plan: Port of Los Angeles
- Provides development guidelines to make sure that the implementation of the Plan is in accordance with other regulations like the Coastal Act and State guidelines. Development guidelines include different permit requirements based on Coastal Commission regulations.
- Distinguishes different planning areas and their distinct planning frameworks.
- Major developments may require a public hearing.

2008 Harbor Blvd Seamless Study
- Explores coordination on Port-initiated public improvements and projects along Harbor Boulevard and lays the groundwork for future joint development projects between the Port and CDA.
- Makes recommendations for streetscape elements, including lighting, furniture, landscape, and street crossing treatments. These elements will also guide projects like the Downtown Harbor and Sampson Way realignment, as soon as the entitlement process allows.
- Analysis of the timing and scale of development possible at the Callan site provides basis for a Memorandum of Understanding that declares the policy intent and steps necessary to implement the joint development project.

2005 San Pedro Waterfront and Promenade Master Development Plan (B to B)
- Implementation of the plan is phased over 30 years.
- Requires coordination between public and private funding as well as additional regulatory bodies.

LA Waterfront Urban Linkages: San Pedro Waterfront
- An Urban Design Plan that complements the San Pedro Waterfront and Promenade Master Development Plan (B to B) plan and details a framework that builds on preceding completed enhancements and anticipates future planned infrastructure improvements.
- Implementation actions include ingress, egrets, circulation, type and relationship of land use, parking, transportation, and linkages to the waterfront.
- Outlines near-term and long-term enhancements for separate areas along the waterfront.

2005 San Pedro Waterfront Enhancements & Errata (MNQ)
- Upgrades to pedestrian connections and vehicular safety are consistent with B to B. Elements in the proposed project are expected to remain throughout the buildout of San Pedro Waterfront and Promenade Master Development Plan (B to B).

2017 San Pedro Urban Greening Implementation Plan
- Identifies 32 opportunities from a community-based planning effort.
- Each opportunity has an identified location as well as specific implementation recommendations.

- Includes an implementation roadmap matrix that identifies landowner/permitting agencies, CCA, necessary permits, OSM, as well as additional notes.

Major Funding Considerations
- Allocation of Public Access Investment Plan (2013)
  - Updates in 2019 and 2022 outlining updates on prioritized projects and alignment with Capital Improvement Program budget cycle.
  - Future prioritized projects for investments from the Public Access Investment Plan will be determined through annual review and stakeholder input.
- Capital Expenditure Plans
  - Future spending linked up here (2019-2027)

![Graph and Chart]

Snippet of 2015-2023 CIP detail.
Sustainability
The Port of Los Angeles has developed principles linked to the Port’s Five-Year Strategic Plan for environment, economy, and equity. This is meant to be practiced through the planning, design and construction phases. The Port of Los Angeles adopted the Sustainable City Plan for the City of Los Angeles in 2012. The plan advances environment, economy and social equity in 14 various categories with short-term, near-term (2025) and long-term (2035) targets. This includes areas such as local soils, energy efficient buildings, carbon and climate leadership, green jobs, preparedness and resiliency, air quality, and environmental justice. Several documents highlight sustainability within San Pedro’s waterfront.

Sustainability has been a priority in many of the past planning documents. The topics covered include:

- Stormwater: landscape and stormwater management plan to treat and capture stormwater on site
- Shoreline: alternative design that provides ecological and recreational benefits
- Site construction: integrating engineering and design team early on in projects and limiting cut and fill
- LEED certification: promoting sustainable practices in buildings
- Recycled water available for all landscaping and water feature
- Drought-tolerant plants and shade trees: use as plant palette when possible
- Permeable paving: installed to reduce storm water run-off and improve water quality
- Solar power: incorporated into all new development to the maximum extent feasible
- Photovoltaic panels: incorporated in roofs

Urban Greening
The 2017 San Pedro Urban Greening Implementation Plan describes 33 green pathway and outlet opportunities for the Port. These are streets that can have elements such as trees, bioswales, bike facilities, multi-use paths, pedestrian-friendly streets, stormwater treatment, shade treatments, environmentally sustainable fixtures and designs, and encourage active transportation.

These projects vary in terms of completion. The urban greening opportunities include:

1. Urban forest ecosystem restoration (set in scope)
2. Priority pathways and outlets tree planting strategists, species recommendations by street
3. Western Ave, median tree planting (not in scope)
4. Harbor Blvd, median turf replacement and beautification
5. Stamp Act Way realignment, Plaza, and Central Parks
6. North Gaffey Phase 2
7. Front Street Beautification
8. Private property tree adoption program
9. Residential turf replacement program
10. Gaffey great street
11. Interstate 110 Harbor approach beautification
12. N. Pacific to John S. Gibson bicycle pathway connection
13. John S. Gibson pathway enhancement
14. Bandini Canyon path to park path greenway
15. Peak park to Leale Park pedestrian pathway
16. Summertime to Gaffey & Pacific bike connections
17. Leale Park/Esplanade environmental enhancement
18. N. Gaffey pedestrian path – Eubank bridge to Miraflores
19. N. Gaffey – Summertime Landscape medians
20. N. Gaffey pathway phase ix: Channel to Anaheim St. Medians, parkway, pedestrian path
21. Pacific coast trail connections
22. Pacific Ave metropolitan green street
23. Downtown area green streets
24. Downtown park & alley passageways
25. W. Channel green street-park-Western to N. Gaffey
26. 22nd Ave. Brownfield reclamation
27. Alma Park historic restoration
28. N. Pacific Mede reclamation
29. San Pedro Canal restoration and 5th & 6th Streets green street bioswales and rain gardens
30. S. Pacific Ave, traffic calming green street enhancements
31. San Pedro recycled water connection from Machado Lake/Terminal Island
32. Bandini Canyon/Olansis/Leale East out-watershed stormwater capture & reuse
**Districts**

The San Pedro waterfront has been further divided into waterfront subareas or districts in several documents. These district boundaries are generally based on existing character and conditions, primary land uses, public infrastructure, and roadways. Each document has variations in the way the boundaries are drawn.

LA Waterfront Design Guidelines 2014

San Pedro Waterfront and Promenade Master Development Plan (A to B)
TIMELINE SUMMARY
Planning Documents and Developments Overlay

The recently completed projects, projects under construction, and future projects are laid on the timeline compared to the past planning documents.
## Documents Reviewed

The below table highlights the primary documents reviewed for this report:

<table>
<thead>
<tr>
<th>SOURCE</th>
<th>DATE PRODUCED</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Pedro Waterfront and Riverfront Master Development Plan</td>
<td>10/2003</td>
</tr>
<tr>
<td>Los Angeles Harbor Area - City of Los Angeles</td>
<td>8/2004</td>
</tr>
<tr>
<td>San Pedro Waterfront and Riverfront Master Development Plan (draft)</td>
<td>9/2006</td>
</tr>
<tr>
<td>Harbor Blue Steeping Study</td>
<td>11/2006</td>
</tr>
<tr>
<td>LA Department of Water and Power San Pedro Waterfront</td>
<td>2/2014</td>
</tr>
<tr>
<td>LA Waterfront Urban Design Guidelines</td>
<td>10/2019</td>
</tr>
<tr>
<td>Port Master Plan Port of Los Angeles</td>
<td>2/2019</td>
</tr>
<tr>
<td>The ‘Sea’ in Urban Coastal Communities</td>
<td>10/2021</td>
</tr>
<tr>
<td>LA Waterfront Redevelopment</td>
<td>3/2021</td>
</tr>
<tr>
<td>Public Access Enhancement Plan (PAEP) Executive Director’s Report</td>
<td>9/2021</td>
</tr>
<tr>
<td>Public Access Enhancement Plan (PAEP) Implementation Plan</td>
<td>9/2021</td>
</tr>
<tr>
<td>LA Waterfront Opportunity (WOF) Project</td>
<td>9/2017</td>
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<tr>
<td>Public Access Enhancement Plan (PAEP) Redevelopment</td>
<td>2019</td>
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<tr>
<td>San Pedro Waterfront Strategic Plan Implementation</td>
<td>9/2020</td>
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<td>Waterfront City Strategy: NELA, Integrated</td>
<td>9/2020</td>
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<tr>
<td>Waterfront City Strategy: NELA, Integrated</td>
<td>9/2020</td>
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<tr>
<td>Port of Los Angeles Outreach Report</td>
<td>9/2020</td>
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<tr>
<td>North Korea Street Redevelopment Phase 2</td>
<td>3/2022</td>
</tr>
<tr>
<td>Latino neighborhood data points</td>
<td>9/2022</td>
</tr>
<tr>
<td>2019 Presentation of LA outreach plan</td>
<td>10/2019</td>
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<tr>
<td>Public Access enhancement Plan (PAEP) Implementation Plan Long Term Comments</td>
<td>9/2022</td>
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<tr>
<td>Voices of Los Angeles Water Committee Meeting 1/22</td>
<td>11/2022</td>
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<td>C Known Issues</td>
<td>11/2022</td>
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<tr>
<td>WAYS/INITIATIVE/GOALS/</td>
<td>10/2022</td>
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<tr>
<td>San Pedro Waterfront Enhancements</td>
<td>8/2019</td>
</tr>
<tr>
<td>San Pedro Waterfront Project (PAEP)</td>
<td>9/2020</td>
</tr>
<tr>
<td>City of Los Angeles, General Plan Update: Plaza</td>
<td>9/2022</td>
</tr>
<tr>
<td>Greenbelt Modification Project (DG-2001)</td>
<td>4/2022</td>
</tr>
</tbody>
</table>

### Websites

- [https://www.portofla.org/](https://www.portofla.org/)
- [https://www.lawdmo.org](https://www.lawdmo.org)
- [WFOSS](https://www.wfooss.org)
- [SeaWalk](https://www.seawalk.org)
- [LA Waterfront Video](https://www.lawdmo.org)
- [AGF](https://www.agf.com)

**Public by Xia**
- [AGF](https://www.agf.com)
B. Focus Group Charrette Results

San Pedro’s Waterfront Connectivity Plan

Focus Group Results
FOCUS GROUP SUMMARY

- **Tuesday, Jan. 24, 5:30-8:00 pm**
  - The Port Pantry

- **Estimated attendance:**
  - 20 people

- **Quantitative activities:**
  - Station 1, A Day in the Life: Routes to port indicate frequency of travel
  - Station 2, Priorities for Improvement: Number of recommendations in each category indicates priority of improvement

- **Qualitative activities**
  - Station 1, A Day in the Life: Indicates types of improvements wanted
  - Station 2, Priorities for Improvement: Indicates types of improvements prioritized
  - Station 3, Districts & Nodes: Informs of past planning districts

The Focus Group Charrette was a by-invitation meeting in the “listen and explore” phase of the Connectivity Plan engagement process. The purpose was to engage with local community leaders, business owners, and others with strong ties to San Pedro, prior to hosting a larger, public workshop. The planning team used input provided at the charrette to refine the engagement activities for the public Community Workshop held the following month. The charrette also gave the opportunity for the participants to learn about the Connectivity Plan and bring information back to their local community groups.

The charrette included a presentation about the project, three interactive stations to engage the attendees, and a summary and next steps discussion.
STATION 1
A DAY IN THE LIFE

This station asked attendees to consider their routes to the port in daily life, and what kind of changes they might like to see along those routes, or existing elements they like. Participants traced their routes on a large map using yarn and pins, with flags attached to the pins containing their comments. The activities helped to determine how people move around the port, and what challenges they currently encounter.
STATION 1: A DAY IN THE LIFE—HOW DO YOU GET TO THE PORT?

- Attendees used colored yarn to recreate the paths they take to the port, with different colors representing various types of transportation.
- Width of lines indicates frequency of use according to the yarn paths traced by participants.
- Harbor Blvd, Miner St, and 7th St experience the most vehicular traffic, while 5th St and Harbor Blvd host pedestrians, and Via Cabrillo-Marina is multi-modal.
STATION 1: A DAY IN THE LIFE—FLAGGED FOR IMPROVEMENT

- Participants pinned yellow flags to the map with comments on perceived issues and suggested improvements
- Many participants wanted land bridges or other pedestrian access across major arterials
- Participants also wanted more amenities and better wayfinding signage
Station 2 asked what attendees’ priorities are for connectivity improvements within San Pedro’s waterfront, and invited them to share their vision. Participants chose playing pieces from different categories for improvement, placing them on the map where they would like to see it implemented. This activity helped determine the kinds of improvements that may be most needed and valued by the community.
STATION 2: PRIORITIES FOR IMPROVEMENT

- Each dot indicates a “game piece” that was placed on the map by a participant
- The number within each dot corresponds to a comment on the following page
- Commenters wanted to see more pedestrian connections, better wayfinding signage, and more art
## STATION 2: PRIORITIES FOR IMPROVEMENT - COMMENTS

- Each number corresponds to a "game piece" location on the previous map (only “game pieces” with comments are listed here)
- The Aquarium was frequently cited as needing more signage
- Participants also wanted more public access, green space, and beautification

### WAYFINDING

- Easy connectivity to Wilmington
- Expand Harbor and Gaffey / Direct traffic to those areas
- Aquarium, boat ramp, tide pool, beach (Cabrillo inner and outer)
- Art district
- To the harbor
- Which way to go

### ART

- Bridge to connect
- Bridge to connect - aquarium, beach, tide pool
- Signs for beach, tide pool, aquarium, and salt marsh
- Aquarium, boat ramp, tide pool, beach, salt marsh, boat launch
- Aquarium signs throughout city and waterfront

### OPEN SPACE/GREENING

- If this area remains solely for parking - needs more greenery, buffers, beautification
- We need a good central gathering park space downtown

### PUBLIC TRANSIT

- Need transit off of the street connect from down waterfront to Angel’s gate with frequent + possible up 6th + down 7th
- Encourage improved local routes, Metro Micro Mini programs?
- Generally around SP but to major commercial + residential
- Monitors / voice displaying route

### BIKE/SCOOTER

- Transit into downtown
- Skateboard subtle elements + way out that keeps them from damaging seating
- Furnish bike path
- Waterfront promenade needs to better connect for walkers/bikers similar to sirand. Needs bike vs. pedestrian walks from bridge to break.

### PEDESTRIAN

- Better ped connections and barriers so parking + traffic doesn’t go into neighborhood
- Bridge across harbor blvd.
- Furnish promenade
- Translate alternative languages, wayfinding, simplified visual for public events
- Connect the promenade
- Highlight species
- Congested parking transaction, greening, not nice

### AMENITIES

- More destinations + daily points of interest in "safeway area"
- More destinations + daily points of interest in "safeway area"
- Remove tug boat dock so can use downtown Harbor
- Restaurant in Ferry Building
- More along paths and other activities

### PARKING

- More parking
- More parking for Catalina and cruise ship
- Confusing parking signage

### OTHER IDEAS

- Commercial vessel access
- Public access for commercial + SUP
- Local cheap water electric taxi from south area to north area for easier beach access

### WATER/BOAT

- Need a way to get more people through SP on the waterfront, parks and ride
Q: What types of improvements would you like to see at San Pedro’s waterfront?

- Wayfinding was selected most by participants
- Art, Parking, Amenities, and Other Ideas were also popular

![Bar Chart]

- Wayfinding: 18
- Art: 15
- Parking: 14
- Amenities: 14
- Other Ideas: 13
- Water/Boat: 12
- Open Space/Greening: 8
- Bike/Scooter: 8
- Public Transit: 7
- Pedestrian: 7
- Vehicular: 1
Station 3 focused on conversations about districts and how they could enhance wayfinding and placemaking. On a map showing district boundaries from previous waterfront plans, participants marked borders based on their perspective and also shared comments about historical places, landmarks, and how they perceive the relationship of the waterfront to the adjacent neighborhoods. The goal of Station 3 was to help the planning team understand the community’s point-of-view regarding districts and nodes in San Pedro’s waterfront.
STATION 3: DISTRICTS & NODES—WHERE DO YOU ENVISION DISTRICT BOUNDARIES?

- The color blocks summarize the demarcation of potential districts as provided by the charrette participants.
- The idea of using historical neighborhoods as a basis of district identity was shared, and are indicated in the circles.
- Participants generally felt that districts within the waterfront should be different from the adjacent areas of San Pedro outside the waterfront, although there was some overlap.
FOCUS GROUP

Introductory Presentation

Station 1: A Day in the Life

Station 3: Districts & Nodes

Station 1: A Day in the Life

Station 2: Priorities for Improvement
FOCUS GROUP

Focus Group Guest List

Sergio Carrillo, Council District 15
Ray Regalado, Northwest SP Neighborhood Council President
Doug Epperhart, Coastal SP Neighborhood Council President
Matthew Quiocio, Central SP Neighborhood Council President
Diana Nave, Neighborhood Council Planning Committee
Javier Gonzalez-Camarillo, Neighborhood Council Planning Committee
Elise Swanson, President and CEO, SP Chamber of Commerce
Yolanda Regalado, Business Improvement District (PBID)President
Eric Eisenberg, Business Improvement District
Alan Johnson, PBID/West Harbor
Jonathan Williams, CEO, Battleship Iowa
Danny Salas, Owner, Harbor Breeze
Terry Tamminen, CEO, AltaSea
Vicki Wawerchak, Cabrillo Marine Aquarium Exhibits Curator
Jose Bacallao, Cabrillo Marine Aquarium Exhibits Director
Greg Bombard, Owner, Catalina Express
William Collier, Catalina Express
Jenny Scanlon, HACLA
Lauren Johnson, West Harbor
Valerie James, West Harbor

Gerdo Aquino, SWA Group
Ying-yu Hung, SWA Group
Jana Wehby, SWA Group
Valerie Clarke, SWA Group
Yanhao Chai, SWA Group
Ellysa Tabada, SWA Group

Michael Galvin, Port of Los Angeles
Michael Cham, Port of Los Angeles
Augie Bezmalinovich, Port of Los Angeles
C. Community Workshop & Pop-up Results

San Pedro’s Waterfront Connectivity Plan

Community Workshop #1 & Pop-up Feedback Activity Results
COMMUNITY WORKSHOP SUMMARY

- **Thursday, Feb. 23, 6 to 8pm**
  - Port of Los Angeles Boys and Girls Club

- **Estimated attendance: 80**
  - 63 participant IDs were issued, additional attendees did not directly participate with an ID

- **Quantitative activities**
  - **Station 1:** Participant Survey
  - **Station 3:** How Do You Get to the Waterfront?

- **Qualitative activities**
  - **Station 3:** How Do You Get to the Waterfront?
  - **Station 4:** What Do You Like About the Waterfront Now?
  - **Station 5:** What Would You Like to Do at the Waterfront in the Future?

- **Information activity**
  - **Station 2:** Current Happenings
  Participant feedback was not collected at Station 2, and therefore results are not included in this summary document.

Community Workshop #1 was a public meeting in the “listen and explore” phase of the Connectivity Plan engagement process. The purpose was to increase awareness in the community about the Plan process and other Port developments; and for the connectivity plan team to hear ideas and perspectives from the community, which will reinforce the connectivity recommendations.

The workshop included a presentation about the project, a survey, and five interactive stations to engage the attendees and encourage their input.
KEY TAKEAWAYS FROM THE COMMUNITY

1. Recreation (walking and biking) and views should continue to be prioritized
2. Lack of parking, park once and stay all day concept
3. Transportation as attraction (trolley and water taxi)
4. Missing connections between amenities
   - Open space to support connectivity
5. Supporting non-vehicular connectivity
   - Public transit improvements preferred with more bus stops (outside the Port’s responsibility)
6. Improved wayfinding and signage
7. Promenades should prioritize lighting, open space, seating and art
8. Sustainability, climate resiliency, and sea-level rise concerns
   - Emphasis on historic buildings and structure
10. Access to more amenities: casual restaurants, food trucks, beer gardens, live concerts, boat tours like whale watching, youth sailing programs, and beach improvements
As attendees arrived to the workshop they were provided with a printed survey, which they were asked to complete and return before participating in the other stations. The survey was developed to collect baseline metrics about who attended the workshop and how they currently visit San Pedro’s waterfront.
STATION 1: TELL US MORE ABOUT YOU AND YOUR IDEAS

- 51 surveys were received
- Almost 50% of the survey respondents speak English and Spanish or just Spanish at home
- Survey sample has a higher representation of Spanish speakers than the local community as a whole

Q1: What are your primary languages spoken at home?

San Pedro Languages Spoken
Source: https://censusreporter.org/
Q2: What is your age bracket?

San Pedro Age Brackets

Source: https://censusreporter.org/

- Adult age groups were well-represented with 22-35 age bracket having the highest representation
- Survey sample includes higher representations of older and younger adults (fewer middle age) as compared to the overall age distribution in the local community
STATION 1: TELL US MORE ABOUT YOU AND YOUR IDEAS

- Most survey respondents described themselves as residents with 17% working at the waterfront
- 90% live in San Pedro

### Q3: Which best describes your relationship to the LA Waterfront? Select all that apply:

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<tr>
<td>I'M A LOCAL RESIDENT</td>
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<tr>
<td>I WORK HERE</td>
<td>14</td>
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<tr>
<td>I OWN A PROPERTY OR BUSINESS HERE</td>
<td>13</td>
</tr>
<tr>
<td>I'M A VISITOR</td>
<td>1</td>
</tr>
<tr>
<td>OTHER</td>
<td>1</td>
</tr>
</tbody>
</table>

### Q5: What neighborhood do you live in?

- I LIVE IN SAN PEDRO: 90%
- I LIVE OUTSIDE LA: 5%
- I LIVE OUTSIDE SAN PEDRO: 5%
- I LIVE OUTSIDE LOS ANGELES: 5%
STATION 1: TELL US MORE ABOUT YOU AND YOUR IDEAS

- 90% live in San Pedro
STATION 1: TELL US MORE ABOUT YOU AND YOUR IDEAS

- 90% live in San Pedro

5 respondents live outside San Pedro
Q4: What is your primary reason for visiting San Pedro’s waterfront? Please list:

- Community
- Information
- Business
- Exercise
- Music
- Park
- Food
- View
- Recreational
- Work
- Fun
- Fresh air
- Nearby
- Entertainment
- Activities
Most survey respondents are daily or frequent visitors to the waterfront.

When visiting the waterfront, 25% visit by themselves.

Q6: How often do you visit San Pedro’s waterfront?

- Every day, or close to it: 26%
- Multiple times per week: 33%
- Once a week: 7%
- Several times a month: 21%
- Once a month: 7%
- Several times a year: 3%
- Once a year: 3%

Q7: Who do you usually visit with? Select all that apply:

- Myself: 30
- Family, adults: 29
- Friends: 17
- Family, children: 15
- Groups: 13
- Co-workers: 11
- Other: 1
STATION 1: TELL US MORE ABOUT YOU AND YOUR IDEAS

- 46% of respondents use non-motorized methods to get to the waterfront, compared to 40% who use a personal car.
- Most respondents (92%) are aware that you can walk or ride bikes along the promenades in San Pedro’s waterfront.

Q8: What modes of transportation do you use to get to San Pedro’s waterfront? Select all that apply:

- Personal Car: 43%
- Walk, Run, or Mobility Aid: 31%
- Bicycle, Electric Bike, or Scooter: 16%
- Public Transportation: 8%
- Rideshare (Uber/Lyft): 3%
- Other: 1%

Q9: Did you know you can walk or ride your bike along the promenades in San Pedro’s waterfront?

- Yes, I was aware: 92%
- No: 5%
- Not sure: 3%
Battleship IOWA was the most known attraction at San Pedro’s waterfront followed by West Harbor and the Downtown Harbor.

More than 75% of survey respondents know about at least 50% of the developments.

Q10: Have you heard about any of the following places or developments, before this workshop? Select all that apply:

<table>
<thead>
<tr>
<th>Development</th>
<th>Number of Listed Developments that Participant is Aware of</th>
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</thead>
<tbody>
<tr>
<td>Battleship IOWA</td>
<td>50</td>
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<tr>
<td>West Harbor</td>
<td>43</td>
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<tr>
<td>Downtown Harbor</td>
<td>41</td>
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<tr>
<td>Altasea</td>
<td>40</td>
</tr>
<tr>
<td>Brouwerij West and/or Crafted</td>
<td>39</td>
</tr>
<tr>
<td>Catalina Sea and Air Terminal</td>
<td>37</td>
</tr>
<tr>
<td>Town Square and Promenade Phase 1</td>
<td>37</td>
</tr>
<tr>
<td>S.P. Slip Waterfront Plaza</td>
<td>33</td>
</tr>
<tr>
<td>Harbor Boulevard Realignment</td>
<td>33</td>
</tr>
<tr>
<td>Angels Gate Lighthouse Restoration</td>
<td>29</td>
</tr>
</tbody>
</table>

84% of survey respondents know about at least 50% of the developments.
Station 3 collected information about types of transportation participants use to get to and around the waterfront. Participants traced their routes to the waterfront on 11x17 maps and pinned flags to precise locations on a larger, wall-mounted map, with comments on their waterfront experiences.
About 53% of the respondents find it somewhat or very difficult to find parking in San Pedro’s waterfront or downtown San Pedro. Over 75% of respondents would consider taking public transit if it were more convenient. Most respondents (65%) find it easy to get around once they are in San Pedro’s waterfront, but the Connectivity Plan can help improve visitors’ navigation.

Wayfinding for parking access will be important to address in the Connectivity Plan, and there may be opportunities to reduce the demand for parking.

**Q1: If you drive, how easy is it to find available parking when going to San Pedro’s waterfront or downtown San Pedro?**

**Q2: Would you consider taking public transit if it were more convenient?**

**Q3: Once in San Pedro’s waterfront, do you find it easy to find your way around?**

- Very Easy: 50%
- Easy: 38%
- Somewhat Difficult: 15%
- Very Difficult: 15%
- Neutral: 9%
- Not Applicable: 6%

- Yes: 76%
- No: 21%
- Not Sure: 3%

- Very Easy: 26%
- Easy: 28%
- Somewhat Difficult: 38%
- Very Difficult: 15%
- Neutral: 9%
- Not Applicable: 6%
STATION 3: HOW DO YOU GET TO THE WATERFRONT?

- The top 3 suggestions for making it easier to access the area were related to more bus stops, more way-finding signs, and more access

Q4: What would make it easier to access the area? Please list.
Preferences for getting to San Pedro’s waterfront and getting around once there were similar, with the exception of personal car. Connectivity that improves access for non-vehicular travel should be a priority for the Plan.

Q5: How would you like to get to San Pedro’s waterfront in the future? Select all that apply.

Trolley or Shuttle: 15
Pedestrian on Foot: 14
Personal Bikes or Scooters: 12
Personal Car: 11
Bus: 8
Rented Bikes or Scooters: 7
Water Taxi: 7
Rideshare: 1
Other: 0

Q6: Once at San Pedro’s waterfront, how would you like to get to the various destinations? Select all that apply.

Trolley or Shuttle: 20
Pedestrian on Foot: 19
Personal Bikes or Scooters: 16
Rented Bikes or Scooters: 12
Bus: 5
Water Taxi: 9
Personal Car: 3
Other: 1
Rideshare: 1

Q4: Qualitative
STATION 3: MAP YOUR PAST AND CURRENT EXPERIENCES

- Comments included more amenities, better connections to the 22nd St Park area, and improved transit

San Pedro’s Waterfront Connectivity Plan
STATION 3: MAP YOUR PAST AND CURRENT EXPERIENCES

- 22nd Street and Harbor Blvd show the most vehicular use; most walking is along Miner Street and Harbor Blvd; 7th and 3rd Streets are primary bike/scooter connections.
STATION 4
WHAT DO YOU LIKE ABOUT THE WATERFRONT NOW?

Station 4 garnered input on what people like about the waterfront currently. Participants provided comments on their favorite aspects of San Pedro’s waterfront on paper cutouts of shipping containers, which they then folded up and stacked in a playful arrangement. This activity helps the connectivity plan team understand more about locals’ perceptions of the waterfront.
STATION 4: WHAT DO YOU LIKE ABOUT THE WATERFRONT NOW?

- The top 3 responses for local landmarks were related to U.S.S. IOWA, View, and Maritime Museum

Q1: What are local landmarks or places that you associate with San Pedro’s waterfront?
**STATION 4: WHAT DO YOU LIKE ABOUT THE WATERFRONT NOW?**

- The top 3 responses for words that describe the waterfront were Family, Favorite Port, and Pretty

**Q2: What word or phrase best describes San Pedro’s waterfront?**
STATION 4: WHAT DO YOU LIKE ABOUT THE WATERFRONT NOW?

- The top 3 favorite things about the waterfront were related to Views, Water, and Walk

Q3: What is your favorite thing about San Pedro’s waterfront?
Station 5 asked attendees what kinds of activities they would like to see or do in the future at the waterfront. Large poster boards provided images and examples of existing and proposed activities and sights within San Pedro’s waterfront. Participants were asked to select “tokens” for their top three categories of activities. On the token, they marked their five favorite activities from a list and dropped them in a net bag beneath the corresponding image board. By identifying the types of activities and places people are interested in, the connectivity plan can assess what areas may be more crowded, and the types of transportation connections that may be most appropriate. Plus, the activity helped spread awareness about all there is to do at the waterfront!
STATION 5: WHAT WOULD YOU LIKE TO DO AT THE WATERFRONT IN THE FUTURE?

- The top 3 most popular categories of activities were Shopping and Dining; Parks, Recreation, and Exercise; and Arts, Culture, and Events.
STATION 5: WHAT WOULD YOU LIKE TO DO AT THE WATERFRONT IN THE FUTURE?

- Shopping and dining activities are some of the most popular, overall

**Arts, Culture, and Events (Select up to 5)**
- Attend a large live performance/concert: 17
- Visit art galleries and interactive art installations: 13
- View exhibits on local indigenous culture: 12
- Self-guided public art tour: 9
- Host or attend a private event, such as a wedding: 8
- Attend an educational event about the waterfront: 8
- Attend a conference: 5
- Stay at a hotel on the waterfront: 4
- Unique waterfront experiences: 1

**Shopping and Dining (Select up to 5)**
- Casual restaurant dining: 20
- Shop for fresh seafood: 16
- Food trucks: 15
- Brewery and beer garden: 15
- Shop for unique gifts/items: 13
- Fine dining: 13
- Temporary outdoor markets: 10
STATION 5: WHAT WOULD YOU LIKE TO DO AT THE WATERFRONT IN THE FUTURE?

- Cruise and Boat Tours activities were generally less popular.
- Within the Science, Nature, and History category, history-related activities were more popular.

### Cruises and Boat Tours (Select up to 5)

- Take the Boat to Catalina Island: 8
- Go on a Whale Watching Cruise: 8
- Go on a Tall Ship Sail Tour: 6
- Go on an Educational Harbor Tug Tour: 6
- Go on a Cruise Vacation: 4
- Go on a Sportfishing Charter Trip: 3
- Charter a Boat for Recreational Use: 1

### Science, Nature, and History (Select up to 5)

- See Historic Buildings and Structures: 13
- Tour a Historic Ship such as SS Lane Victory or Battleship Iowa: 9
- Self-Guided Tour of Local Monuments and Maritime Artifacts: 9
- View Aquarium Exhibits: 9
- School Field Trip for Local Marine Ecology: 9
- View Port History Exhibits, Outdoor or Indoor: 8
- Guided Tour of the Salt Marsh: 6
- View Exhibits on the Latest Ocean-Based Research and Industry: 4
- Conduct Research and/or Study: 3
STATION 5: WHAT WOULD YOU LIKE TO DO AT THE WATERFRONT IN THE FUTURE?

- Water taxi was nearly as popular as trolley in participants’ selections
- There was a preference for historic trolley cars over modern shuttles

Marinas and Public Docks (Select up to 5)

- Participate in a junior (youth) sailing program: 12
- Dock my boat while visiting: 7
- Launch my boat from a ramp: 6
- Yacht club regatta/race: 4
- Keep my boat at a marina slip: 2
- Keep my boat in dry storage

Trolley and Water Taxi (Select up to 5)

- Hop on/hop off trolley or shuttle to go to multiple attractions: 12
- Take a water taxi between other waterfronts: 10
- Historic trolley cars: 9
- Take a trolley or shuttle for site seeing: 9
- Take a water taxi between sites at the waterfront: 9
- Modern shuttles: 6

San Pedro’s Waterfront Connectivity Plan | Appendix
Land-based recreation and exercise activities are some of the most popular, overall. However, amenities related to recreation and exercise are less popular to include in the promenade.

**Parks, Recreation, and Exercise (Select up to 5)**
- Ride a bike for fun or exercise: 18
- Play, exercise, or relax at a public park: 11
- Attend scout or other youth camp: 5
- Bring my own kayak, paddleboard, etc.: 6
- Go fishing from the pier: 12
- Go to a scenic look-out point: 13
- Play, or relax at the beach: 17
- Children’s play areas: 14
- Watersports rentals such as kayak, etc.: 6
- Walk or run for fun or exercise: 11
- Attend scout or other youth camp: 5

**Promenade Amenities (Select up to 5)**
- Lighting: 13
- Public open spaces: 13
- Seating: 12
- Port viewing points: 11
- Public art: 10
- Fountains: 9
- Wayfinding or ease of direction: 8
- Separate bike or scooter lanes: 7
- Children’s play areas: 7
- Exercise equipment: 6
- Educational experiences: 5
STATION 5: WHAT WOULD YOU LIKE TO DO AT THE WATERFRONT IN THE FUTURE?

- Following are the written responses received for other ideas

**Other Ideas**

“Ayuda para personas des capacitadas.”
“Restoration of wetlands.”
“Water taxi to long beach.”
“Dancing open space.”
“Footbridge from neighborhood.”
“A skate park outskirts of West Harbor for kids to ride.”
“Improve public transit to help reduce heavy traffic flow along Harbor Blvd.”
“Sea level rise mitigation.”
“Improve connection to LAX and LA Union Station and Long Beach.”
“Have a roller-skate/dance floor.”
“Low income coupons deals.”
“Natural history education.”
The Art Walk Pop-up was an interactive event held at the San Pedro Art Walk. The pop-up asked people to put themselves in someone else’s shoes and imagine coming to the waterfront as one of four characters who either lives nearby, works at the waterfront, or “plays” there. Participants could also choose an “other” character and indicated where they love to go at the waterfront by placing character playing piece dolls on an large map.
Although downtown is outside of the study area, participants indicated that they enjoyed spending time in the downtown area, especially between 5th, 10th, Grand Ave, and Palos Verdes St.

Each cluster of responses is outlined to highlight key community destinations. There are five total clusters: Downtown, Downtown Harbor, West Harbor, the 22nd Street, and Cabrillo Beach.

There are 24 total “outliers” sprinkled across the map that did not fit within defined clusters.
POP-UP: DOWNTOWN

- Most popular areas were Art Walk (6th St) and 7th St
- The location where the Art Walk is held was the most popular destination within the cluster for participants. This is not surprising, since this is the location where the pop-up event was held. Most participants travel to this area for work.
Most popular areas were Town Square (Los Angeles Ferry Building, American Merchant Marine Veterans Memorial, Downtown Harbor), and John S. Gibson Jr. Park.

Two participants enjoy the area near Gibson Park, slightly outside the study area, near the YWCA and the Boys and Girls Club.

Most participants travel to the destinations surrounding Town Square, which include Downtown Harbor, American Merchant Marine Veterans, and the Los Angeles Ferry Building.
POP-UP: WEST HARBOR

- Most popular areas were West Harbor, West Harbor Promenade, and S.P. Slip Waterfront Plaza
- The majority of participants who travel to this area “live” in San Pedro.
- Areas closest to the waterfront were more attractive to participants than those farther away, such as Bloch Field and San Pedro Plaza Park.
POP-UP: 22ND STREET

- Most popular areas were 22nd St Park, Brouwerij West, 22nd St Landing Restaurant, Cabrillo Beach Yacht Club, and Crafted.
- An equal amount of participants both “work” and generally “love” being in this area.
- This area has participants spread almost evenly around, indicating that participants enjoy everything the area has to offer.
**POP-UP: CABRILLO BEACH**

- The beach is a popular location for participants that “live” in San Pedro.
- Each destination within the area, excluding the Aquarium, had at least three participants selecting that location.
Participants provided additional information on their thoughts about the waterfront and key destinations they would like to access today and in the future.

“I am a male over 50 who lives by the Korean Bell. I ride my bike from Cabrillo, through the Marinas, to the west PV peninsula and I would like a better bicycle connection. I would love for the waterfront to attract more people!”

“I am a local woman over 50 who would love to see golf course rentals and enough parking for events to improve access and connectivity.”

“I live near 19th & Grand and walk to 22nd St park to work out. I like to take photos at the docks and walk down by the double tree to get to Cabrillo Beach. Pre-COVID-19 I meet with friends at Cabrillo beach for bonfires every weekend.”

“I have been a resident of San Pedro for 2 years and I love that it isn’t like Orange County or Los Angeles. I can’t find a way into the marsh since it’s closed.”
COMMUNITY ENGAGEMENT PHOTOS
COMMUNITY WORKSHOP

Station 4: What Do You Like About the Waterfront Now?

Station 4: What Do You Like About the Waterfront Now?

Station 5: What Would You Like to Do at the Waterfront in the Future?
ART WALK POP-UP
D. Rancho San Pedro Workshop Results

San Pedro’s Waterfront Connectivity Plan

Rancho San Pedro Housing Development
Community Workshop Feedback Activity Results
COMMUNITY WORKSHOP SUMMARY

- **Friday, April 28, 6 to 8pm**
  - Rancho San Pedro Housing Development

- **Estimated attendance: 35**
  - 35 participant IDs were issued

- **Quantitative activities**
  - **Station A:** Participant Survey
  - **Station B:** How Do You Get to the Waterfront?

- **Qualitative activities**
  - **Station B:** How Do You Get to the Waterfront?
  - **Station C:** What Do You Like About the Waterfront Now?
  - **Station D:** What Would You Like to Do at the Waterfront in the Future?

Rancho San Pedro Community Outreach was a public meeting in the “listen and explore” phase of the Connectivity Plan engagement process. The purpose was to increase awareness in the community about the Plan process and other Port developments; and for the connectivity plan team to hear ideas and perspectives from the community, which will reinforce the connectivity recommendations.

The workshop included a presentation about the project, a survey, and four interactive stations to engage the attendees and encourage their input.
KEY TAKEAWAYS FROM THE COMMUNITY

1. Notable, there was a larger group of participants (40%) between the ages of 36-62 years old versus 22% of participants within this age bracket in the previous outreach.
2. 90% of the participants in this outreach are residents of the San Pedro Housing Development.
3. Key modes of transportation to the waterfront are through use of personal car or walking, similar results to previous outreach.
4. Public transit remains a key feature to plan for, as both workshops agreed to considering using public transit if it were more convenient.
5. Prioritize beach access for recreational walking and exercise.
6. There was more of an emphasis on walkability and desire to be able to walk along the beach for recreational use.
7. Residents want the waterfront to feel safe, relaxing and beautiful.
8. Access to more amenities: Food trucks, temporary outdoor markets, more local stores, public open spaces, children’s play areas and educational experiences.
9. Places to shop and restaurants remained consistent as the main desired amenity for future developments.
10. A notable difference between this outreach and the previous is that residents associate the Port of Los Angeles most with Catalina Island and the port not the U.S.S. Iowa and Maritime Museum.
Attendees were provided a printed survey, which they were asked to complete and return. The survey was developed to collect baseline metrics about who attended the workshop and how they currently visit San Pedro’s waterfront.
Q1: What are your primary languages spoken at home?

- 10 surveys were received
- Almost 77% of the survey respondents speak English and Spanish or just Spanish at home
- Survey sample has a higher representation of Spanish speakers than the local community as a whole

San Pedro Languages Spoken
Source: https://censusreporter.org/
Q2: What is your age bracket?

San Pedro Age Brackets
Source: https://censusreporter.org/

- Adult age groups were well-represented with 36-62 age bracket having the highest representation.
- Survey sample includes higher representations of older and middle age adults as compared to the overall age distribution in the local community.
Most survey respondents described themselves as residents.

90% live in San Pedro.

Q3: Which best describes your relationship to the LA Waterfront? Select all that apply:

- I'M A LOCAL RESIDENT: 9
- I WORK HERE: 0
- I OWN A PROPERTY OR BUSINESS HERE: 0
- I'M A VISITOR: 1
- OTHER: 0

Q5: What neighborhood do you live in?

- I LIVE OUTSIDE LOS ANGELES: 10%
- I LIVE IN SAN PEDRO: 90%

*0% live outside San Pedro
STATION A: TELL US MORE ABOUT YOU AND YOUR IDEAS

- Participants live in the Rancho San Pedro Housing Development.
Only three surveys included a response to this question.

Q4: What is your primary reason for visiting San Pedro’s waterfront? Please list:

“I visit the waterfront because it is very BEAUTIFUL. I like walking with my FAMILY along the waterfront.”

Resident

Work
Most survey respondents are frequent visitors to the waterfront.
When visiting the waterfront, 40% visit with family.

Q6: How often do you visit San Pedro’s waterfront?

- Multiple times per week: 30%
- Once a month: 20%
- Once a week: 20%
- Several times a month: 10%
- Once a year: 20%
- Everyday, or close to it: 0%

Q7: Who do you usually visit with? Select all that apply:

- Family, adults: 6
- Family, children: 3
- Myself: 2
- Friends: 1
- Groups: 1
- Co-workers: 1
- Other: 1
**STATION A: TELL US MORE ABOUT YOU AND YOUR IDEAS**

- 64% of respondents use non-motorized methods to get to the waterfront, compared to 18% who use a personal car.
- Most respondents (70%) are aware that you can walk or ride bikes along the promenades in San Pedro’s waterfront.

**Q8: What modes of transportation do you use to get to San Pedro’s waterfront? Select all that apply:**

- Walk, Run, or Mobility Aid: 7
- Personal Car: 2
- Bicycle, Electric Bike, or Scooter: 1
- Other: 1
- Public Transportation: 0
- Rideshare (Uber/Lyft): 0

**Q9: Did you know you can walk or ride your bike along the promenades in San Pedro’s waterfront?**

- Yes, I was aware: 70%
- No, I was not aware: 30%
Altasea and West Harbor were the most known attractions at San Pedro’s waterfront followed by Battle Ship Iowa and Catalina Sea and Air Terminal.

100% of survey respondents know about at least one of the developments.

**Q10: Have you heard about any of the following places or developments, before this workshop? Select all that apply:**

<table>
<thead>
<tr>
<th>Development</th>
<th>Maximum number of listed developments that participant are aware of</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALTASEA</td>
<td>10</td>
</tr>
<tr>
<td>WEST HARBOR</td>
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<tr>
<td>BATTLESHIP IOWA</td>
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<tr>
<td>CATALINA SEA AND AIR TERMINAL</td>
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<tr>
<td>S.P. SLIP WATERFRONT PLAZA</td>
<td>6</td>
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<td>ANGELS GATE LIGHTHOUSE RESTORATION</td>
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<td>DOWNTOWN HARBOR</td>
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<td>BROUWERIJ WEST AND/OR CRAFTED</td>
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<td>HARBOR BOULEVARD REALIGNMENT</td>
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<td>TOWN SQUARE AND PROMENADE PHASE 1</td>
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</table>

San Pedro’s Waterfront Connectivity Plan | Appendix
Station B collected information about types of transportation participants use to get to and around the waterfront. Participants traced their routes to the waterfront on 11x17 maps and pinned flags to precise locations on a larger, wall-mounted map, with comments on their waterfront experiences.
11% of the respondents find it somewhat easy to find parking in San Pedro's waterfront or downtown San Pedro. However, most participants are not driving to the waterfront.

- Over 89% of respondents would consider taking public transit if it were more convenient.
- Most respondents (45%) find it easy to get around once they are in San Pedro’s waterfront, but the Connectivity Plan can help improve visitors’ navigation.

**Q1:** If you drive, how easy is it to find available parking when going to San Pedro’s waterfront or downtown San Pedro?

- Neutrally: 11%
- Somewhat easy: 11%
- Not applicable: 78%

**Q2:** Would you consider taking public transit if it were more convenient?

- Yes: 89%
- No: 11%

**Q3:** Once in San Pedro’s waterfront, do you find it easy to find your way around?

- Somewhat difficult: 22%
- Not applicable: 33%
- Somewhat easy: 45%
Surveys returned did not include any responses to this question. In conversation, one participant mentioned having more free time outside of work would make it easier for her to go to the waterfront. Another participant discussed the need to alleviate traffic on Gaffey Street during peak traffic times to ease access to the waterfront.

**Q4: What would make it easier to access the area? Please list.**

**No Responses**
STATION B: HOW DO YOU GET TO THE WATERFRONT?

- Most respondents would prefer to get to the waterfront, and travel within it, by foot or by bus.
- Connectivity that improves access for non-vehicular travel should be a priority for the Plan

Q5: How would you like to get to San Pedro’s waterfront in the future? Select all that apply.

- Pedestrian on foot: 6
- Bus: 5
- Personal car: 4
- Personal bikes or scooters: 3
- Rented bikes or scooters: 2
- Trolley or shuttle: 2
- Rideshare: 1
- Water taxi: 0
- Other: 0

Q6: Once at San Pedro’s waterfront, how would you like to get to the various destinations? Select all that apply.

- Pedestrian on foot: 5
- Bus: 7
- Trolley or shuttle: 3
- Rideshare: 3
- Personal car: 2
- Personal bikes or scooters: 1
- Water taxi: 1
- Rented bikes or scooters: 0
- Other: 0

Q4: Qualitative
STATION B: HOW DO YOU GET TO THE WATERFRONT?

- Comments showed participants enjoy the parks along the waterfront.
STATION B: HOW DO YOU GET TO THE WATERFRONT?

- The majority of participants walk to the waterfront and cross Harbor Blvd at W 1st Street.
Station C garnered input on what people like about the waterfront currently. Participants provided comments on their favorite aspects of San Pedro’s waterfront on paper cutouts of shipping containers, which they then folded up and stacked in a playful arrangement. This activity helps the connectivity plan team understand more about locals’ perceptions of the waterfront.
The top 3 responses for local landmarks were related to Catalina, Port and San Pedro.

Q1: What are local landmarks or places that you associate with San Pedro’s waterfront?
STATION C: WHAT DO YOU LIKE ABOUT THE WATERFRONT NOW?
- The top 3 responses for words that describe the waterfront were Beautiful, Port O’Call and Joyful Walk.

Q2: What word or phrase best describes San Pedro’s waterfront?

Beautiful
Walking Trail
Port O’Call
Relaxing To Walk
Joyful Walk
Make It Safe And Look Pretty
No Reliable Public Transportation
Only Has One Bus
STATION C: WHAT DO YOU LIKE ABOUT THE WATERFRONT NOW?

- The top 3 favorite things about the waterfront were related to Water, Beach and Walkability.

Q3: What is your favorite thing about San Pedro’s waterfront?

- Beach
- Waves
- Water
- Port of San Pedro
- Water Fountain
- Seafood
- Cycling
- Walkability
- Whale Watching
- Catalina Island
- Boats
- Dash Bus
Station D asked attendees what kinds of activities they would like to see or do in the future at the waterfront. Large poster boards provided images and examples of existing and proposed activities and sights within San Pedro’s waterfront. Participants were asked to select “tokens” for their top three categories of activities. On the token, they marked their five favorite activities from a list, and dropped them in a net bag beneath the corresponding image board. By identifying the types of activities and places people are interested in, the connectivity plan can assess what areas may be more crowded, and the types of transportation connections that may be most appropriate. Plus, the activity helped spread awareness about all there is to do at the waterfront!
STATION D: WHAT WOULD YOU LIKE TO DO AT THE WATERFRONT IN THE FUTURE?

- The most popular categories of activities were Shopping and Dining; Parks, Recreation, and Exercise; Cruises and Boat Tours; and Trolley and Water Taxi.
STATION D: WHAT WOULD YOU LIKE TO DO AT THE WATERFRONT IN THE FUTURE?

- Shopping and dining activities are some of the most popular, overall

**Arts, Culture, and Events (Select up to 5)**

- Attend a large live performance/concert: 2
- Visit art galleries and interactive art installations: 2
- View exhibits on local indigenous culture: 2
- Self-guided public art tour: 2
- Attend an educational event about the waterfront: 2
- Attend a conference: 2
- Unique waterfront experiences: 2
- Host or attend a private event, such as a wedding: 1
- Stay at a hotel on the waterfront: 1

**Shopping and Dining (Select up to 5)**

- Food trucks: 9
- Temporary outdoor markets: 8
- Shop for unique gifts/items: 7
- Shop for fresh seafood: 6
- Fine dining: 6
- Casual restaurant dining: 4
- Brewery and beer garden: 1
- Host or attend a private event, such as a wedding: 1

**Other Ideas**

- "More local stores"
STATION D: WHAT WOULD YOU LIKE TO DO AT THE WATERFRONT IN THE FUTURE?

- Cruise and Boat Tours activities were generally popular.
- Within the Science, Nature, and History category, history and ecology activities were equally popular.

**Cruises and Boat Tours (Select up to 5)**

<table>
<thead>
<tr>
<th>Activity</th>
<th>Rating</th>
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<tbody>
<tr>
<td>Take the Boat to Catalina Island</td>
<td>4</td>
</tr>
<tr>
<td>Go on a Cruise Vacation</td>
<td>4</td>
</tr>
<tr>
<td>Go on a Whale Watching Cruise</td>
<td>3</td>
</tr>
<tr>
<td>Participate in Yacht Club Cruising Event</td>
<td>3</td>
</tr>
<tr>
<td>Charter a Boat for Recreational Use</td>
<td>3</td>
</tr>
<tr>
<td>Go on a Sportfishing Charter Trip</td>
<td>3</td>
</tr>
<tr>
<td>Go on a Tall Ship Sail Tour</td>
<td>2</td>
</tr>
<tr>
<td>Go on an Educational Harbor Tug Tour</td>
<td>2</td>
</tr>
</tbody>
</table>

**Science, Nature, and History (Select up to 5)**

<table>
<thead>
<tr>
<th>Activity</th>
<th>Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>See Historic Buildings and Structures</td>
<td>4</td>
</tr>
<tr>
<td>View Aquarium Exhibits</td>
<td>4</td>
</tr>
<tr>
<td>School Field Trip for Local Marine Ecology</td>
<td>4</td>
</tr>
<tr>
<td>Self-Guided Tour of Local Monuments and Maritime Artifacts</td>
<td>3</td>
</tr>
<tr>
<td>View Port History Exhibits, Outdoor or Indoor</td>
<td>3</td>
</tr>
<tr>
<td>Guided Tour of the Salt Marsh</td>
<td>3</td>
</tr>
<tr>
<td>Tour a Historic Ship such as SS Lane Victory or Battleship Iowa</td>
<td>2</td>
</tr>
<tr>
<td>View Exhibits on the Latest Ocean-Based Research and Industry</td>
<td>2</td>
</tr>
<tr>
<td>Conduct Research and/or Study</td>
<td>2</td>
</tr>
</tbody>
</table>
Marinas and Public Docks activities were generally less popular
Trolleys were slightly more popular than water taxis

**Marinas and Public Docks (Select up to 5)**

- Participate in a Junior (youth) sailing program: 2
- Dock my boat while visiting: 1
- Yacht club regatta/race: 1
- Keep my boat at a marina slip: 1
- Keep my boat in dry storage: 1
- Launch my boat from a ramp: 0

**Trolley and Water Taxi (Select up to 5)**

- Historic trolley cars: 4
- Take a trolley or shuttle for site seeing: 4
- Modern shuttles: 3
- Hop on/hop off trolley or shuttle to go to multiple attractions: 3
- Take a water taxi between other waterfronts: 3
- Take a water taxi between sites at the waterfront: 2
**STATION D: WHAT WOULD YOU LIKE TO DO AT THE WATERFRONT IN THE FUTURE?**

- Land-based recreation and exercise activities are some of the most popular, overall

<table>
<thead>
<tr>
<th>Parks, Recreation, and Exercise (Select up to 5)</th>
<th>Promenade Amenities (Select up to 5)</th>
</tr>
</thead>
<tbody>
<tr>
<td>WALK OR RUN FOR FUN OR EXERCISE</td>
<td>LIGHTING</td>
</tr>
<tr>
<td>RIDE A BIKE FOR FUN OR EXERCISE</td>
<td>PUBLIC OPEN SPACES</td>
</tr>
<tr>
<td>PLAY OR RELAX AT THE BEACH</td>
<td>SEATING</td>
</tr>
<tr>
<td>CHILDREN'S PLAY AREAS</td>
<td>CHILDREN'S PLAY AREAS</td>
</tr>
<tr>
<td>GO TO A SCENIC LOOK-OUT POINT</td>
<td>EDUCATIONAL EXPERIENCES</td>
</tr>
<tr>
<td>GO FISHING FROM THE PIER</td>
<td>PORT VIEWING POINTS</td>
</tr>
<tr>
<td>PLAY, EXERCISE, OR RELAX AT A PUBLIC PARK</td>
<td>PLANTING</td>
</tr>
<tr>
<td>BRING MY OWN KAYAK, PADDLEBOARD, ETC.</td>
<td>FOUNTAINS</td>
</tr>
<tr>
<td>WATERSPORTS RENTALS SUCH AS KAYAK, ETC.</td>
<td>PUBLIC ART</td>
</tr>
<tr>
<td>ATTEND SCOUT OR OTHER YOUTH CAMP</td>
<td>SEPARATE BIKE OR SCOOTER Lanes</td>
</tr>
<tr>
<td></td>
<td>EXERCISE EQUIPMENT</td>
</tr>
<tr>
<td></td>
<td>WAYFINDING OR EASE OF DIRECTION</td>
</tr>
</tbody>
</table>

0  1  2  3  4  5
E. Community Engagement
Phase 2 Results

San Pedro’s Waterfront Connectivity Plan

Phase 2 Engagement Results
1. Focus Group Meeting #2
FOCUS GROUP #2 SUMMARY

- **Thursday, June 8, 5:30-7:00 pm**
  - Harbor Department Administration Building

- **Estimated attendance:**
  - 10-15 people

- **Activities:**
  - Exploring Connectivity: Information Stations & Comment Cards
    - Station 1: Park Once, Stay All Day
    - Station 2: Take Public Transit
    - Station 3: Make Transportation Fun
    - Station 4: Create Points of Interest
  - List of Projects: Priorities Feedback
    - Roadway
    - Parking
    - Public Transit
    - Rubber Tire Trolley
    - Bicycle
    - Pedestrian
    - Water Taxi
    - Public Access and Recreation
    - Open Space
    - Public Art
    - Wayfinding

The Focus Group Meeting #2 was a by-invitation meeting in the “share and evaluate” phase of the Connectivity Plan engagement process. The purpose was to engage with local community leaders, business owners, and others with strong ties to San Pedro from the first Focus Group Charrette in January 2023. Participants were updated on the project’s progress and were able to express their opinions on the four pillar concepts and recommended projects. The planning team used input provided by the Focus Group to refine the engagement activities for the public Community Open House held a few weeks later.

The meeting included a presentation about the project and four stations where attendees could discuss ideas, ask questions, and submit written feedback.
KEY TAKEAWAYS FROM THE COMMUNITY

1. Continue to develop concepts or key pillars
2. Take San Pedro’s rich history into account
3. Trolley service should be expanded
4. Water transportation is popular
5. Good wayfinding is key
EXPLORING CONNECTIVITY: INFORMATION STATIONS

Park Once, Stay All Day
Take Public Transit
Make Transportation Fun
Create Points of Interest

This activity asked attendees to consider the four major connectivity pillars within the plan. Each pillar contained “best practices,” a user journey scenario, and a sample of the proposed improvements. The activity built upon the user journey activity within the “listen and explore” phase of engagement. Comment cards allowed participants to indicate whether or not they agree with the ideas, and to provide open-ended additional comments.
**STATION 1: PARK ONCE, STAY ALL DAY**

Key Takeaways:
- Cruise Terminal parking lot needs activation
- Input should be collected from visitors in addition to residents
- Better signage is needed from the highway

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

![Survey Results Graph](image1)

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

**STATION 2: TAKE PUBLIC TRANSIT**

Key Takeaways:
- Plan a bus lane along the waterfront
- Transit Hubs should provide good shade and be resistant to vandalism
- Trolley service should be expanded to include multiple routes or directions
- More aquatic transportation could help

Q: Do you support the plan’s ideas for ‘Take Public Transit?’
(4 responses received)

![Survey Results Graph](image2)

- Yes, I like all or some components (2)
- No, I do not like most of the components (0)
- No Answer (2)
- Undecided (0)
**STATION 3: MAKE TRANSPORTATION FUN**

Key Takeaways:
- Water taxis were well-liked, and people suggested additional routes to Long Beach and Redondo Beach
- People would like to see the return of the Red Car rail
- Bike routes should include more protected class lanes
- Include more mobility hubs
- Good wayfinding is key

**Q: Do you support the plan’s ideas for ‘Make Transportation Fun?’ (7 responses received)**

- Yes, I like all or some components (4)
- No, I do not like most of the components (1)
- No Answer (2)
- Undecided (0)

**STATION 4: CREATE POINTS OF INTEREST**

Key Takeaways:
- More pedestrian connections are needed
- Public art installations should be more prominent and Instagrammable
- Emphasize important destinations such as Point Fermin, Angel’s Gate Cultural Center, Cabrillo Marine Aquarium, and Warner Grand Theater
- Gaffey Street needs attention

**Q: Do you support the plan’s ideas for ‘Create Points of Interest?’ (9 responses received)**

- Yes, I like all or some components (4)
- No, I do not like most of the components (1)
- No Answer (4)
- Undecided (0)
The objective of the second activity was to collect community input for prioritization of projects. Attendees were given a list of recommended projects broken out by early and later phases. Maps highlighted the location of these selected project improvements. Attendees were able to select which projects were a priority for them.

LIST OF PROJECTS:
PRIORITIES FEEDBACK

## ROADWAY Recommended Projects By Phases

### EARLY PHASE (0-5 YEARS)

1. **Harbor Boulevard Improvements (SP Slip to 22nd Street):** Continues new Harbor Boulevard through 22nd Street while connecting West Harbor, CRAFTED, and AltaSea

2. **Signal Street Improvements:** Street and pedestrian improvements connecting AltaSea and future development at Warehouse 1

3. **22nd Street Complete Street Improvements:** Improving the street to be comfortable and safe for pedestrians with wider sidewalks, bicycle lanes, safe and accessible transit stops, shade, art and wayfinding

4. **Event Traffic Management Plan:** Establishing major event day in-person traffic management to help manage the traffic flows at parking lots and intersections along Harbor Boulevard

### LATER PHASES (5+ YEARS)

5. **Harbor Boulevard Additional Travel Lanes:** Reviewing re-striped right-of-way to provide an additional travel lane for vehicles in both directions (three lanes in each direction)

6. **Access to the Beach District:** Improving access to the south end of the waterfront and plans to accommodate boat trailer traffic

7. **Via Cabrillo- Marina & Shoshonean Road Intersection Traffic Circle:** Introducing a traffic circle at the intersection to provide easier access to Shoshonean Road

### OTHER/NOTES
- Dedicated transit lanes
PARKING Recommended Projects By Phases

**EARLY PHASE (0-5 YEARS)**

1. 22nd Street Surface Lot Expansion: Expanding the current surface lot west to provide more parking stalls

2. Smart Parking Signage & Parking Demand Management: Maximizing technology by investing in a parking system which includes dynamic parking tools and apps

3. Parking Management Strategies: Creating a plan that identifies where parking is, how it will be accessed, and tools that will be used to provide that information to the drivers

4. Cruise Ship Terminal Surface Parking (USS Iowa Relocation): With the future USS Iowa relocation, reconfigure surface parking for interim improvements prior to densification (parking structure)

5. Revenue Control Equipment: Installing devices and software used to manage and collect revenue from parking facilities, such as meters, pay stations, and ticket dispensers

6. Cruise Ship Terminal Inner Harbor Parking Structure(s): Densifying the Inner Harbor parking surface lot to be a parking structure

**LATER PHASES (5+ YEARS)**

7. Cruise Ship Terminal & Event Parking Tram: An electric tram that runs on cruise ship and large event days, to carry high volumes of passengers between parking and waterfront destinations

8. Bluff Parking Structure: New multi-level structured parking in multiple structures below the bluff

**OTHER/NOTES**
- Move #6 to Early Phase

- Move #6 to Early Phase
PUBLIC TRANSIT  Recommended Projects By Phases

**EARLY PHASE (0-5 YEARS)**

1. **7th & Pacific Transit Hub (with LADOT, Metro, San Pedro BID):** Amenities to support bus and trolley stop user experience, and provide improved wayfinding between downtown San Pedro and the Waterfront

2. **Upgraded Transit Stops (wayfinding, shade, etc.):** Transit stops with wayfinding, shade, and benches in partnership with transit agencies (Metro, DASH)

**LATER PHASES (5+ YEARS)**

3. **Regional Mobility Hub:** Large centers for regional connections usually with a mix of uses, serving both bus and transit stations, in partnership with transit agencies

**OTHER/NOTES**

- Coordinate with connecting San Pedro Plan
**RUBBER TIRE TROLLEY** Recommended Projects By Phases

**EARLY PHASE (0-5 YEARS)**

1. **Trolley Branding:** Establishing a stronger identity and branding for the trolley so that it is easily recognizable.

2. **Trolley Stop & Service Updates:** Optimizing routes and schedules to provide more frequent and consistent service, with signage and amenities at stops.

3. **Trolley Special Operations Plan for Event Management:** Develop a plan to continue reliable trolley service in the context of increased vehicular traffic and passenger demand.

**LATER PHASES (5+ YEARS)**

4. **Wilmington Extension:** Enhancing linkages between the San Pedro and Wilmington developments along the waterfront area.

5. **Trolley Linkage/Intermodal Center:** Links the rubber trolley line with regional transportation systems, such as Metro rail lines, local and regional bus lines, shuttles, and the I-110 transit corridor.

6. **Waterfront Rubber Tire Trolley & Tram Maintenance Facility:** A maintenance and service yard.

**OTHER/NOTES**

- Separate lane
**BICYCLE** Recommended Projects By Phases

**EARLY PHASE (0-5 YEARS)**

1. **Harbor Boulevard Bike Path Lane Relocation to Promenade (Rail to Trail):** Dedicated bicycle lanes relocated to the rail right-of-way on the east side of the Boulevard
2. **LA Harbor Bike Path (Harbor Blvd Path & 22nd Street Class IV Bikeway):** Separated bikeway for the exclusive use of bicycles and includes a separation between the bikeway and the through vehicular traffic
3. **Crescent Avenue & Miner Street Bikeway:** Bicycle path connecting Crescent Ave. and Miner Street
4. **1st Street Bicycle & Pedestrian Connections:** Improving the intersection for bicyclists and pedestrians
5. **3rd Street Bicycle & Pedestrian Connections:** Improving the intersection for bicyclists and pedestrians
6. **Rail to Trail Harbor Boulevard to Miner Street Connector:** Re-imagining the old rail rights-of-way to create safe trails and more direct connections between the waterfront and locations west of Miner Street
7. **22nd Street Park to Crafted/Broujer West Connections:** Improving bicycle and pedestrian connections between the parking lot and between Crafted and Broujer West

**LATER PHASES (5+ YEARS)**

8. **Dave Arian Way Bike Path (Class I):** Two way bike path added to the existing planted median in the center of the road
9. **Swinford Street Bicycle & Pedestrian Connections:** Improving the intersection for bicyclists and pedestrians
10. **O’Farrell Street Bicycle & Pedestrian Connections:** Improving the intersection for bicyclists and pedestrians
11. **9th Street Bicycle & Pedestrian Connections:** Improving the intersection for bicyclists and pedestrians
12. **Bluff Structure Bike-Pedestrian Bridge Connector at 130th Street (West Harbor to Neighborhood Connector):** Using future bluff parking to create a bike and pedestrian ramp
13. **White Point Regional Connector Trail:** Improve connectivity between San Pedro’s waterfront, coastal neighborhoods, and the Palos Verdes peninsula through White Point Park
**PEDESTRIAN**

**Recommended Projects By Phases**

### EARLY PHASE (0-5 YEARS)

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Phase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Promenade at West Harbor Phase 2: Continuing the promenade with seating, landscaping, hardscaping, signage, architectural finishes, handrails and lighting</td>
<td>5</td>
</tr>
<tr>
<td>1st &amp; Harbor Pedestrian Crossing Pilot Project: Using quick-build materials and pop-up designs to provide safety enhancements in the near term</td>
<td>4</td>
</tr>
<tr>
<td>5th Street On-going Pedestrian Connections: Utilizing methods from 1st and Harbor to improve the intersection for pedestrians</td>
<td>4</td>
</tr>
<tr>
<td>6th Street On-going Pedestrian Connections: Utilizing methods from 1st and Harbor to improve the intersection for pedestrians</td>
<td>5</td>
</tr>
<tr>
<td>7th Street Pedestrian Connections: Utilizing methods from 1st and Harbor to improve the intersection for pedestrians</td>
<td>4</td>
</tr>
<tr>
<td>22nd Street Gateway Pedestrian Amenities: Provide amenities at the intersection of 22nd Street and Crescent Avenue, to reinforce waterfront identity and improve pedestrian access</td>
<td>2</td>
</tr>
<tr>
<td>Promenade at S.P. Slip: Creating a promenade that co-exists with the fishing slips</td>
<td>2</td>
</tr>
<tr>
<td>Downslope Trail near Bloch Field: Creating an accessible path that leads from Miner St. to Harbor Blvd. and the proposed Rail to Trail route</td>
<td>3</td>
</tr>
<tr>
<td>Harbor Boulevard Streetscape: Lighting &amp; Signal Upgrades: Improving Harbor Blvd. with light poles, string lighting where possible, and updated utilities</td>
<td>3</td>
</tr>
<tr>
<td>Cabrillo Beach Pedestrian Improvements: Improvements to the pedestrian areas and paths along the beach</td>
<td>1</td>
</tr>
<tr>
<td>Proposed Coastal Trail Improvements: Continuing to improve Coastal Trails within or near the waterfront per previous Coastal Trail studies</td>
<td>3</td>
</tr>
<tr>
<td>Crescent Avenue ADA-compliant Sidewalk: Providing a safe and ADA compliant sidewalk along Crescent Ave</td>
<td>2</td>
</tr>
<tr>
<td>Crescent Avenue Connection to 22nd Street Park: Adding additional access points to 22nd Street Park from Crescent Ave, given the bluff barrier</td>
<td>2</td>
</tr>
<tr>
<td>Gulch Road Sidewalk and Improved Crossing: Provide a sidewalk along Gulch Road and enhance crossing for pedestrians</td>
<td>5</td>
</tr>
</tbody>
</table>

### LATER PHASES (5+ YEARS)

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Phase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Channel Promenade at AltaSea: Introducing a promenade and pedestrian amenities along the water’s edge on the Main Channel</td>
<td>3</td>
</tr>
<tr>
<td>Bluff Linkages for 10th, 11th, 12th, and 13th Streets: Introducing pedestrian access from the bluffs to Miner St. and Harbor Blvd.</td>
<td>3</td>
</tr>
<tr>
<td>M. O’Farrell Street Pedestrian Crossing/Gateway: Improving the intersection for pedestrians</td>
<td>2</td>
</tr>
<tr>
<td>Swinford Street Pedestrian Ramp: Improving the existing ramp on the west side of Swinford St. to have new hardscape and landscape</td>
<td>2</td>
</tr>
</tbody>
</table>
## WATER TAXI Recommended Projects By Phases

### EARLY PHASE (0-5 YEARS)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Project</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Water Taxi Operations Plan: Establishing locations and operations to create a functioning taxi system</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Water Taxi Stops Phase 1</td>
<td>(utilize existing infrastructure): Establishing water taxi stops in high density areas with existing infrastructure to support the system</td>
</tr>
<tr>
<td>2a</td>
<td>West Harbor (Primary and Event): A primary water taxi stop</td>
<td></td>
</tr>
<tr>
<td>2b</td>
<td>Downtown Harbor (Primary): A primary water taxi stop</td>
<td></td>
</tr>
<tr>
<td>2c</td>
<td>Banking’s Landing, Wilmington (Primary): A primary water taxi stop</td>
<td></td>
</tr>
<tr>
<td>2d</td>
<td>Fish Market/S. P. Slip (Primary): A primary water taxi stop</td>
<td></td>
</tr>
<tr>
<td>2e</td>
<td>22nd Street Landing/Cabrillo Way Marina (Primary): A primary water taxi stop</td>
<td></td>
</tr>
<tr>
<td>2f</td>
<td>Cabrillo Beach (Primary): A primary water taxi stop</td>
<td></td>
</tr>
<tr>
<td>2g</td>
<td>Cabrillo Marina (Event): A temporary water taxi stop during events</td>
<td></td>
</tr>
<tr>
<td>2h</td>
<td>World Cruise Center (Event): A temporary water taxi stop during events</td>
<td></td>
</tr>
</tbody>
</table>

### LATER PHASES (5+ YEARS)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Project</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Water Taxi Stops Phase 2 (infrastructural upgrades): Creating new infrastructure to improve taxi stops</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Water Taxi Stops Phase 3 (additional locations): Potential future locations depending on demand</td>
<td></td>
</tr>
<tr>
<td>4i</td>
<td>Warehouse 5: Water taxi stop</td>
<td></td>
</tr>
<tr>
<td>4j</td>
<td>Outer Harbor: Water taxi stop</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Water Taxi Connection to Long Beach: Water taxi stop</td>
<td></td>
</tr>
</tbody>
</table>
PUBLIC ACCESS AND RECREATION  Recommended Projects By Phases

**EARLY PHASE (0-5 YEARS)**

1. Ferry Building Public Landing: Water activity and use that activates underutilized area adjacent to the Town Square

2. Berth 44 Boatyard: Redeveloped boat storage space

3. Los Angeles Maritime Museum Relocation: Moving the museum off of the water’s edge, but within the waterfront, and using the current building for new re-development

4. Guest/Transient Docks: Overnight or multi-day short-term docks throughout the harbor

**LATER PHASES (5+ YEARS)**

5. Hand-Launch Dock at Cabrillo Boat Launch: Adding a non-motorized launch, possibly near the boat launch, as an extension of that dock

5a. Day Use Guest Docks at Cabrillo Harbor: Transient slips that are incorporated into any new landside development at Cabrillo Harbor

5b. West Harbor Guest Day Expansion (Future): Transient slips that are incorporated into any new landside development at West Harbor

5c. West Harbor Overnight Slips (Future): Overnight or multi-day, short-term docks at West Harbor

5d. AltaSea Overnight Slips (Future): Overnight or multi-day, short-term docks at AltaSea

**OTHER/NOTES**

- RV campground near AltaSea

Note: this category was not included for the subsequent Community Open House, in the interest of focusing time and attention toward the other connectivity elements.
OPEN SPACE  Recommended Projects By Phases

**EARLY PHASE (0-5 YEARS)**

1. Harbor Boulevard Parkway Improvements (HACLA, 1st & 3rd): Adding 15,000 square feet of open space and amenities to the existing Harbor Boulevard Parkway
2. Harbor Boulevard Medians Turf Replacement & Beautification: Replacing all turf with climate-adapted plants
3. Interstate 110 Harbor Approach Beautification: Beautification of the primary freeway approaches to the San Pedro Harbor Area along Interstate 110 Freeway
4. 22nd Street Open Space at the East Channel / AltaSea: Creating a public space near the entrance at AltaSea
5. S.P. Slip Enhancements: Creating public open spaces that co-exist with the fishing boat access and support uses
6. John S. Gibson Jr. Park: Maintaining the memorial with site upgrades
7. Angels Walk LA Program On-going Developments: Continues the program that highlights local landmarks and provides a clearly defined pedestrian corridor 4.3 mile walk
8. Micromobility Hub at 22nd & Miner: Redeveloping an old Red Car stop into open space with micromobility amenities, public restrooms, and cafe/food kiosk
9. Micromobility Hub at Downtown Harbor/ World Cruise Center: Adding open space with micromobility stalls and charging stations to the existing center

**LATER PHASES (5+ YEARS)**

10. Bloch Field (South): Potential development opportunity for Bloch Field and adjacent open space
11. Outer Harbor Park: Outdoor event venue and cruise ship dock with a concrete wharf, paved on-site parking, and amenities
12. San Pedro Salt Marsh Improvements: Enhancing the marsh and providing increased public access
13. Cabrillo Beach Improvements: Improved public amenities at Cabrillo Beach, associated with pedestrian access and parking improvements, and a potential hand-launch dock
14. Timms’ Point Enhancements: Improved pedestrian access and open space amenities at Timms’ Point
15. Micromobility Hub at Cabrillo Beach: Provide micromobility amenities, such as bike/scooter rentals, charging stations, bike fix station, drinking water, and shaded seating
16. World Cruise Center Enhancements: Renovation and expansion of the POLA World Cruise Center including interior and exterior upgrades designed for more efficient passenger processing and open space
17. Warehouse 1 Site Enhancements: Accompanying the re-development of Warehouse 1 with public open space
PUBLIC ART  Recommended Projects By Phases

EARLY PHASE (0-5 YEARS)

- **22nd Street Park Sculpture Park (Phase 1):** Installation of site-specific artwork and waterfront artifacts to activate the park and enhance views.

- **Waterfront Gateway Art Installations:** Enhancing the gateway entries to San Pedro’s waterfront with public art installations. Proposed locations include 22nd Street, Harbor Blvd at the freeway offramp, and 6th Street.

LATER PHASES (5+ YEARS)

- **22nd Street Park Sculpture Park (Phase 2):** Integrating more art throughout the entire park.

- **Implementation of public art masterplan:** Moving forward with the recommendations from the Public art master plan.
WAYFINDING Recommended Projects By Phases

**EARLY PHASE (0-5 YEARS)**

1. LA Waterfront Signage Masterplan: Developing a comprehensive wayfinding signage masterplan.

2. LA Waterfront Gateway Signage: Identifying entry to the LA Waterfront at primary access points in San Pedro. Proposed locations are 22nd Street, Harbor Boulevard at the freeway offramp, and 6th Street.


4. Vehicle Directional Signage: Install signage to improve wayfinding for drivers, as identified by the LA Waterfront Signage Masterplan and in coordination with parking signage.

5. Pedestrian & Bicycle Directional Signage: Install signage to improve wayfinding for pedestrians and bicyclists, as identified by the LA Waterfront Signage Masterplan and in coordination with signage at transit stops.

**LATER PHASES (5+ YEARS)**

6. On-going implementation of signage masterplan: Implement additional projects as identified in the LA Waterfront Signage Masterplan.
FOCUS GROUP #2

Information Stations: Create Points of Interest

Introductory presentation

Information Stations: Park Once Stay All Day

Information Stations: Recommended projects list
2. Community Open House
COMMUNITY OPEN HOUSE SUMMARY

- **Thursday, June 29, 6-8 pm**
  - Peck Park Community Center

- **Estimated attendance:**
  - 40-50 people

- **Activities:**
  - Exploring Connectivity: Information Stations & Comment Cards
    - Station 1: Park Once, Stay All Day
    - Station 2: Take Public Transit
    - Station 3: Make Transportation Fun
    - Station 4: Create Points of Interest
  - List of Projects: Priorities Feedback
    - Roadway
    - Parking
    - Public Transit
    - Rubber Tire Trolley
    - Bicycle
    - Pedestrian
    - Water Taxi
    - Open Space
    - Public Art
    - Wayfinding

The Community Open House was a public meeting in the “share and evaluate” phase of the Connectivity Plan engagement process. The Open House provided an opportunity to check in with the public and share the progress of the Connectivity Plan. Attendees provided input that will reinforce or adjust the connectivity recommendations as the draft plan is finalized.

The meeting included a presentation about the project and four stations where attendees could discuss ideas, ask questions, and submit written feedback.
KEY TAKEAWAYS FROM THE COMMUNITY

1. Naming and planning should reference San Pedro’s history
2. Focus on regional connection, not just connecting within and directly adjacent to the Port
3. Connect to the broader San Pedro area, including Terminal Island and Point Fermin
4. Trolley service should be expanded
5. Public open space should serve the community with picnic areas and active recreation areas
EXPLORING CONNECTIVITY: INFORMATION STATIONS

Park Once, Stay All Day
Take Public Transit
Make Transportation Fun
Create Points of Interest

This activity asked attendees to consider the four major connectivity pillars within the plan. Each pillar contained “best practices,” a user journey scenario, and a sample of the proposed improvements. The activity built upon the user journey activity within the “listen and explore” phase of engagement. Comment cards allowed participants to indicate whether or not they agree with the ideas, and to provide open-ended additional comments.
STATION 1: PARK ONCE, STAY ALL DAY

Key Takeaways:
- Ensure that parking lots feel safe for everyone
- Provide plentiful parking, especially downtown
- Connect the parking to attractions
- Reduce competition with container truck traffic

Q: Do you support the plan’s ideas for ‘Park Once, Stay All Day?’ (9 responses)

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

67%
11%
11%
11%

STATION 2: TAKE PUBLIC TRANSIT

Key Takeaways:
- Maximize the rubber tire trolley by increasing the number of cars, running the full loops all year round, and expanding the schedule
- Ensure that trolleys are ADA accessible
- Include the Point Fermin lighthouse in the trolley route
- Work with public transit agencies from LA, Long Beach, and LAX to ensure good connectivity

Q: Do you support the plan’s ideas for ‘Take Public Transit?’ (12 responses)

Yes, I like all or some components (7)
No, I do not like most of the components (0)
No Answer (3)
Undecided (2)

58%
17%
0%
25%
**STATION 3: MAKE TRANSPORTATION FUN**

Key Takeaways:
- Connect to more locations such as CalTrans Parking Lot, Channel Avenue, Northwest Community
- Separate bike paths from vehicles for rider comfort
- More walking and non-motorized options are appreciated
- Some concern over impacting vehicular traffic by adding bike lanes

**Q: Do you support the plan’s ideas for ‘Make Transportation Fun?’ (9 responses)**

- Yes, I like all or some components (4)
- No, I do not like most of the components (0)
- No Answer (4)
- Undecided (1)

**STATION 4: CREATE POINTS OF INTEREST**

Key Takeaways:
- Add more usable amenities to open space, such as picnic and play areas
- Explore discounts for local residents and senior citizens
- Add connection to Terminal Island (via water taxi or the Vincent Thomas Bridge)
- Ensure that public parks include active recreation opportunities for community youth sports

**Q: Do you support the plan’s ideas for ‘Create Points of Interest?’ (6 responses)**

- Yes, I like all or some components (5)
- No, I do not like most of the components (0)
- No Answer (1)
- Undecided (0)
LIST OF PROJECTS:
PRIORITIES FEEDBACK

Roadway, Parking, Public Transit, Rubber Tire Trolley, Bicycle, Pedestrian, Water Taxi, Open Space, Public Art, Wayfinding

The objective of the second activity was to collect community input for prioritization of projects. Recommended projects were displayed by proposed phase (early and later) for each of the connectivity elements. Maps highlighted the location of these selected project improvements. Attendees were able to show which projects were a priority for them by placing dot stickers on the display posters.
ROADWAY Recommended Projects By Phases

**EARLY PHASE (0-5 YEARS)**

1. Harbor Boulevard Improvements (SP Slip to 22nd Street): Continues new Harbor Boulevard through 22nd Street while connecting West Harbor, CRAFTED, and AltaSea

2. Signal Street Improvements: Street and pedestrian improvements connecting AltaSea and future development at Warehouse 1

3. 22nd Street Complete Street Improvements: Improving the street to be comfortable and safe for pedestrians with wider sidewalks, bicycle lanes, safe and accessible transit stops, shade, art and wayfinding

4. Event Traffic Management Plan: Establishing major event day in-person traffic management to help manage the traffic flows at parking lots and intersections along Harbor Boulevard

**LATER PHASES (5+ YEARS)**

5. Harbor Boulevard Additional Travel Lanes: Reviewing re-striped right-of-way to provide an additional travel lane for vehicles in both directions (three lanes in each direction)

6. Access to the Beach District: Improving access to the south end of the waterfront and plans to accommodate boat trailer traffic

7. Via Cabrillo- Marina & Shoshonean Road Intersection Traffic Circle: Introducing a traffic circle at the intersection to provide easier access to Shoshonean Road
# PARKING

## Recommended Projects By Phases

### EARLY PHASE (0-5 YEARS)

1. **22nd Street Surface Lot Expansion:**
   - Expanding the current surface lot west to provide more parking stalls

2. **Smart Parking Signage & Parking Demand Management:**
   - Maximizing technology by investing in a parking system which includes dynamic parking tools and apps

3. **Parking Management Strategies:**
   - Creating a plan that identifies where parking is, how it will be accessed, and tools that will be used to provide that information to the drivers

4. **Cruise Ship Terminal Surface Parking (USS Iowa Relocation):**
   - With the future USS Iowa relocation, reconfigure surface parking for interim improvements prior to densification (parking structure)

5. **Revenue Control Equipment:**
   - Installing devices and software used to manage and collect revenue from parking facilities, such as meters, pay stations, and ticket dispensers

### LATER PHASES (5+ YEARS)

6. **Cruise Ship Terminal Inner Harbor Parking Structure(s):**
   - Densifying the Inner Harbor parking surface lot to be a parking structure

7. **Cruise Ship Terminal & Event Parking Tram:**
   - An electric tram that runs on cruise ship and large event days, to carry high volumes of passengers between parking and waterfront destinations

8. **Bluff Parking Structure:**
   - New multi-level structured parking in multiple structures below the bluff

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San Pedro’s Waterfront Connectivity Plan | Appendix

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PUBLIC TRANSIT  Recommended Projects By Phases

**EARLY PHASE (0-5 YEARS)**

1. **7th & Pacific Transit Hub (with LADOT, Metro, San Pedro BID):** Amenities to support bus and trolley stop user experience, and provide improved wayfinding between downtown San Pedro and the Waterfront

2. **Upgraded Transit Stops (wayfinding, shade, etc.):** Transit stops with wayfinding, shade, and benches in partnership with transit agencies (Metro, DASH)

**LATER PHASES (5+ YEARS)**

3. **Regional Mobility Hub:** Large centers for regional connections usually with a mix of uses, serving both bus and transit stations, in partnership with transit agencies
RUBBER TIRE TROLLEY  Recommended Projects By Phases

**EARLY PHASE (0-5 YEARS)**

1. **Trolley Branding**: Establishing a stronger identity and branding for the trolley so that it is easily recognizable

2. **Trolley Stop & Service Updates**: Optimizing routes and schedules to provide more frequent and consistent service, with signage and amenities at stops

3. **Trolley Special Operations Plan for Event Management**: Develop a plan to continue reliable trolley service in the context of increased vehicular traffic and passenger demand

**LATER PHASES (5+ YEARS)**

4. **Wilmington Extension**: Enhancing linkages between the San Pedro and Wilmington developments along the waterfront area

5. **Trolley Linkage/Intermodal Center**: Links the rubber trolley line with regional transportation systems, such as Metro rail lines, local and regional bus lines, shuttles, and the I-110 transit corridor

6. **Waterfront Rubber Tire Trolley & Tram Maintenance Facility**: A maintenance and service yard
**BICYCLE**

**Recommended Projects By Phases**

### EARLY PHASE (0-5 YEARS)

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Time FRAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harbor Boulevard Bike Path Lane Relocation to Promenade (Rail to Trail): Dedicated bicycle lanes relocated to the rail right-of-way on the east side of the Boulevard</td>
<td>0-5 years</td>
</tr>
<tr>
<td>LA Harbor Bike Path (Harbor Blvd Path &amp; 22nd Street Class IV Bikeway): Separated bikeway for the exclusive use of bicycles and includes a separation between the bikeway and the through vehicular traffic</td>
<td>0-5 years</td>
</tr>
<tr>
<td>Crescent Avenue &amp; Miner Street Bikeway: Bicycle path connecting Crescent Ave. and Miner Street</td>
<td>0-5 years</td>
</tr>
<tr>
<td>1st Street Bicycle &amp; Pedestrian Connections: Improving the intersection for bicyclists and pedestrians</td>
<td>0-5 years</td>
</tr>
<tr>
<td>3rd Street Bicycle &amp; Pedestrian Connections: Improving the intersection for bicyclists and pedestrians</td>
<td>0-5 years</td>
</tr>
<tr>
<td>Rail to Trail Harbor Boulevard to Miner Street Connector: Re-imagining the old rail rights-of-way to create safe trails and more direct connections between the waterfront and locations west of Miner Street</td>
<td>0-5 years</td>
</tr>
<tr>
<td>2nd Street Park to Crafted/Broujerij West Connections: Improving bicycle and pedestrian connections between the parking lot and between Crafted and Broujerij West</td>
<td>0-5 years</td>
</tr>
</tbody>
</table>

### LATER PHASES (5+ YEARS)

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Estimated Time FRAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dave Arian Way Bike Path (Class I): Two way bike path added to the existing planted median in the center of the road</td>
<td>5+ years</td>
</tr>
<tr>
<td>Swinford Street Bicycle &amp; Pedestrian Connections: Improving the intersection for bicyclists and pedestrians</td>
<td>5+ years</td>
</tr>
<tr>
<td>O’Farrell Street Bicycle &amp; Pedestrian Connections: Improving the intersection for bicyclists and pedestrians</td>
<td>5+ years</td>
</tr>
<tr>
<td>8th Street Bicycle &amp; Pedestrian Connections: Improving the intersection for bicyclists and pedestrians</td>
<td>5+ years</td>
</tr>
<tr>
<td>Bluff Structure Bike-Pedestrian Bridge Connector at 13th Street (West Harbor to Neighborhood Connector): Using future bluff parking to create a bike and pedestrian ramp</td>
<td>5+ years</td>
</tr>
<tr>
<td>White Point Regional Connector Trail: Improving connectivity between San Pedro’s waterfront, coastal neighborhoods, and the Palos Verdes peninsula through White Point Park</td>
<td>5+ years</td>
</tr>
<tr>
<td>Pacific Ave Bikeway: Creating a separated class IV bike lane along Pacific Ave</td>
<td>5+ years</td>
</tr>
</tbody>
</table>
PEDESTRIAN Recommended Projects By Phases

**EARLY PHASE (0-5 YEARS)**

1. Promenade at West Harbor Phase 2: Continuing the promenade with seating, landscaping, hardscaping, signage, architectural finishes, handrails and lighting

2. 1st & Harbor Pedestrian Crossing Pilot Project: Using quick-build materials and pop-up designs to provide safety enhancements in the near-term

3. 5th Street On-going Pedestrian Connections: Utilizing methods from 1st and Harbor to improve the intersection for pedestrians

4. 6th Street On-going Pedestrian Connections: Utilizing methods from 1st and Harbor to improve the intersection for pedestrians

5. 7th Street Pedestrian Connections: Utilizing methods from 1st and Harbor to improve the intersection for pedestrians

6. 22nd Street Gateway Pedestrian Amenities: Provide amenities at the intersection of 22nd Street and Crescent Avenue, to reinforce waterfront identity and improve pedestrian access

7. Promenade at S.P. Slip: Creating a promenade that co-exists with the fishing slips

8. Downslope Trail near Bloch Field: Creating an accessible path that leads from Miner St. to Harbor Blvd. and the proposed Rail to Trail route

**LATER PHASES (5+ YEARS)**


10. Cabrillo Beach Pedestrian Improvements: Improvements to the pedestrian areas and paths along the beach

11. Proposed Coastal Trail Improvements: Continuing to improve Coastal Trails within or near the waterfront per previous Coastal Trail studies

12. Crescent Avenue ADA-compliant Sidewalk: Providing a safe and ADA compliant sidewalk along Crescent Ave.

13. Crescent Avenue Connection to 22nd Street Park: Adding additional access points to 22nd Street Park from Crescent Ave. given the bluff barrier

14. Gulch Road Sidewalk and Improved Crossing: Provide a sidewalk along Gulch Road and enhance crossing for pedestrians

15. Main Channel Promenade at AltaSea: Introducing a promenade and pedestrian amenities along the water’s edge on the Main Channel

16. Bluff Linkages for 10th, 11th, 12th, and 13th Streets: Introducing pedestrian access from the bluffs to Miner St. and Harbor Blvd.

17. M. O’Farrell Street Pedestrian Crossing/Gateway: Improving the existing intersection for pedestrians

18. Swinford Street Pedestrian Ramp: Improving the existing ramp on the west side of Swinford St. to have new hardscape and landscape

19. 22nd Street Parking Lot Connections: Improving pedestrian connections between the parking lot and between Crafted and Broujer West
WATER TAXI  Recommended Projects By Phases

**EARLY PHASE (0-5 YEARS)**

1. Water Taxi Operations Plan: Establishing locations and operations to create a functioning taxi system
2. Water Taxi Stops Phase 1 (utilize existing infrastructure): Establishing water taxi stops in high density areas with existing infrastructure to support the system
2a. West Harbor (Primary and Event): A primary water taxi stop
2b. Downtown Harbor (Primary): A primary water taxi stop
2c. Banning’s Landing, Wilmington (Primary): A primary water taxi stop
2d. Fish Market/S. P. Slip (Primary): A primary water taxi stop
2e. 22nd Street Landing/ Cabrillo Way Marina (Primary): A primary water taxi stop
2f. Cabrillo Beach (Primary): A primary water taxi stop
2g. Cabrillo Marina (Event): A temporary water taxi stop during events
2h. World Cruise Center (Event): A temporary water taxi stop during events

**LATER PHASES (5+ YEARS)**

3. Water Taxi Stops Phase 2 (infrastructural upgrades): Creating new infrastructure to improve taxi stops
4. Water Taxi Stops Phase 3 (additional locations): Potential future locations depending on demand
4i. Warehouse 1: Water taxi stop
4j. Outer Harbor: Water taxi stop
5. Water Taxi Connection to Long Beach: Water taxi stop

San Pedro’s Waterfront Connectivity Plan | Appendix
OPEN SPACE  Recommended Projects By Phases

**EARLY PHASE (0-5 YEARS)**

1. Harbor Boulevard Parkway Improvements (HACLA, ‘1st & 3rd’): Adding 15,000 square feet of open space and amenities to the existing Harbor Boulevard Parkway

2. Harbor Boulevard Medians Turf Replacement & Beautification: Replacing all turf with climate-adapted plants

3. Interstate 110 Harbor Approach Beautification: Beautification of the primary freeway approaches to the San Pedro Harbor Area along Interstate 110 Freeway

4. 22nd Street Open Space at the East Channel / AltaSea: Creating a public space near the entrance at AltaSea

5. S.P. Slip Enhancements: Creating public open spaces that co-exist with the fishing boat access and support uses

6. John S. Gibson Jr. Park: Maintaining the memorial with site upgrades

7. Angels Walk LA Program On-going Developments: Continues the program that highlights local landmarks and provides a clearly defined pedestrian corridor 4.3 mile walk

8. Micromobility Hub at 22nd & Miner: Redeveloping an old Red Car stop into open space with micromobility amenities, public restrooms, and cafe/food kiosk

9. Micromobility Hub at Downtown Harbor/World Cruise Center: Adding open space with micromobility stalls and charging stations to the existing center

**LATER PHASES (5+ YEARS)**

10. Block Field (South): Potential development opportunity for Bloch Field and adjacent open space

11. Outer Harbor Park: Outdoor event venue and cruise ship dock with a concrete wharf, paved on-site parking, and amenities

12. San Pedro Salt Marsh Improvements: Enhancing the marsh and providing increased public access

13. Cabrillo Beach Improvements: Improved public amenities at Cabrillo Beach, associated with pedestrian access and parking improvements, and a potential hand-launch dock

14. Timms’ Point Enhancements: Improved pedestrian access and open space amenities at Timms’ Point

15. Micromobility Hub at Cabrillo Beach: Provide micromobility amenities, such as bike/scooter rentals, charging stations, bike fix station, drinking water, and shaded seating

16. World Cruise Center Enhancements: Renovation and expansion of the POLA World Cruise Center including interior and exterior upgrades designed for more efficient passenger processing and open space

17. Warehouse 1 Site Enhancements: Accompanying the re-development of Warehouse 1 with public open space

San Pedro’s Waterfront Connectivity Plan | Appendix
PUBLIC ART  Recommended Projects By Phases

EARLY PHASE (0-5 YEARS)

18  22nd Street Park: Sculpture Park (Phase 1): Installation of site-specific artwork and waterfront artifacts to activate the park and enhance views.

19  Waterfront Gateway Art Installations: Enhancing the gateway entries to San Pedro’s waterfront with public art installations. Proposed locations include 22nd Street, Harbor Blvd at the freeway offramp, and 6th Street.

19a  22nd Street: Gateway art location

19b  Harbor Blvd at the Freeway: Gateway art location

19c  6th Street: Gateway art location

20  LA Waterfront Public Art Masterplan: Working with the Port, neighborhood art agencies and the community to develop a large scale art masterplan that builds off of the connectivity plan.

LATER PHASES (5+ YEARS)

21  22nd Street Park Sculpture Park (Phase 2): Integrating more art throughout the entire park

22  Implementation of public art masterplan: Moving forward with the recommendations from the Public art master plan
WAYFINDING Recommended Projects By Phases

**EARLY PHASE (0-5 YEARS)**

1. **LA Waterfront Signage Masterplan:** Developing a comprehensive wayfinding signage masterplan.

2. **LA Waterfront Gateway Signage:** Identifying entry to the LA Waterfront at primary access points in San Pedro. Proposed locations are 22nd Street, Harbor Boulevard at the freeway offramp, and 6th Street.

3. **Digital Tools (Website and App):** Support wayfinding with user-friendly information on the LA Waterfront website and through mobile apps.

4. **Vehicle Directional Signage:** Install signage to improve wayfinding for drivers, as identified by the LA Waterfront Signage Masterplan and in coordination with parking signage.

5. **Pedestrian & Bicycle Directional Signage:** Install signage to improve wayfinding for pedestrians and bicyclists, as identified by the LA Waterfront Signage Masterplan and in coordination with signage at transit stops.

**LATER PHASES (5+ YEARS)**

6. **On-going implementation of signage masterplan:** Implement additional projects as identified in the LA Waterfront Signage Masterplan.

2. **Implement additional projects:**

San Pedro's Waterfront Connectivity Plan | Appendix
COMMUNITY OPEN HOUSE

Introductory presentation

Stickers on the Recommended Projects' boards

Group discussions

Information Stations: Take Public Transit

Information Stations: Park Once Stay All Day