

## **Vision, Purposes and Priorities for Funding Waterfront Infrastructure Projects**

Think of this effort as another step towards implementing the community effort behind the 2009 Waterfront EIR. Some of the projects in that EIR have been completed or are underway, others have been changed or abandoned. Others remain. Others may be added. The next five year funding cycle will begin in about two years. The community has the opportunity to provide input on what infrastructure should be funded over the next five years.

1. **Promote public access to and use of the waterfront, including access along the waterfront and adjacent areas.**

Examples from the first round of funding include the roadway and promenade improvements in San Pedro and the waterfront improvements in and around the Banning's Landing area in Wilmington. A significant issue is how to encourage access along the waterfront and particularly among sites along the waterfront and nearby areas. When proposing access projects, we need to keep in mind the "4 1/2 minute rule", that visitors will be less likely to travel more than 4 1/2 minutes on foot to a destination. We need to make sure proposed projects do not impede or prevent intra-waterfront transportation access.

Also, some of the general public appeal for use of the waterfront has been event-driven, single day, single visit use rather than multi-day use. As we propose projects, what can be done that will encourage [and allow] multi-day visitation?

In addition, what types of uses would encourage sustained use rather than emphasizing special event use?

2. **Promote connections between the waterfront and downtown revitalization currently underway and promote and improve the connectivity of existing Port waterfront investments.**

Both Wilmington and San Pedro business districts have been working on connecting the waterfront with their nearby downtown areas. Proposed infrastructure projects could encourage people flow between the waterfront and the downtown areas. In essence, this is a type of project that has a similar but slightly different goal than the first goal.

Examples might be pathways, way-finding signage, event venues, off-street bicycle paths, stairways, viewpoints, location of opportunity sites and amenities for such sites, use of landscaping to encourage visitor flow, providing shuttle ways, event connectivity, etc.

3. **Promote increased use of the waterfront by the surrounding community.**

While the promenade in San Pedro and Banning's Landing in Wilmington are example of community connections, other examples might be view overlooks, spaces for coffee sales, small event venues, pedestrian connections other than

connections to the business districts, outdoor recreational areas such as exercise trails, public use bicycles, outdoor basketball courts, and opportunity sites for shops that serve the community as well as occasional visitors.

4. **Take into account economically impacted areas.**

Just as funds are divided between Wilmington and San Pedro, spending should be reviewed in aggregate to ensure that projects benefit a wide variety of community stakeholders: including economically disadvantaged residents, varying age groups from youth to seniors, locals and visitors. San Pedro and Wilmington have areas adjacent to the waterfront that have low availability of recreational and transportation access for youth and adults, for example. Public transportation and outdoor recreational opportunities are examples of projects that can take these needs into account.

5. **Promote a multiplier effect on future waterfront renovation.**

An example of growth inducing infrastructure might be road construction for access to otherwise unusable areas or to areas that are currently not producing jobs, use, income opportunities, etc.

6. **Promote public benefit rather than private benefit.**

While any Port funding from the Public Access Funding Plan will probably benefit private entities, projects need to provide well defined public benefit.

7. **Aesthetics and Design Criteria**

In all projects, consider aesthetics, sustainability and design principles that ensure projects improve our communities' quality of life and enhance the environment.

Examples include green walls, LEED design standards, San Pedro Urban Greening Plan, smart cities technology, native plants, etc.)

8. **Improve connectivity between Wilmington and San Pedro communities.**

The Port, in the past, planned for connections between our two communities and surrounding regions. An example would be the Red Car right of way space included along Bridges Boulevard. Whether by planning activities or physical connections, there seemed to be a desire to increase connections between our two communities. Are there projects that could address this goal?