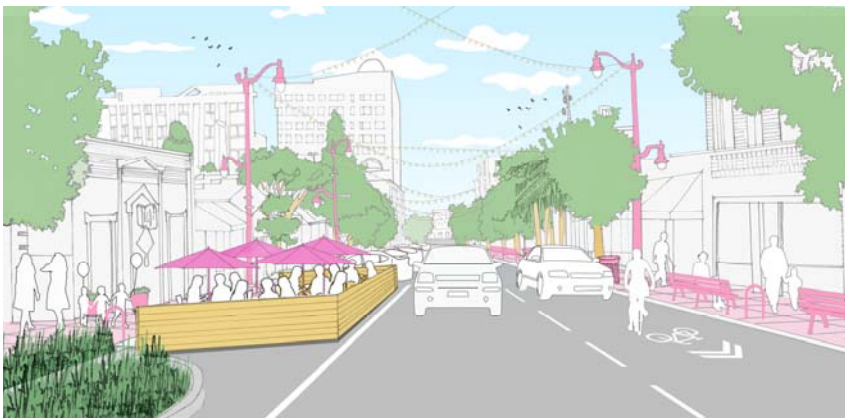
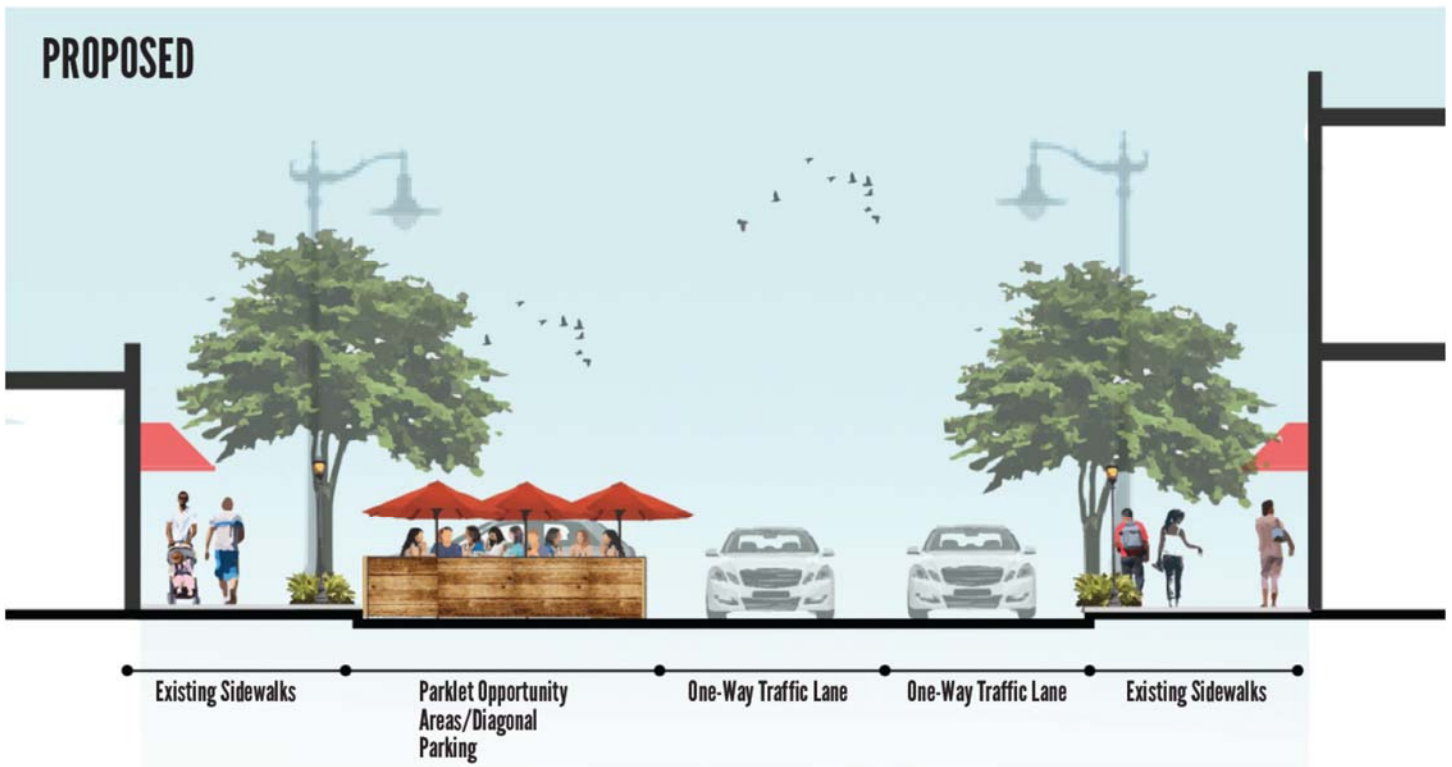


OPPORTUNITY #23 - DOWNTOWN CORE GREEN STREETS



This opportunity would best be implemented if 6th and 7th Streets could be configured as a one-way couplet—in this case, 6th Street would be one way towards Pacific Ave. from the Port and 7th Street would be one way towards the Port. In addition, this would likely work best if implemented along with the conversion of select existing alleys and surface parking lots into a series of interconnecting network of “green alleys/paseos” along with “green parking structures” in place of the existing surface parking lots (SEE OPPORTUNITY #24—DOWNTOWN PARKING & ALLEY PA-

SEOS”). One reason is that the one-way couplet would involve eliminating curbside parking on one side of each street. The other reason is that additional retail opportunities would be created with the conversion of existing of alleys and parking lots into more vibrant pedestrian pathways and outlets.

The elements, enhancements and amenities with this Opportunity would include distinctive decorative sidewalk paving, landscape bulb-outs, outdoor dining bulb-outs, bike lanes and racks (perhaps rent-a-bike racks), rain gardens (built into bulb-outs), pedestrian lighting, and new street trees. City regulations at the time of this Plan publication require that “parklets” be accessible to the general public rather than solely patrons of an adjacent business. A distinction will need to be made between “parklets” and privately accessible “outdoor dining bulb-outs”. SEE NEXT PAGE FOR FURTHER CLARIFICATION. As of this writing, it appears that there is greater community interest in “outdoor dining” opportunities.

OPPORTUNITY #23 - DOWNTOWN CORE GREEN STREETS

6TH & 7TH STREET

While the images on this page are examples of “Parklets” in other communities, the community-preferred concept here in San Pedro would be to construct “bulb-outs” or platforms for outdoor dining and landscaping. These areas would be leased by the restaurants and subject to design guidelines. Such improvements will require both a B-Permit and an R-Permit.

These can be installed on two-way or one-way streets; on streets with transit, streets without transit.

They help create a more vibrant pedestrian experience that complements existing downtown businesses.

They can also be coordinated with landscape only “bulb-outs”.

This could be done with the current 6th Street roadway configuration, or as part of conversion of 6th Street and 7th Street



into a one-way couplet. The adjacent sketch illustrates what 6th Street would look like if so configured. Other images illustrate different ways these could be utilized.

PACIFIC AVE.

Similar project to what is described for 6th Street. Project would be done in conjunction with adjustments to roadway configuration that is shown in the adjacent sketch.

This particular type of treatment is consistent with the treatments proposed for “Metropolitan Transition Green Street Typology” segment along Pacific Ave. between 6th Street and 9th Street. SEE OPPORTUNITY #22.

Exact locations would be determined through community and agency outreach process involving local merchants, local residents, and City of LA public agencies.