

## OPPORTUNITY #11 - INTERSTATE 110 HARBOR APPROACH BEAUTIFICATION



The Harbor Approach Environmental Enhancement & Mitigation Project is a multi-phased project opportunity to provide environmental enhancement, mitigation, and beautification of the primary freeway approaches to the San Pedro Harbor Area along Interstate 110 Freeway and SR 47 State Highway from just north of the West Channel Street offramp to Harbor Blvd. The goal is to create an iconic entryway into the Port of Los Angeles/San Pedro Community. Overall project elements could include iconic Port of Los Angeles/Maritime/Marine large scale custom thematic sculpture elements, water conserving landscape treatments, storm water/water supply treatment areas, large-stature tree planting, continuous litter abatement programming, and environmental education and training programs for local at-risk young adults.

Phase I would be a 12-month program that would provide education and training for up to 60 at-risk adults.

This Phase I Initiative would be a collaboration between Clean San Pedro (CSP), Atlas Green Works (AGW), Caltrans, LA County Supervisorial District 4, LA Conservation Corps (LACC), Beacon House, and Port of LA (POLA). The initiative involves delivering 400 hours of the “California Tree Academy” to at-risk adults from Beacon House and employed by Clean San Pedro. As part of this education and training, these same crews of at-risk adults would perform 1600 hours of tree planting and maintenance, and weed and trash abatement. This work would cover approximately 22 acres (SEE ABOVE GRAPHIC) of Caltrans right-of-way along the Interstate 110 and SR 47 approach to Harbor Blvd. from the W. Channel St. southbound exit down to Harbor Blvd.

This project would mitigate the following Port impacts: air quality, water quality, aesthetics, health risks, and marine life. Air quality would be improved through the

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Greenhouse Gas (GHG) emission reduction and absorption of pollutant gases (nitrogen oxides, ammonia, sulfur



dioxide and ozone), as well as filter particulates out of the air from the planting of large stature trees. Water quality would be improved through the removal of trash that would otherwise end up in the Harbor and through the construction of bioswales that filter storm water runoff thereby removing pollutants before the water enters



the Harbor. Aesthetics would be improved by removing weeds and trash, placing mulch, and planting trees along a main gateway into the Port of LA. Strategically placed trees can help to mitigate the harsh view of the cranes and stacked cargo containers within the Harbor.

The education and training element would be a modified version of the California Tree Academy curriculum, developed by Larry Smith on behalf of the LA Conser-

vation Corps with funding from Cal Fire (2010-2012). Organized around the principle of “planting the right tree in the right place the right way”, the subject matter begins with basic tree biology, covers the carbon and water cycles and the role of trees in both; then moves into the practice of arboriculture & urban forestry, including how to know which trees to plant and how to plant & maintain them; and then covers watershed and storm water management, and how proper management increases clean water storage and improves the water quality of storm water that ultimately ends up in the ocean, and how that ultimately improves the marine en-



vironment. Adult participants will also be introduced to the numerous career pathways that are possible within the urban forestry/watershed management world.

While it is expected that most of the 22 acres will be



“enhanced” in some fashion with the Phase I Project, the



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treatments for each of the designated areas (there area a total of 15 designated areas) will vary both in Phase I

of Los Angeles open space properties along the Harbor Approach.

Since most, if not all, properties along this “approach” are Caltrans owned, their permit process guidelines and design and engineering standards for such elements will need to be adequately addressed. In addition, this repre-



and in future phases. One primary example would be the introduction of large scale thematic sculpture/public art elements within some of these areas. Ideas to stimulate the discussion of the possibilities for such elements are presented on these pages. The photos are of actual elements that have been installed in public spaces

sents an excellent opportunity for community engagement and input. One idea would be to develop the ideas for the public art through some sort of public competition organized through the local San Pedro arts community.



around the world. These examples are by no means exhaustive. Of course, there are a number of issues that will need to be examined to introduce such elements within Caltrans or Port

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Prior to such a public process, due diligence should be conducted to determine the design standards and guidelines that would need to be used to construct this type of



public art. Types of materials, treatments, safety elements, size and setback guidelines are just some of the examples. As these would be very highly visible elements that really would define this major portal into San Pedro, it would be advisable to create a very inclusive advisory committee that is representative of all commu-



nity-based and public agency stakeholders.

Besides the public art elements just discussed, there are other environmental enhancement and beautification elements/treatments that could vary across the areas. While it would be ideal to create a

plant palette that can be used across all areas to contribute to a strong “sense of place” for this “Harbor Approach”, it will be important to make sure there is enough species diversity, especially in the selection of trees. These should “large stature” tree species. They should also be vetted as to their known susceptibility to pests and disease. They should be water conserving and observed to perform well in the type of marine-



influenced micro-climate found in the San Pedro Harbor area.

Similar considerations should be used to develop the shrub and groundcover palette with the caveat that it



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may be advisable to limit the use of plant groundcover to the steeper slopes where rock mulch groundcover may not be technically possible without considerable engi-



neering cost. Besides the capital cost consideration, utilizing rock mulch as groundcover can be very aesthetically pleasing, conserve water and be easier and less costly to maintain. Given the typically low and inconsistent budget allocations for maintenance, and the long term need to limit water needed to maintain landscape, the latter two (2) criteria are especially important.



Finally, the steepness of the slopes within some of these areas will preclude the type of rock mulch treatment that is possible in the flatter portions of these areas. The steeper hillsides will still be maintained free of litter and debris, but modifications to the existing landscape will need to ensure that removal and replacement of any existing plant material will not destabilize the slope. In addition, repair/ replacement/ and/or installation of irri-

gation equipment will likely require more “above-ground” elements than would be required or necessary in flatter areas.

Determination of which existing trees would remain and need to be protected in place during construction would be determined through the design, engineering and permitting



process. There are a number of palm trees within some of the areas that, if they are designated to remain, would need to be pruned to remove the dead fronds that can be seen in some of the photos on these pages.

