

## **EXECUTIVE SUMMARY**

This San Pedro Urban Greening Implementation Plan is the culmination of a multi-year community-based planning effort that began in the Spring of 2013 with the creation of the San Pedro Urban Greening Advisory Committee (UGAC), and was completed with the publication of this Plan in December 2017.

### **GOALS:**

Funded with a grant from the State of California Resources Agency to the Los Angeles Conservation Corps at the behest of local stakeholders, the original goal as stated within that grant proposal was:

“... the identification of synergistic downtown green space linkages that run from the waterfront connection points, through downtown community sites, and to upland park area connection points. The resultant San Pedro ‘waterfront to hills’ green space planning effort would truly bind the San Pedro community to its vital and distinctive San Pedro natural and historical legacy”.

This original goal was expanded by the UGAC to include three (3) other goals:

1. That the Plan be created through a robust community based planning process;
2. That the planning process identify and map green pathway and outlet opportunities that accomplish Goal #1; and
3. That the final plan characterize these opportunities and provide direction for their implementation

### **CONTENT:**

These goals have been accomplished and this document describes the process by which this was done and the results of that process, the Urban Greening Opportunities (Section 4). The Plan is divided into four (4) Sections with seven (7) Appendices. Section 1—Introduction, describes the background, goals and objectives for the plan. Section 2—Community Outreach, describes the community based planning process and includes results from the public opinion survey and the needs assessment. Section 3—Design Workshops, describes in more detail the process and results of those workshops. Section 4—Pathways & Outlets Opportunities, identifies, maps and characterizes the 32 “Opportunities” and gives implementation recommendations. The Appendices provide resource references and additional implementation recommendations to support development of the opportunities.

### **USE OF THIS DOCUMENT:**

This document should be considered a “living document”, and should be managed as such. It is not just a “vision” plan. It should be used as “road map” for green development that can “evolve” as each of the “Opportunities” move towards development. This Plan will remain available online as both a single downloadable PDF, and, in its various parts (by Section, and by individual Opportunity) so that each Opportunity can be updated in real time. The goal is to continue to mobilize community, regional, state and federal support for these urban greening opportunities. It may also be used to guide appropriate development in San Pedro.

### **SECTION 2: COMMUNITY BASED PLANNING PROCESS**

This process mobilized an extensive list of local stakeholders to participate in the planning, design and opportunities section during the many UGAC meetings, design workshops, a public opinion survey, and other local stakeholder meetings. They included: Council Office District 15; local neighborhood councils—Northwest, Central, Coastal; Chamber of Commerce; Port of LA (POLA); San Pedro Historic Waterfront Business Improvement District (PBID); Harbor Community Benefit Foundation (HCBF); local park advisory boards (PABs); local high schools; local community garden interests; and other local community activists. The process involved extensive information gathering from the various government agencies related to guidelines, standards, best management practices, and their respective permitting processes for implementation of the green enhancements proposed in this plan. Finally, the process involved review and analysis of the local existing conditions. The Needs Assessment sub-section summarizes the approach and the results of the needs assessment that culminated with the Green Street Typologies Matrix.

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## **SECTION 3: DESIGN WORKSHOPS PROCESS**

There were three (3) Design Workshops. Each workshop had a defined set of goals and methodology. Each one also utilized information gathered during other phases of the overall community based planning process, including the public opinion survey and the needs assessment. The first workshop was a brainstorming exercise designed to introduce participants to the process, define what is meant by green pathways/green streets and outlets/nodes, further document existing conditions and identify community expectations for green enhancements. The second workshop presented drafts of green pathways and outlets, green street typology maps (See Needs Assessment Results), and conceptual drawings for select downtown green street typologies. Participants were tasked to comment on each of these representations. During the third workshop participants were asked to comment on the revised regional and downtown plans and individual green street typologies and to provide suggestions for specific project opportunities.

## **SECTION 4: GREEN PATHWAY & OUTLET OPPORTUNITIES**

This section is the culmination of the entire community based planning effort. It describes each of 32 Green Pathway & Outlet Opportunities that were identified during this process. This section provides the “Road Map” for urban greening development for the San Pedro Community. The beginning of the Section contains a series of "Road Map Matrices" that list the Opportunities in the order in which they are presented in the Plan. For each listing there is a summary of the key implementation requirements. This is followed by a series of Key Maps showing the location of the Opportunities within San Pedro. Each Opportunity sub-section then contains a conceptual description of the proposed project with implementation recommendations. Please note that successful fund raising will require additional site-specific plan-ning, design, and sometimes engineering, before the improvements will either qualify for funding and/or be “shovel-ready” for construction.

Each of the 32 Opportunities is characterized as either a “pathway” or “outlet” or both. Pathways represent existing streets that can be transformed into “Green Streets”. There are also dedicated off-street path- ways, such as hiking trails or alleys that are dedicated to pedestrian use. Green Streets are much more than streets with trees planted on them. They are streets that are transformed to become more pedestrian and environmentally friendly. Such streets have “active transportation encouraging facilities and enhancements” (bicycle lanes, traffic calming measures, and bus stops), pedestrian lighting, landscape bulb-outs and outdoor dining platforms, and storm water capture enhancements (bioswales or rain gardens). Outlets represent “areas” of environmental enhancement—typically parks of various scales (regional, community, neighborhood, or pocket parks), other unimproved but dedicated open space areas, and community gardens.

The order in which the Opportunities are presented is based on funding and development status. The first 10 Opportunities are projects that have been funded (or partially funded, e.g., Opportunity #10 – Gaffey Great Street) and are in some stage of development as of December 31, 2017. Some of the funding consists of existing City of Los Angeles funded programs (Opportunities #8, 9). Some of the funding was in place prior to the beginning of this planning effort (Opportunities #5, 6, and 7). Some of the opportunities were funded while the Plan was being developed (Opportunities #1, 3, 4).

One of them, Opportunity #3— Western Ave. Median Tree Planting (CD 15 funded), has already been completed. A second, Opportunity #1—Urban Forest Ecosystem Restoration (CalFire grant funding), is well underway. Some of these represent efforts that had begun before the first UGAC Meeting had been convened—Opportunity #5—Sampson Way Realignment (POLA funded), Opportunity #6—North Gaffey Parkway Phase II (Neighborhood Council project funded by POLA), and Opportunity #7—Front Street Beautification (POLA funded). Some involve the utilization of existing City of Los Angeles environmental enhancement programs— Opportunity #8—Private Property Tree Adoption Program (LADWP funded City Plants Program), Opportunity #9— Residential Turf Replacement (LADWP funded). Opportunity #2— Priority Green Streets Tree Planting Strategies—is a somewhat unique “opportunity”. It is listed as #2 because the tree planting “strategies” it describes transcends any other more site-specific opportunity and should govern tree species selection for any project.

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The remaining opportunities—#11-32—were not funded as of December 31, 2017. However, it is hoped that the information provided in each of them can be used to develop funding for their implementation over the next five to ten years. The descriptions provided are conceptual with implementation recommendations. The following is a brief summary of each of these Opportunities:

- 11. Interstate 110 Harbor Approach Beautification**—Project would provide environmental enhancement and beautification within open space areas along Interstate 110 between the W. Channel St. off-ramp and Harbor Blvd. terminus.
- 12. N. Pacific Ave. to John S. Gibson Bicycle Parkway Connection**—Project would create bicycle lanes and green enhancements between O’Farrell at the terminus of the existing bike lanes along N. Pacific to the beginning of the John S. Gibson Scenic Highway at Channel.
- 13. John S. Gibson Parkway Enhancement**—Project would provide green enhancements along the existing John S. Gibson Scenic Highway between Channel and Harry Bridges.
- 14. Bandini Canyon Park to Peck Park Greenway**—Project would provide pedestrian safety and green enhancements between the Peck Park entrance on Elberon, along Bandini St. to Bandini Canyon Trail, and through to Summerland Place and the Caltrans Triangle (See Opportunity #1). This Greenway will include bicycle route, lanes and pathway improvements that will ultimately connect to the existing northbound bike lane on N. Gaffey St. at Summerland and to a to be created bike route through Black Hill to N. Pacific (Opportunity 16).
- 15. Peck Park to Leland Park Pedestrian Pathways**—Project would provide enhanced pedestrian pathways that connect Peck Park to Leland Park West and Leland Park East.
- 16. Summerland to N. Gaffey & N. Pacific Bike Path Connections**—Project would close the bike lane/route gap along Summerland between Cabrillo St. and N. Gaffey and on to N. Pacific through the Black Hill Neighborhood.
- 17. Leland Park Slopes Environmental Enhancement**—Project would provide environmental enhancement along the slopes of Leland Park West and Leland Park East.
- 18. N. Gaffey Pedestrian Path—Elberon Bridge to Miraflores**—Project would construct a safe pedestrian path/sidewalk along the west side of N. Gaffey between the existing sidewalk that ends under the Elberon Bridge to Miraflores with spur connections into the existing Leland Park West terraces
- 19. N. Gaffey—Summerland Landscape Median**—Project would create a raised landscape median along N. Gaffey between Summerland and Channel where a median lane currently exists, close a sidewalk gap on the east side of N. Gaffey between Summerland and the Elberon Bridge, enhance the existing slope along the same segment, landscape existing medians along Summerland east of N. Gaffey, and provide bus stop enhancement at the Summerland/N. Gaffey intersection
- 20. N. Gaffey St. Parkway Phase III Channel to Anaheim St.** —Project would create raised landscape medians, install parkway enhancements, and construct missing sections of curb, gutter, and sidewalk along N. Gaffey between Channel and Anaheim Streets, thereby completing a continuous “green pathway” between Downtown San Pedro and Machado Lake (Harbor Regional Park).
- 21. Pacific Coast Trail Connections**—Project would complete the Pacific Coast Trail Connections from South San Pedro to Anaheim St. along N. Gaffey, to Harry S. Bridges along Harbor Blvd. and John S. Gibson, along Pacific Ave. to Knoll Hill, within the Port of LA, and along connectors between the Harbor and upland San Pedro.
- 22. Pacific Ave. Metropolitan Green Street**— Project would transform Pacific Ave. between 5th St. and 13th St. as per the recommendations for the Pacific Ave. Metropolitan Green Street Typology (See Needs Assessment Results). Enhancement would include raised landscape medians, rain gardens, landscape/outdoor dining bulb-outs, pedestrian lighting.

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23. **Downtown Core Green Streets**—Project would transform 6th and 7th Streets between Pacific and Harbor into a one-way couplet with a full suite of Green Street enhancements designed to create a vibrant pedestrian-oriented environment with outdoor dining opportunities.
24. **Downtown Parking & Alley Paseos**—Project would convert existing alleys and parking lots into a network of urban paseos with pedestrian-oriented landscape enhancements that will “activate” underutilized pedestrian connections in Downtown San Pedro.
25. **Channel Green Street—Park Western to N. Gaffey**—Project will convert the unimproved parkway along Channel St. from N. Gaffey and John S. Gibson and Park Western Drive. The primary improvements would include construction of curbs & gutters, pedestrian pathways (sidewalks) and green parkways planted with trees and rain gardens as technically feasible. This pathway would connect the residents above Gaffey to the transit stops on Gaffey and at John S. Gibson/N. Pacific and shoppers from the transit stops to the stores on Western Ave.
26. **22nd St. Brownfield Reclamation**—Project would convert an existing brownfield along 22nd St. near Miner St. into a park-type environment like that which exists at the 22nd St. Park.
27. **Alma Park Historic Restoration**—Project would restore the “natural watershed functionality” that once existed at Alma Park and the existing cut stone retaining and seat walls in the upper and lower “grotto” areas, while protecting the existing historic landscape elements.
28. **N. Pacific Hillside Restoration**—Project would restore the south side hillside area long N. Pacific between Front St and Channel. This would include re-purposing of the current industrial land use to open space.
29. **San Pedro Canyon Restoration and 1st & 6th Green Streets**—Project would restore “nature’s services” along 6th Street following the natural drainage pattern of San Pedro Canyon prior to the installation of storm drains, and providing viable pedestrian connections between the remnants of San Pedro Canyon, and existing streets/sidewalks all the way to Pacific Ave. This is perhaps the major “upland” connection to Downtown San Pedro. Improvements include rain gardens within existing parkways along both 1st and 6th Streets from Western Ave. to Pacific Ave.
30. **S. Pacific Traffic Calming & Green Street Enhancements**— Project would address traffic safety issues between 26th St. and Shepard by constructing traffic calming measures such as bulb-outs and textured paving at key intersections as well as bioswales in the wide parkways.
31. **San Pedro Recycled Water Connection from Machado Lake and Terminal Island**—Project would construct a line to bring recycled water from the newly installed line between Terminal Island and Machado Lake into San Pedro along N. Gaffey St.
32. **Bandini Canyon/Caltrans/Leland Park East Stormwater Capture & Re-use**—Project would construct stormwater capture improvements to collect water from the Bandini Canyon and Leland Park East sub-watersheds for ground- water recharge and re-use.

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### **APPENDICES:**

The following Appendices are included in the Plan to provide more detailed explanations of tree selection and design criteria and guidelines and standards required for the development of the proposed Opportunities:

**Appendix A—Plant Species List**

**Appendix B—Tree Species Selection Criteria**

**Appendix C—Street Tree Location Selection for Large Stature Trees**

**Appendix D—Los Angeles Green Streets & Alleys Design Guidelines**

**Appendix E—Los Angeles Planning & Land Development for LID (Low Impact Development)**

**Appendix F—Los Angeles Complete Streets Design Guide**

**Appendix G—Environmental Clearance Process Guidelines**