

DATE: MARCH 10, 2026

FROM: PLANNING AND STRATEGY

SUBJECT: RESOLUTION NO. _____ – ISSUANCE OF A LEVEL II NON-APPEALABLE COASTAL DEVELOPMENT PERMIT (NO. 26-02) TO THE CITY OF LOS ANGELES HARBOR DEPARTMENT FOR THE 22ND STREET PARKING LOT IMPROVEMENTS AND THE HARBOR BOULEVARD ROADWAY PROJECTS

SUMMARY:

Staff requests that the Board of Harbor Commissioners (Board) approve a Level II non-appealable Coastal Development Permit (CDP) No. 26-02 to the City of Los Angeles Harbor Department (Harbor Department) for the 22nd Street Parking Lot Improvements and Harbor Boulevard Roadway Projects. The project expands the existing parking lot from 650 to up to 2,350 parking spaces and adds a new restroom and multi-modal path. A 2,400-linear-foot segment of Harbor Boulevard would expand from two to four lanes with new sidewalks, bike lanes, and street trees. The Harbor Department is financially responsible for the costs associated with the proposed projects.

RECOMMENDATION:

It is recommended that the Board of Harbor Commissioners:

1. Hold a public hearing for the proposed Coastal Development Permit No. 26-02, a Level II non-appealable permit;
2. Find that the Director of Environmental Management has determined that the proposed action has been previously evaluated pursuant to the requirements of the California Environmental Quality Act (CEQA) under Article II Section 2(i) of the Los Angeles City CEQA Guidelines;
3. Find that the proposed project conforms with the Port of Los Angeles certified Port Master Plan;
4. Upon closure of the public hearing, resolve to approve the issuance of Coastal Development Permit No. 26-02, consistent with the project description listed on Application for Port Permit Nos. 230404-072 and 240827-134, and designate the Director of Planning and Strategy to execute and issue said permit on behalf of the Executive Director; and
5. Adopt Resolution No. _____.

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DISCUSSION:

Background/Context – The existing 22nd Street parking lot occupies 6.5 acres of the proposed project site (Transmittal 1). The lot was constructed by the Harbor Department in 2007 and provides approximately 650 parking spaces, of which 150 are paved and striped. The parking lot is open to the public, and provides public parking for nearby uses, attractions, and events. Warehouse No. 12 was located at the project site until the early 1990s, after which it was demolished and the lot was vacant until the construction of the current parking lot in 2007. The southeast corner of the project site contains two vacant buildings, 264 E. 22nd Street and 270 E. 22nd Street. The two buildings are directly adjacent to each other with a shared wall and were last occupied by Jack Balch (RS Marine) for boat engine repair under Revocable Permit (RP) No. 96-09. RP No. 96-09 commenced in 1996 and was terminated on June 30, 2025.

The western portion of the site, approximately 5.2 acres, was formerly the location of the GATX Annex Terminal and had aboveground chemical storage tanks from 1968 until 1983. This portion of the site was subject to a Land Use Covenant and Agreement No. 1784-A (LUC Agreement) with the California Department of Toxic Substances Control (DTSC) (Transmittal 2). The 30-year LUC Agreement, which expired on September 15, 2024, prohibited certain uses such as residences, parks, hospitals, schools and daycares and established requirements for soil management. A new LUC Agreement has been drafted with the DTSC but is pending execution until after physical site improvements are in place, per DTSC's request.

The former Red Car Maintenance Facility is located along the western edge of the project site. The facility includes a temporary structure, parking, storage, and abandoned rail lines. The Red Car Line was a 1.5-mile line that operated from July 2003 to September 2015.

Harbor Boulevard is an existing four and two-lane north-south roadway that joins State Route (SR) 47 via the Vincent Thomas Bridge down to 22nd Street. In 2018, the Harbor Department realigned and expanded the newly designated four-lane Harbor Boulevard (formerly Sampson Way) from the new intersection at Minor Street to the SP Slip as part of CDP No. 17-10. The Harbor Boulevard roadway adjacent to the Southern Pacific (SP) Slip and continuing south is currently two lanes and does not have bike lanes or sidewalks.

Project Description – The Harbor Department proposes to expand the existing parking lot at 208 E. 22nd Street from 650 spaces to up to 2,350 spaces. Vehicle parking surface improvements would total approximately 16 acres. All spaces would be paved, striped, lighted, and landscaped according to City of Los Angeles standards, including accessible parking requirements. New security fencing and automated gate arms would be installed to transition to a paid lot. Parking rates are anticipated to match existing rates throughout the San Pedro Waterfront. Electrical conduits would be provided for future electric vehicle charging units. The 4,330-square-foot two-story building at 264 E. 22nd Street and the 3,000-square-foot single-story building at 270 E. 22nd Street would be demolished and

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all existing utility connections abandoned and removed. The temporary structure for the Red Car Maintenance Facility would also be removed. Approximately 5,080 linear feet of rail would be removed.

A new 805-square-foot single-story restroom building would be constructed at the northern end of the parking lot, and a new 20-foot wide, 845-foot long, multi-modal pedestrian and bike path would be constructed along the western boundary of the site, connecting Harbor Boulevard to Miner Street. A bus or shuttle turnout and covered bench would be constructed at the southern boundary of the site along 22nd Street. Three cast-in-place concrete staircases would be installed to improve site access. Approximately 49,000 cubic yards of imported clean soil and the export of up to 5,000 cubic yards of soil would be required for site grading and the placement of a site cap for the DTSC-regulated portion of the property.

The Harbor Boulevard Improvements project would improve approximately 2,400 linear feet of Harbor Boulevard by expanding from two to four lanes and allowing two travel lanes in each direction. New pedestrian pathways would be constructed along each side of Harbor Boulevard. A 10-foot pedestrian path would be constructed on the western side of the roadway along the parking lot, and an 8-foot path would be constructed along the eastern side of Harbor Boulevard. On the eastern side, near the SP Slip, the path would be expanded to 16 feet wide. Approximately 74 new irrigated street trees would be planted along each side of Harbor Boulevard. The expanded roadway would accommodate standard bike paths in each direction. In addition, overhead utilities would be placed underground and a new stormwater outfall would be located through the seawall.

Construction is anticipated to occur over 12 months and begin at the end of 2026. The total estimated project cost \$46.1 million, consisting of \$31.8 million in 22nd Street Parking Lot Improvements and \$14.3 million in 22nd Street Roadway Improvements.

Coastal Permit Requirements – The proposed project is a Level II non-appealable project in accordance with Section 6.4 of the Port Master Plan (PMP) (Transmittal 3). A Level II permit is required for projects that: involve significant resources; cause major changes in land and/or water use and in the density or intensity of the use; have the potential of creating significant environmental impacts that can or cannot be mitigated; or are appealable. The proposed project requires a Level II CDP because the 22nd Street Parking Lots expansion would more than triple the number of parking spaces and intensify the use of land. Additionally, the projects would require a significant amount of grading, including the import of approximately 49,000 cubic yards of clean soil. Harbor Boulevard is roadway that is primarily used for internal circulation within the Harbor District, and therefore is not appealable to the California Coastal Commission under Section 30715 of the California Coastal Act.

Procedurally, a Level II non-appealable CDP requires a public hearing that is publicized at least 15 calendar days prior to the scheduled date of the hearing. A public notice for the proposed development was published on March 11, 2026 (Transmittal 4).

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The Director of Planning and Strategy has determined that the proposed project is consistent with the PMP and the Chapter 8 policies of the California Coastal Act of 1976, as amended (Coastal Act). The expansion of public parking lots and roadway improvements are allowed in all PMP-designated land uses, including this Open Space location in Planning Area 1 of the PMP. The project meets two PMP Section 3.2 Goals: Goal 1, Optimize Land Use, and Goal 4, Increase Public Access to the Waterfront. The parking lot is compatible with surrounding land uses and assists with efficient utilization of nearby pedestrian trails, bike paths, and recreational uses, including marinas and chartered fishing and whale-watching expeditions. The expanded capacity for public parking, new restrooms, new pedestrian pathways, and new bike lanes all enhance public access to the waterfront and visitor-serving facilities. The new public restrooms provide needed amenities to local and regional visitors to the San Pedro Waterfront.

The proposed project is consistent with Section 30708 of the Coastal Act and applicable Policies of the PMP. Policy 2.1(1) of the PMP encourages the location, design, and construction of development in order to minimize substantial adverse impacts. Site surveys did not identify any sensitive biological resources within the project boundary. Policy 2.1(4) encourages developments that provide for other beneficial uses, including but not limited to recreation and wildlife habitat uses, to the extent feasible. The larger parking lot expands access to existing recreational uses and events that occur throughout the waterfront event calendar. The new multi-modal pathways and bike lanes encourage recreational use of the site, with connections to the California Coastal trail and other nearby local trails.

ENVIRONMENTAL ASSESSMENT:

The proposed action is approval of Level II CDP No. 26-02 for the 22nd Street Parking Lot Expansion and Harbor Boulevard Roadway Improvement Projects. These projects were previously assessed in the 2009 San Pedro Waterfront EIS/EIR that was certified by the Board of Harbor Commissioners on Sept. 29, 2009 (SCH# 2005061041), the 2016 Addendum to the 2009 San Pedro Waterfront Project EIS/EIR that was considered by the Board on May 19, 2016, and the 2025 Subsequent EIR for the West Harbor Modification Project that was certified by the Board of Harbor Commissioners on June 26, 2025 and recertified by the Los Angeles City Council on September 10, 2025. Therefore, the Director of Environmental Management has determined that the proposed action has been previously evaluated pursuant to the requirements of CEQA under Article II Section 2(i) of the Los Angeles City CEQA Guidelines.

FINANCIAL IMPACT:

Approval of the proposed CDP will authorize the Harbor Department to move forward with the 22nd St Parking Lot and Harbor Blvd projects. The Harbor Department will be responsible for the total estimated project cost of \$53.8 million, consisting of \$31.8 million for the 22nd Street Parking Lot Improvements and \$22.0 million for 22nd Street Roadway Improvements.

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Funding in the amount of \$31.8 million has been budgeted within Account 161305 (Construction-in-Progress), Division 00000 (Harbor Global), Project 2573900 (208 East 22nd Street Parking Lot Improvements) and funding in the amount of \$22.0 million has been budgeted within Account 161305 (Construction-in-Progress), Division 00000 (Harbor Global), Project 2560000 (San Pedro Waterfront – Harbor Boulevard from SP Slip to 22nd Roadway Improvements).

CITY ATTORNEY:

The Office of the City Attorney finds no legal issues at this time.

TRANSMITTALS:

1. Site Location Map
2. Expired LUC Agreement with DTSC
3. CDP No. 26-02
4. Public Notice

FIS Approval: JS (initials)
CA Approval: SO (initials)

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APP Nos. 230404-072 and 240827-134