

# OPPORTUNITY #10 - GAFFEY GREAT STREET

Gaffey St. and Pacific Ave., were identified by community stakeholders as the two (2) most important “pathways” in San Pedro. This dovetails nicely with a parallel development—Mayor Eric Garcetti’s 2013 Los Angeles Great Streets Initiative. Through the efforts of Councilman Joe Buscaino, a portion of Gaffey Street (from the pedestrian bridge at the Harbor Freeway terminus south to 13th Street) has been designated as one of the 15 Great Streets in the City of Los Angeles. The goals of the Great Streets Initiative are to:



- Increase economic activity
- Improve access and mobility
- Enhance neighborhood character
- Provide for greater community engagement
- Improve environmental resilience, and
- Create a safer and more secure community

Gaffey is the primary arterial that connects San Pedro via the Harbor Freeway to the Greater Los Angeles Area. In addition, Gaffey continues north beyond the Harbor Freeway terminus as an important pathway connecting Northwest San Pedro to Central San Pedro, including the Downtown and Harbor areas. As such there is a tremendous amount of daily traffic traversing this main thoroughfare.



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The “San Pedro Gaffey Street Conceptual Plan” was funded by City of Los Angeles Council District 15 (CD 15) —utilizing AB1290 funds. The Los Angeles Neighborhood Initiative (LANI) was selected by CD 15 to administer the project. The Consultant Team, under the direction of the Prime Consultant, RRM Design Group, was selected through a competitive qualifications process by Steering Committee community members. Full acknowledgement of participants at all levels of the development of the Plan can be found within the Conceptual Plan document available for viewing online at the URL shown below on this page.

Within the Plan, there are a number of solutions proposed to address the aforementioned goals related to transforming Gaffey Street. These include:

- Redirecting traffic to/from the Harbor Freeway via alternative streets
- Way-finding signage coordinated with Port of LA format
- Pedestrian bulb-outs at corners
- Permeable paving under street-side parking
- Storm water infiltration and harvesting
- Enhancements to all bus stops (shelter, lighting, seating, and trash receptacles)
- Coordinated street furnishings (pedestrian lighting, benches, bike racks, trash receptacles, and bus shelters)
- Drought resistant plants to conserve water use
- Additional street trees (broad leaf and palm trees)
- Accent trees leading into neighborhoods
- Landscape medians (selected locations)
- Uniform sidewalk paving throughout
- Public/private partnership for a Transit Plaza at 13th and Gaffey Street

With the exception of “Implementing a Road Diet from 5th Street to the freeway”, which was deleted as a result of strong community opposition, the remaining goals listed above are represented in the Final Concept Plan. The Plan can be viewed on the Issuu.com website at the

following link:  
[https://issuu.com/la15th/docs/gaffey\\_street\\_conceptual\\_plan\\_final](https://issuu.com/la15th/docs/gaffey_street_conceptual_plan_final)

The Conceptual Plan is presented as five (5) distinct segments of Gaffey between Summerland and 13th St. as follows:

- Summerland to Sepulveda
- Sepulveda to 2nd St.
- 2nd to 6th Street
- 6th to 10th Street
- 10th to 13th Street

The Plan includes recommendations for a “Landscape Tree Palette” as follows:

- Phoenix canariensis, Canary Island Palm
- Prunus cerasifera, Purple Leaf Plum
- Prunus serrulata, Japanese Cherry
- Syagrus romanzoffiana, Queen Palm
- Jacaranda mimosifolia, Jacaranda

The total estimated preliminary budget for the full project build-out is anticipated at just over \$7,200,000 with the average cost of \$1,200 per lineal foot, and the average cost for a typical intersection improvement estimated at just over \$180,000 each.

These estimates are approximations only, and can vary based on the final designs as represented in final construction documents. However, these figures can be used for the purpose of funds procurement.

Improvements have already begun. Phase I included new median planting and lighting from the end of the Harbor Freeway to Santa Cruz along with distinctive signage.

