

Appendix H  
**Event Parking & Mgmt Plan**

---





## TECHNICAL MEMORANDUM

**TO:** Eric Johnson, Jerico Development

**FROM:** Eugene Tang, AICP, and Lauren Mullarkey-Williams

**DATE:** Updated August 9, 2024

**RE:** Event Parking and Circulation Management Plan for the  
West Harbor Project  
San Pedro, California

**Ref:** J1734

---

Gibson Transportation Consulting, Inc., developed an Event Parking and Circulation Management Plan (EMP) to provide guidance for the management of traffic and parking operations during amphitheater events at the West Harbor Project.

At a basic level, the purpose of any EMP is to minimize the potential operational effects, on-site and off-site, associated with a large number of visitors entering and leaving a project site due to a special event. This EMP presents a series of measures that may be implemented with event operations at the West Harbor Project during amphitheater events.

The West Harbor Project developer will be responsible for acquiring the required approvals and permits, coordinating amongst the participating parties and agencies, and procuring the necessary service providers, as well as those costs necessary to implement this EMP.

Ultimately, the EMP is intended to be an evolving document subject to refinement over time in order to respond to changes in traffic patterns and mobility/parking technologies that may alter travel to and attendance at amphitheater events at the West Harbor Project.

## PROJECT BACKGROUND

The West Harbor Project is a multi-phased redevelopment project. The initial phase (Phase 1A & 1B) includes the construction of approximately 127,600 square feet (sf) of commercial space approved by the Port of Los Angeles (Port) in 2016<sup>1</sup>. At the request of the Project Applicant, the Port currently is reviewing the potential environmental impacts of a 6,200 seat amphitheater to be included as part of the West Harbor Project. This EMP is intended to support the Port's environmental review of the proposed amphitheater. As illustrated in Figure 1, the West Harbor Project is located along the San Pedro Waterfront at the site of the former San Pedro Ports O' Call and generally southeast of the intersection of Harbor Boulevard & Miner Street, east of Downtown San Pedro.

---

<sup>1</sup> The 2016 approval included a total of 300,000 sf of commercial area; two development phases (Phase 1 and Phase 2) each consisting of 150,000 sf of commercial area were identified. The parking projections identified here represent approximately 127,600 sf of Phase 1. The completion of Phase 2 is anticipated at a later date.

The amphitheater is proposed to primarily operate as a seasonal open-air concert venue between April and October (with the peak season occurring between July and October). In general, events at the amphitheater will typically start at 7:00 PM on scheduled weeknights and weekends, with a typical end time around 10:00 PM. Additionally, smaller-scale community events may be scheduled at various times throughout the year.

Parking demand projections for the initial phase of the West Harbor Project (Phase 1A & B) with an amphitheater event indicate that the peak month parking demand is anticipated to occur during August evenings (8:00 PM) on weeknights and weekends.

- Weekday – 2,961 spaces (comprised of 729 spaces for the West Harbor Project and 2,232 spaces for the amphitheater event)
- Weekend – 3,343 spaces (comprised of 1,111 spaces for the West Harbor Project and 2,232 spaces for the amphitheater event)

For planning purposes, this EMP specifically assumes a peak concert event at the amphitheater. When planning for smaller scale events, the measures identified here may be adjusted as determined appropriate.

## **ACCESS MANAGEMENT**

Due to its location, access to the West Harbor Project is primarily provided by Harbor Boulevard, which provides regional connectivity to both the Harbor Freeway (I-110) and the Vincent-Thomas Bridge (SR 47). Additional local access is available through Downtown San Pedro, located to the west, and 22<sup>nd</sup> Street, located to the south.

### **Site Access**

Direct access to the West Harbor Project is provided through the Harbor Boulevard & Miner Street intersection. Access to the on-site West Harbor Lot is provided by three driveways located on the east side of Harbor Boulevard. The adjacent Bluff Lot is located on the west side of Harbor Boulevard and accessed by two driveways.

Off-site parking is generally located in the vicinity of Miner Street & 22<sup>nd</sup> Street; the primary off-site parking supply is in the 22<sup>nd</sup> Street Lot, located on the northeast corner of the intersection. Access into the 22<sup>nd</sup> Street Lot is provided by a driveway on 22<sup>nd</sup> Street.

### **Rideshare Pick-up / Drop-off**

A rideshare pick-up/drop-off zone has been designated within the West Harbor Lot and is generally adjacent to the off-site parking shuttle zone. This pick-up/drop-off area may be accessed from the main West Harbor Lot driveway on Harbor Boulevard.

## **Parking Operations**

The on-site parking is comprised of the West Harbor Lot (providing 940 spaces) and the adjacent Bluff Lot (720 spaces), a total of 1,660 surface parking spaces.

The off-site parking supply will be provided by multiple lots:

- The primary off-site parking supply is the 22<sup>nd</sup> Street Lot, which will provide a total of 1,900 spaces. The 22<sup>nd</sup> Street Lot is generally located on 22<sup>nd</sup> Street between Harbor Boulevard and Miner Street.
- Supplemental off-site parking is available at the 22<sup>nd</sup> Street/Miner Street Lot on the northwest corner (approximately 429 spaces<sup>2</sup>) and the Fruit Terminal (approximately 1,257 spaces<sup>3</sup>).
- Additional off-site parking in the vicinity may be utilized based on availability and as determined necessary.

Figure 2 illustrates the on- and off-site parking locations.

Event visitor parking could be purchased in advance (at time of ticket purchase) or on the day of amphitheater event at the parking lot. Two types of parking will be provided: Premium and General. All Premium parking will be available in the on-site West Harbor and Bluff lots. General parking will be available in the 22<sup>nd</sup> Street Lot and the other off-site parking lots, if necessary.

A shuttle connecting the off-site parking to the amphitheater will be available in the 22<sup>nd</sup> Street Lot and the supplemental off-site parking lots, if necessary. The shuttle will utilize 22<sup>nd</sup> Street and the portion of Harbor Boulevard between the amphitheater and 22<sup>nd</sup> Street. Amphitheater event employees will also utilize the off-site parking.

The parking fee structure will be developed to effectively preserve the parking in the West Harbor Lot for visitors not attending the event and the Bluff Lot for non-amphitheater employees. Specific aspects of the event parking operation are described in *West Harbor Parking Management Plan* (LAZ Parking, August 2024).

For conservative purposes, this EMP assumes that all West Harbor parking will be accommodated by the identified on- and off-site parking supplies. While third-party public parking may be available in Downtown San Pedro, the use of those parking supplies is not incorporated into the operating assumptions of this EMP.

## **GUEST COMMUNICATIONS**

Communicating event information to guests is a vital component of the EMP. This advance communication will require coordination between the amphitheater operator and event

---

<sup>2</sup> Based on parking inventory performed by West Harbor project team staff on May 16, 2024.

<sup>3</sup> Includes 757 outdoor and 500 indoor spaces, generally available between May and November.

promoter, as well as existing West Harbor Project businesses, to ensure that consistent information is provided to all visitors.

With the advance purchase of an amphitheater event ticket, the directions/wayfinding to West Harbor Project will be conveyed along with available travel options (e.g., traffic routes, transit trip planning, rideshare, and links to current event information). In addition, the option to purchase amphitheater event parking with the amphitheater event ticket will be made available. Identification of the parking lot locations (e.g., Premium vs. General) along with wayfinding and operational information about amphitheater event parking will be provided.

On amphitheater event days, current traffic and amphitheater event information may be distributed through the appropriate medium (e.g., West Harbor Project/amphitheater event websites and apps, social media accounts, etc.) or pushed via text message. General messaging and wayfinding may also be provided with static signage located within the amphitheater and parking lots. At the end of an amphitheater event, traffic announcements may be made through the public address system in addition to pushing via text messages and app/website/social media postings.

Marketing and promotional programs through West Harbor Project tenants and businesses along with message coordination with ridesharing services will facilitate the dissemination of event information to a wider audience. Amphitheater event day messaging may also complement the Changeable Message Sign program described below.

## **TRAFFIC MANAGEMENT MEASURES**

The overall consideration of the traffic management measures is how amphitheater event traffic will arrive at and depart from the West Harbor Project. The traffic management measures described below are the physical components of the EMP and intended to operate in conjunction with the previously described guest communications component.

For planning purposes, the traffic management measures should begin approximately three hours prior to the amphitheater event (assuming a 7:00 PM amphitheater event start, traffic management measures should be in place by 4:00 PM) and continue for a minimum of 90 minutes after the amphitheater event (assuming a 10:00 PM amphitheater event ending, traffic management measures should remain in place until 11:30 PM). These operating hours are preliminary; the specific times will be determined through amphitheater event planning and may vary depending on the amphitheater event.

Due to the nature of the traffic management measures proposed below, multi-agency coordination is anticipated and may warrant the establishment of a Unified Command Center. This would be typically located in the vicinity of the amphitheater event to facilitate local coordination among the parties providing traffic management. In addition to the amphitheater event operator, this is anticipated to include the Los Angeles Port Police (Port Police), Los Angeles Department of Transportation (LADOT) Special Traffic Operations, the Los Angeles Police Department (LAPD) Operations Bureau for Special Events, California Highway Patrol (CHP), California Department of Transportation (Caltrans), and the Los Angeles County Metropolitan Transportation Authority (Metro). In general, traffic management measures

deployed on arterial streets are provided through Port Police, LADOT, LAPD, and/or Metro, with freeway-related traffic control measures requiring coordination with CHP and Caltrans.

The traffic management measures identified below include:

- Traffic Control
- Pedestrian Control/Crossing Guard
- Temporary Travel Lane and Detours
- Changeable Message Signs
- Transit Service Coordination

Due to the location of the West Harbor Project and the generally limited access points into the area, the requirements for inbound and outbound operation will be unique.

### **Traffic Control**

Traffic Control Officers (TCO) provided through the appropriate agencies<sup>4</sup> will be deployed to selected locations on an as-needed basis to assist with the inbound and outbound event traffic operations. TCOs are tasked with monitoring the general flow of traffic and directing traffic when necessary. Under certain conditions, this may include utilizing the LADOT Traffic Management Center to override traffic signals to address localized congestion in real time. The ability to adjust the traffic signals will be determined at the discretion of LADOT and may be formalized into the operating plan of specific events.

For the purposes of this EMP, the following preliminary locations have been identified for TCO deployment:

- Harbor Boulevard/Front Street & SR 47 eastbound ramps (outbound)
- Harbor Boulevard & SR 47 ramps/Swinford Street (inbound/outbound)
- Harbor Boulevard & O'Farrell Street (inbound/outbound)
- Harbor Boulevard & 1<sup>st</sup> Street (inbound/outbound)
- Harbor Boulevard & 5<sup>th</sup> Street (inbound/outbound)
- Harbor Boulevard & 6<sup>th</sup> Street (inbound/outbound)
- Harbor Boulevard & 7<sup>th</sup> Street (inbound/outbound)
- Harbor Boulevard & Miner Street (inbound/outbound)
- 22<sup>nd</sup> Street & Miner Street (inbound/outbound)

Figure 3 illustrates the preliminary locations for TCO deployment; however, specific locations will be determined with amphitheater event planning and may vary between events.

---

<sup>4</sup> Typically, along Harbor Boulevard Port Police will be deployed to locations south of 7<sup>th</sup> Street and LADOT/LAPD will be deployed to locations north of 7<sup>th</sup> Street. CHP/Caltrans may also assist with the ramp locations.

### **Pedestrian Control / Crossing Guards**

Pedestrian control and/or crossing guards may also be deployed at select locations to supplement the TCOs or enhance pedestrian safety; this may be provided by Port Police, LAPD, or LADOT as determined appropriate. Pedestrian control may be deployed to key crossings (e.g., signalized intersections) in order to enhance pedestrian safety and are generally anticipated to be tasked with monitoring pedestrian safety. This may include ensuring that stopped vehicles do not encroach on crosswalks, that pedestrians follow the traffic controls, and/or that pedestrians do not overflow into the street. Crossing guards may also be utilized at uncontrolled locations (e.g., unsignalized or mid-block crossings) to assist pedestrian crossings. Officers and crossing guards may be deployed before and/or after the amphitheater event, as determined necessary.

Preliminary locations identified for the deployment may include:

- Harbor Boulevard & 5<sup>th</sup> Street (pedestrian control)
- Harbor Boulevard & 6<sup>th</sup> Street (pedestrian control)
- Harbor Boulevard & 7<sup>th</sup> Street (pedestrian control)
- Harbor Boulevard at the Bluff Lot (crossing guard)
- Harbor Boulevard at the 22<sup>nd</sup> Street Lot (crossing guard)
- Miner Street & 22<sup>nd</sup> Street (crossing guard)

Figure 4 illustrates the preliminary locations for pedestrian controls and crossing guards; specific/additional locations will be determined with amphitheater event planning and may vary between amphitheater events.

### **Temporary Travel Lane & Detours**

Temporary capacity enhancements may be utilized on Harbor Boulevard generally between the SR 47 off-ramp & Swinford Street intersection and the Harbor Boulevard & 7<sup>th</sup> Street intersection. This is anticipated to include the establishment of a third travel lane through the temporary turn restrictions, temporary restriction of on-street parking, and/or a temporary detour of the bike lane along Harbor Boulevard.

- During the inbound amphitheater event operations, this temporary lane could extend from the SR 47 off-ramps to 7<sup>th</sup> Street along southbound Harbor Boulevard.
- During the outbound amphitheater event operations, the temporary lane could extend from 7<sup>th</sup> Street to immediately north of O'Farrell Street. Additionally, the northbound left-turn at 1<sup>st</sup> Street will need to be prohibited and through traffic allowed the use of the closed left-turn lane<sup>5</sup>.

The temporary lane requires clear instructions to drivers, which may be accomplished with a coning plan or other physical demarcation, along with notifications to local residents to identify any traffic detours. In addition, coordination with the LADOT Bicycle Group is anticipated to identify and properly notice any detours or temporary closures of area bicycle facilities.

---

<sup>5</sup> Alternatively, the temporary third outbound lane on Harbor Boulevard may begin immediately north of 1<sup>st</sup> Street.



Figure 5 illustrates the preliminary extent of the temporary lanes. The specific extents of the temporary lanes and locations of detours will be determined with amphitheater event planning.

### **Changeable Message Signs**

Changeable Message Signs (CMS) may be utilized to convey up-to-date messaging related to traffic routing, directions to parking locations, and other general information on amphitheater event days. The CMS may supplement other static signage and are anticipated to be located at select arterial and freeway locations. The use of CMS on arterial or freeway locations will require coordination/permitting with Port Police/LADOT/Bureau of Street Services and Caltrans, respectively.

Examples of messaging on the CMS may include, but are not limited to:

- Inbound messaging:
  - A. “West Harbor Amphitheater, use SR-47 and exit Harbor”
  - B. “West Harbor Amphitheater, exit Harbor”
  - C. “Amphitheater Parking, Turn Right”
  - D. “Premium Parking & Rideshare, Left Lane”
  - E. “General Parking, Right Lane”
  - F. “Parking Ahead @ 22<sup>nd</sup> St”
- Outbound messaging:
  - G. “All Lanes to Freeways”
  - H. “East SR 47, Left Lane”
  - I. “North I-110, Right Lane”
  - J. “East SR 47, Turn Left”
  - K. “North I-110, Second Left”

The CMS messages above have been preliminarily identified for placement at the following freeway and arterial locations:

- Freeway Locations:
  - I-110 Southbound, near Channel Street/Pacific Avenue exit [Exit 1B] (Message A)
  - SR 47 Westbound, near Ferry Street exit (Message B)
- Arterial Locations:
  - Harbor Boulevard & SR 47 eastbound on-ramp/Swinford Street (Messages C, J/K)
  - Harbor Boulevard & 2<sup>nd</sup> Street Messages D/E, H/I)
  - Harbor Boulevard & 7<sup>th</sup> Street (Messages D/E/F, G)
  - Miner Street & Gulch Road (Messages F, G)
  - Miner Street & 22<sup>nd</sup> Street (Message G)

Figure 6 illustrates the preliminary locations for CMS placement. The specific locations, messaging, and quantity of CMS will be identified during amphitheater event planning.

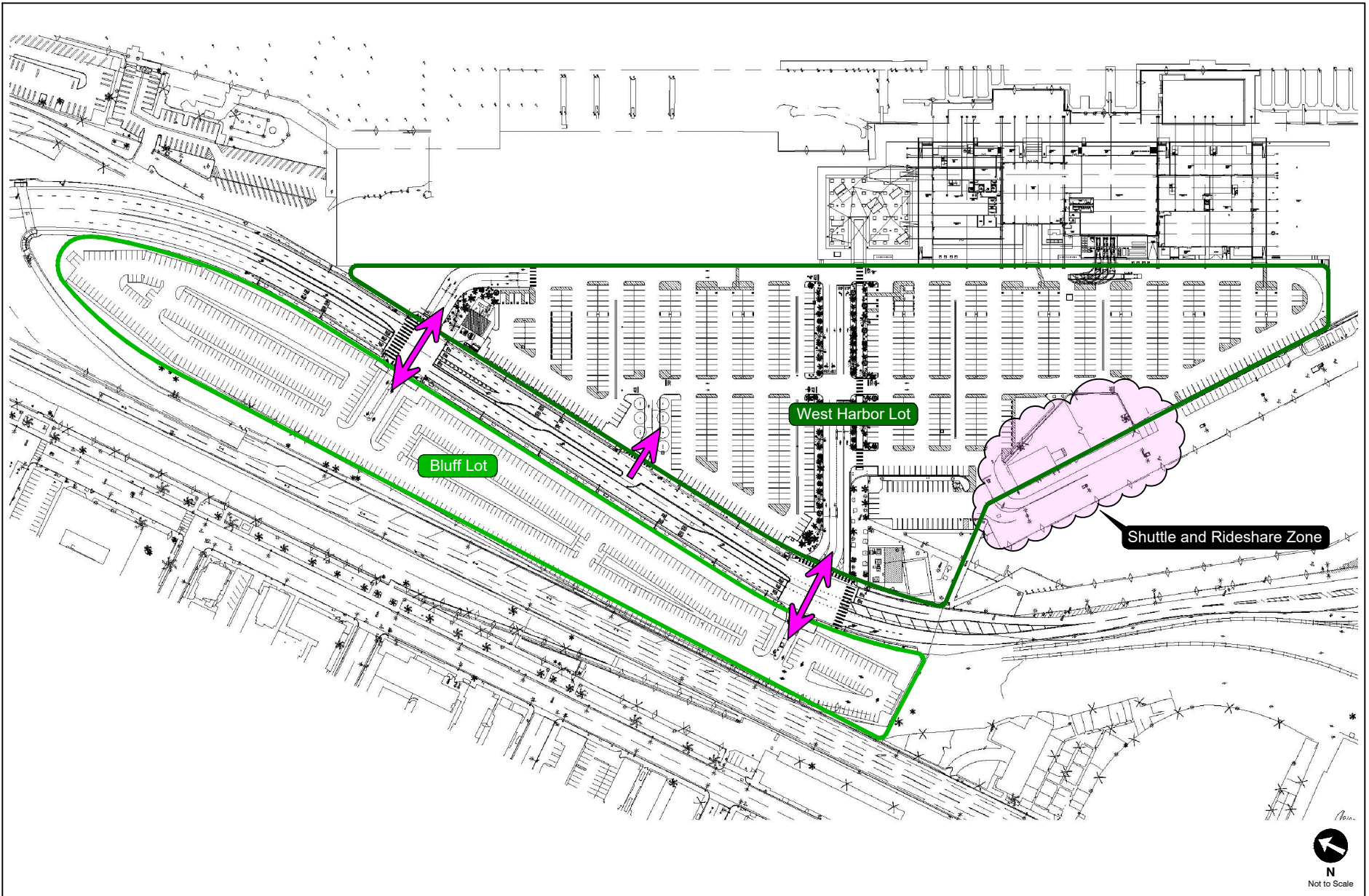
### **Transit Service Coordination**

If determined necessary during amphitheater event planning, the West Harbor Project developer may coordinate with LADOT and Metro to optimize land-based transit service and frequency into San Pedro and specifically to the West Harbor Project site during events. This can include the establishment of a transit staging area in the vicinity of the West Harbor Project site, either on- or off-site, and can potentially utilize the street closures identified in this EMP. The unique location of the West Harbor Project may also warrant coordination with water-based transit service during events. This measure could also include exploring the feasibility of establishing regional shuttle system for specific events, similar in function to the Hollywood Bowl shuttle network.

### **RESPONSIBILITIES**

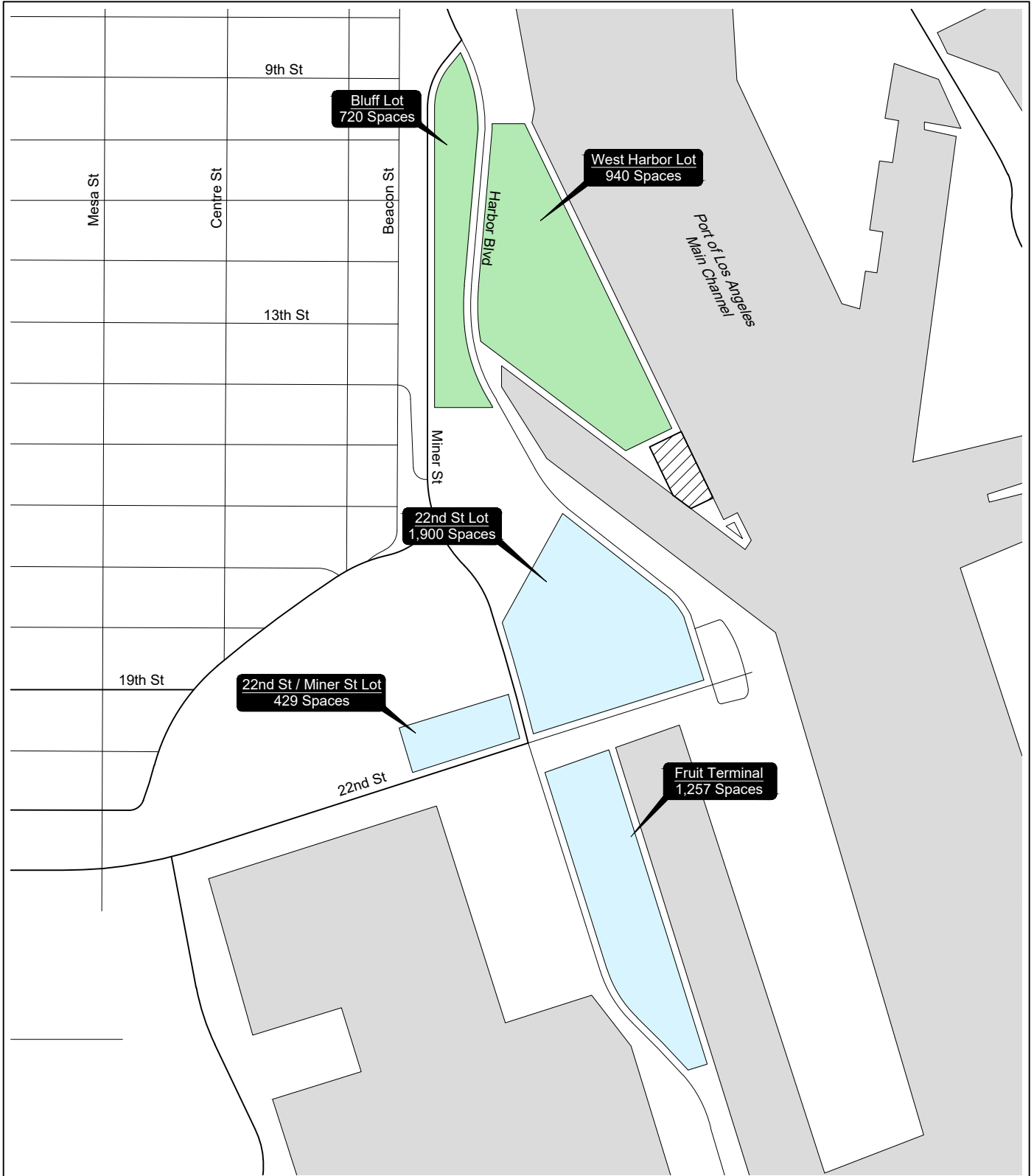
As noted above, the West Harbor Project developer will be responsible for acquiring the required approvals and permits, coordinating amongst the participating parties and agencies, and procuring the necessary service providers, as well as those costs necessary to implement this EMP.

This EMP is intended to be an evolving document subject to modification over time in coordination and consultation with the participating agencies (Port Police, LADOT, LAPD, CHP, Caltrans, Metro, etc.) in order to respond to changes in traffic patterns and mobility/parking technologies which may alter the travel to and attendance of amphitheater events at the West Harbor Project. In addition to ongoing EMP updates, additional future coordination may be necessary to accommodate future reconstruction activities of the Vincent Thomas Bridge.



WEST HARBOR SITE

FIGURE  
1



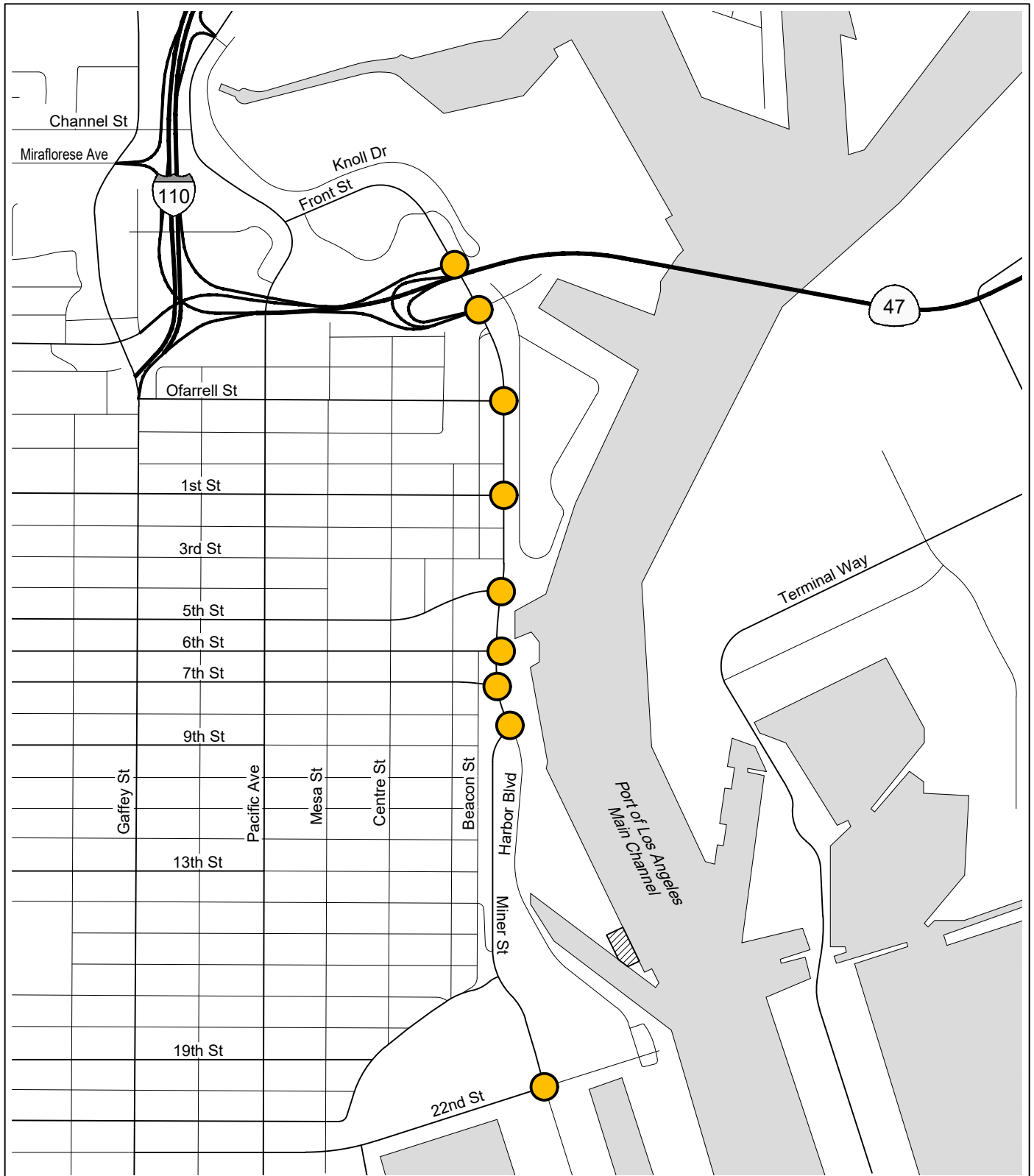
**LEGEND**

- Project Site
- On-Site Parking
- Primary Off-Site Parking



**EVENT PARKING LOCATIONS**

**FIGURE 2**



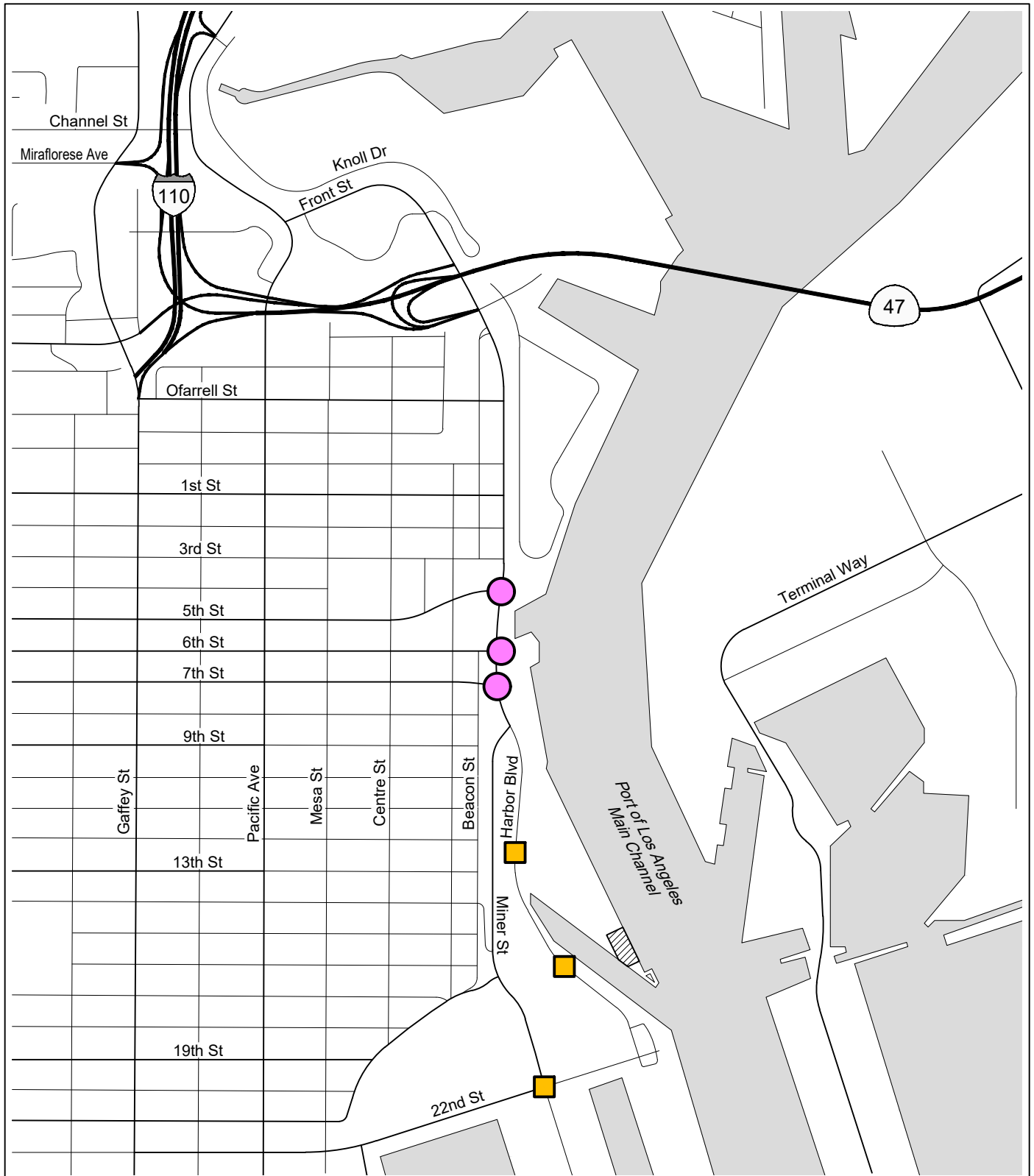
**LEGEND**

- Project Site
- TCO Position



TRAFFIC CONTROL LOCATIONS

FIGURE  
3



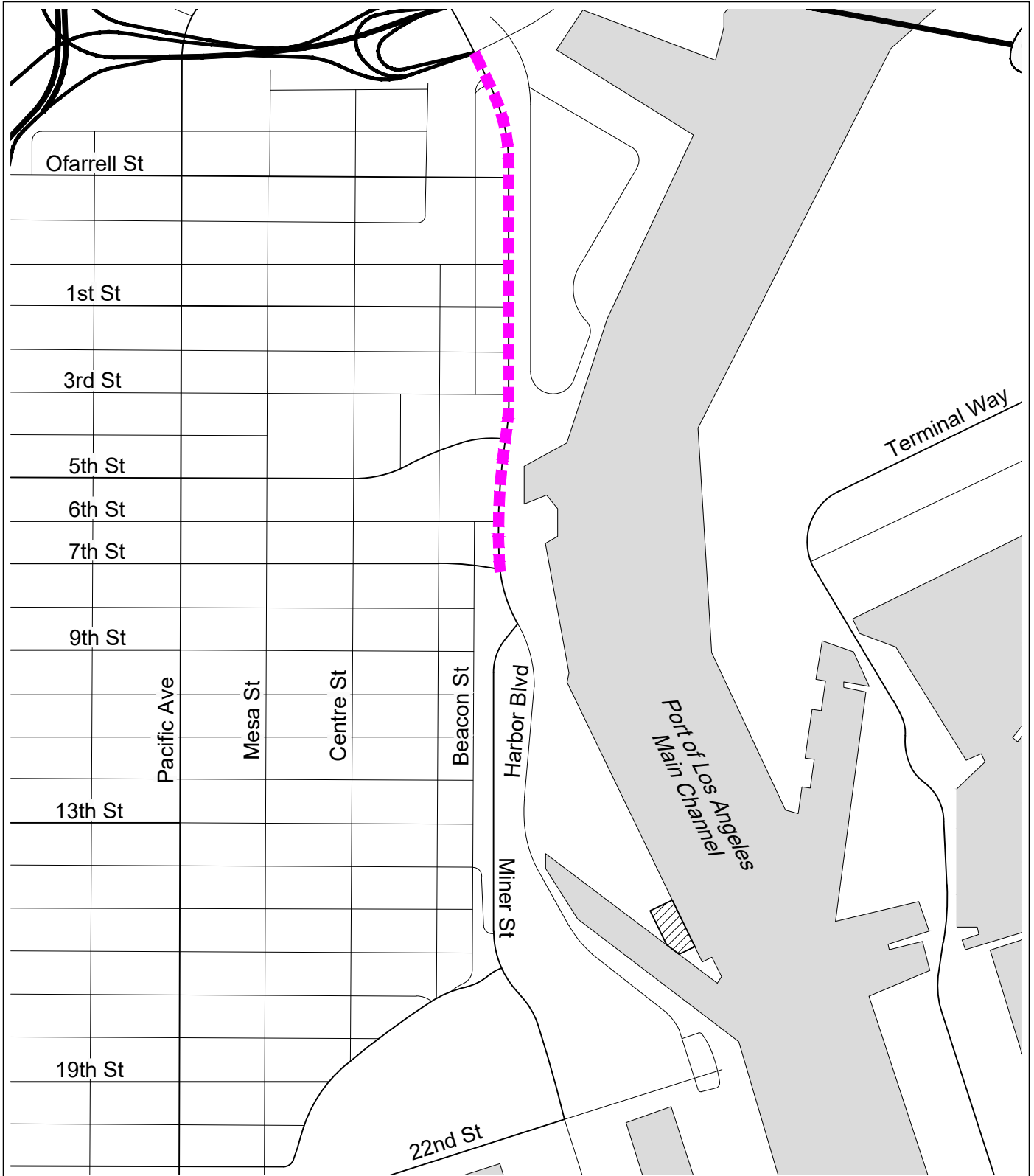
**LEGEND**

- Project Site
- Pedestrian Control
- Crossing Guard



**PEDESTRIAN CONTROL AND CROSSING GUARD LOCATIONS**

**FIGURE 4**



**LEGEND**

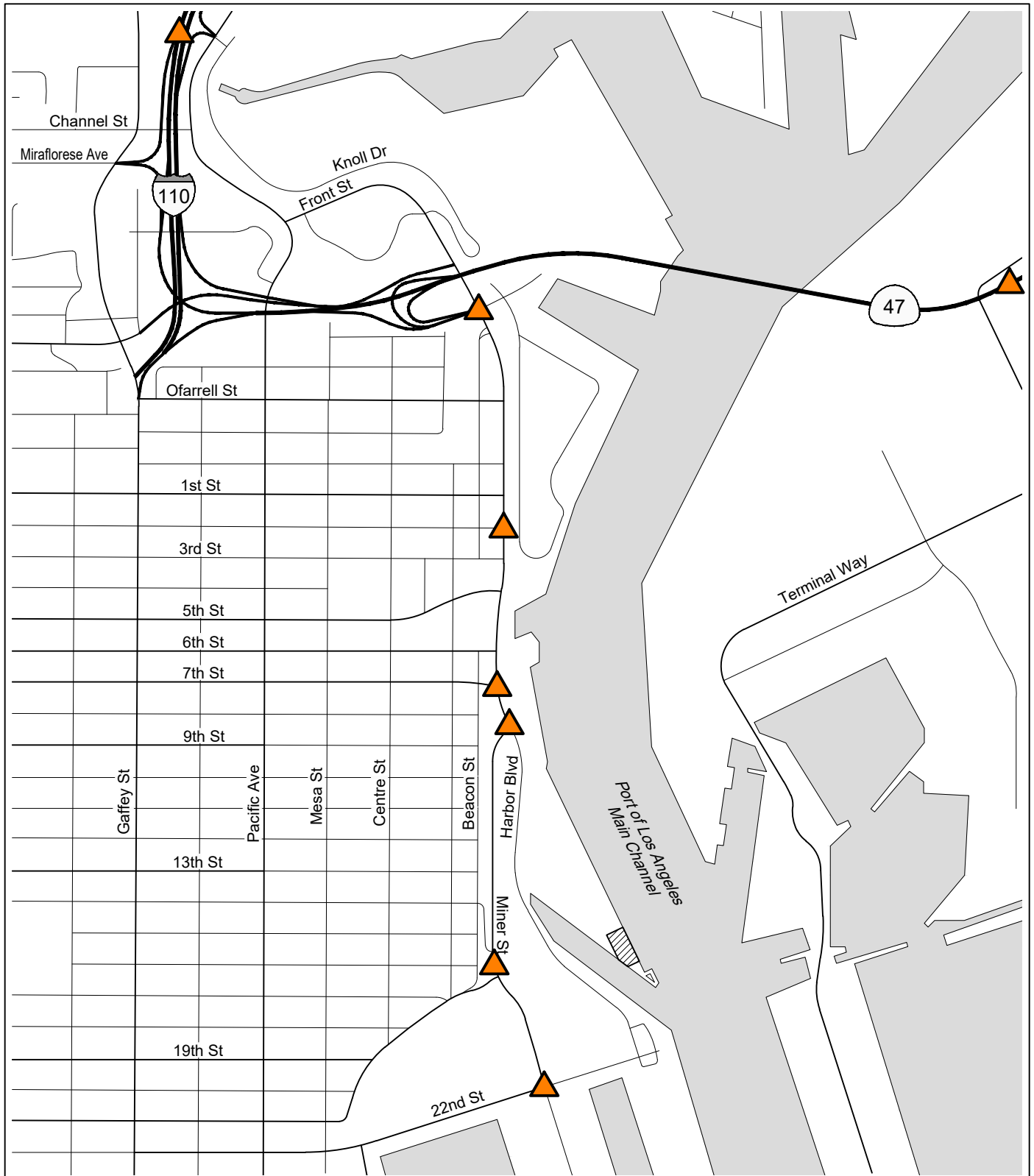
-  Project Site
-  Temporary Travel Lane



Not to Scale

**TEMPORARY TRAVEL LANE**

**FIGURE 5**



**LEGEND**

-  Project Site
-  Changeable Message Sign



**CMS PLACEMENT LOCATIONS**

**FIGURE 6**