



THE LOS ANGELES RIVER REVITALIZATION MASTER PLAN



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In Partnership With:



US Army Corps
of Engineers
Los Angeles District



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**NOTICE OF PREPARATION/NOTICE OF INTENT
FOR
ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT
THE LOS ANGELES RIVER REVITALIZATION MASTER PLAN**

Date: March 30, 2006

To: Interested Persons

The City of Los Angeles (City) will be the Lead Agency along with the U.S. Army Corps of Engineers, and will prepare an Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) in accordance with the California Environmental Quality Act/National Environmental Policy Act (NEPA) for the Los Angeles River Revitalization Master Plan (LARRMP). The purpose of this project is to improve the general environment of the Los Angeles River by improving natural habitat, economic values, water quality, recreation, and open space. The study area includes several locations where the potential exists for restoring a more natural riverine environment along the Los Angeles River, while maintaining and improving levels of flood protection. Creation of treatment wetlands in and around the river, to treat effluent river flows and to restore missing linkages of fragmented habitat, would also be pursued. Restored areas would provide natural riparian habitat to support indigenous wildlife and avifauna along a corridor transecting most of the San Fernando Valley, and extending into downtown Los Angeles. Other purposes include provision of public access to the river, identification of incidental recreation space, delineation of trails, and the reinvestment in the urban system that results in economic growth.

We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. We also need to know the views and concerns of interested organizations and persons in order to properly analyze the environmental impacts of the proposed project. Potential environmental impacts that may occur as a result of the proposed project include aesthetic, air quality, noise, and traffic impacts and impacts to cultural resources.

An analysis of these potential environmental impacts and other potential impacts that could be mitigated to a less-than-significant level is provided in an Initial Study checklist, which is attached or can be reviewed at the following: Central Library, 630 West Fifth Street; Atwater Village Library, 3379 Glendale Blvd, and the North Hollywood Regional Library, 5211 Tujunga Avenue; or online at www.lariver.org

A scoping meeting is scheduled for Tuesday, April 18, 2006 from 4:00 PM to 7:00 PM at the Media Center located at 2714 Media Center Drive, Los Angeles, CA 90065.

Due to the time limits mandated by state law, your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice.

Please send your response to: Dr. Ara Kasparian
City of Los Angeles,
Public Works Department
Bureau of Engineering
Environmental Management Division
1149 South Broadway, Suite 600
Los Angeles, CA 90015

1. Project Title: Los Angeles River Revitalization Master Plan (LARRMP)

2. Lead Agency Name and Address:

City of Los Angeles, Bureau of Engineering
Environmental Management Division
1149 S. Broadway, Suite 600
Los Angeles, CA, 90015

3. Contact Person and Phone Number:

Dr. Ara J. Kasparian (213) 485-5729

4. Project Location:

Citywide

5. Project Sponsor's Name and Address:

City of Los Angeles, Bureau of Engineering
Environmental Management Division
1149 S. Broadway, Suite 600
Los Angeles, CA, 90015

And

US Army Corps of Engineers, Los Angeles District
Urban and Water Resources Planning Division
915 Wilshire Boulevard, 14th Floor
Los Angeles, CA 90017

6. General Plan Designation:

The proposed project could be constructed and operated on land designated by the General Plan for residential, open space, commercial, industrial, public facilities, community, public rights-of-way, and/or recreational uses. There is a potential for the project alternatives to conflict with zoning, general plans, local coastal programs, and other applicable land use plans.

7. Zoning:

Zoning designations include the R (residential), C (commercial), and M (industrial) series, as well as other designated zones such as public facilities and open space.

8. Background Information:

The Los Angeles River flows 51 miles through some of the most diverse communities in Southern California. It stretches 32 miles within the City of Los Angeles alone, from Owensmouth Avenue in the upper reaches of the northwest San Fernando Valley, to the border with Vernon at the southern end of Downtown. The River is mostly dry during summer months, and can become a river filled with racing waters during the rainy season. The Los Angeles River has a compelling history and innate natural beauty of which many Angelenos are unaware.

The current state of the River is degraded from its natural condition. Flood management projects have lined the channel with concrete. The banks are mostly lined with industrial land uses. The length of the river is fenced for public safety and to reduce vandalism and dumping in the channel. The public perception of the river is that of a drainage ditch, not of the natural system it once was.

Three issues have made the River an enigmatic force in the processes and politics of the community:

- The concrete channel is one of the reasons the City has turned its back to the River instead of a source of celebration of nature and beauty, as with other cities. It is considered entirely without aesthetic value and largely without habitat value. Portions of the River have recreational value, but these are not connected nor linked in a formal system of trails. Wholesale removal of the channel would demand huge acquisitions of private property, destroying whole neighborhoods. Other solutions must be found to make the channel more “green,” more natural, more accessible and more secure.
- River ownership, flood management, water quality, and community planning, zoning and economic development, are all controlled or influenced by separate agencies/departments. This fragmentation is a fundamental obstacle to the ability to capture change with the River as a catalyst. Finding a cohesive governance structure, with the correct enabling tools, could be one of the most significant products of this plan. Without a new structure it may be impossible, from a practical standpoint, to achieve the vision of the plan.
- The patchwork of zoning and other land use regulations, special districts and policies have created gross mismatches between the theoretical and actual land use in many neighborhoods. The problem exists at both extremes: some areas are grossly over-zoned, putting gentrification or commercial pressure on residential areas that should be stabilized; other areas are grossly under-zoned where the location, market and River opportunities cannot be captured without rezoning.

For many years, community leaders, elected officials, concerned citizens, environmental groups, recreational groups, and local visionaries have been involved in exploring ways to return the splendor of the River to the people of Los Angeles while maintaining flood protection and safety. Building on this momentum, Los Angeles City Council member Ed Reyes led efforts in 2002 to establish the Los Angeles City Council Ad Hoc Committee on

the Los Angeles River to function as a clearinghouse for River projects, to encourage community involvement in River improvements, and to help coordinate River-related projects within the City.

The Ad Hoc River Committee established the following broad goals for the Los Angeles River Revitalization Plan:

- Establish environmentally sensitive urban design guidelines, land use guidelines, and development guidelines for the River zone that will create economic development opportunities to enhance and improve River-adjacent communities by providing open space, housing, retail spaces such as restaurants and cafes, educational facilities, and places for other public institutions.
- Improve the environment, enhance water quality, improve water resources, and improve the ecological functioning of the River.
- Provide public access to the River.
- Provide significant recreation space and open space, new trails, and improve natural habitats to support wildlife.
- Preserve and enhance the flood control features of the River.
- Foster a growth in community awareness of the Los Angeles River, and pride in the Los Angeles River.

The LARRMP is a 20-year blueprint for development and management of the Los Angeles River for implementation by the City of Los Angeles. The plan would identify improvements along the project area all aimed towards celebrating neighborhoods, protecting wildlife, promoting the health of the river, and leveraging economic development.

9. Description of the Project:

The project study area is located within the Los Angeles Basin on a broad alluvial plain flanked by the Santa Monica Mountains to the west, and by the San Gabriel Mountains to the northeast. The Los Angeles River flows from the headwaters of Bell Creek and Calabasas Creek in the San Fernando Valley community of Canoga Park southeast through the San Fernando Valley approximately 32 miles through downtown Los Angeles to the border with the City of Vernon. From there, it continues in a southerly direction until it empties into the Pacific Ocean at Long Beach. The project study area comprises the 32 miles of the River within the City of Los Angeles that extends from Owensmouth Avenue, in the upper reaches of the northwest San Fernando Valley, to the border of the City of Vernon, at the southern end of Downtown Los Angeles. The project proposes to consider a range of activities to restore riparian and aquatic habitat, and related habitat functions, in and adjacent to the Los Angeles River. Compatible activities to conserve cultural resources, and to provide recreational, open space, and interpretive amenities, will also be considered. In addition, redevelopment would be encouraged to bring economic and residential vitality along the river banks and utilization of the river as a natural scenic feature. Recreational features such as additional green space and a continuous trail along the river are features of the project.

The purpose of this project is to improve the general environment of the Los Angeles River by improving natural habitat, economic values, water quality, recreation, and open space. The study area includes several locations where the potential exists for restoring a more natural riverine environment along the Los Angeles River, while maintaining and improving levels of flood protection. Creation of treatment wetlands in and around the river, to treat effluent river flows and to restore missing linkages of fragmented habitat, would also be pursued. Restored areas would provide natural riparian habitat to support indigenous wildlife and avifauna along a corridor transecting most of the San Fernando Valley, and extending into downtown Los Angeles. Other purposes include provision of public access to the river, identification of incidental recreation space, delineation of trails, and the reinvestment in the urban system that results in economic growth.

The EIR/EIS would adopt two levels of review for its various components. Because the LARRMP may be composed of various components, some components may have a project level detail while other components may not have a level of detail sufficient to meet the requirements of Section 15161 of CEQA Guidelines, which requires that the document examines environmental effects of a specific project and generally provides a detailed level of discussion and evaluation of the project. Components not developed in sufficient detail would only be evaluated at a program-level or a concept level, requiring additional environmental reviews as more details emerge in the future. Thus, subsequent environmental analysis would be required for the components evaluated at a program level. Alternatives will be developed for the comprehensive river corridor, sub areas, and five detailed design opportunity areas.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreements).

Various approvals and/or permits will be required from other agencies or jurisdictions in order to implement one or more of the components of the LARRMP. These agencies and jurisdictions may include, but are not limited to:

FEDERAL

- U.S. Army Corps of Engineers (USACE)
- U.S. Department of the Interior, Bureau of Reclamation
- U.S. Department of the Interior, Fish & Wildlife Service
- U.S. Environmental Protection Agency
- Federal Aviation Administration

STATE

- California Coastal Commission
- California Department of Conservation, Department of Oil and Gas
- California Department of Fish and Game
- California Department of Parks and Recreation
- California Department of Toxic Substances Control
- California Department of Transportation
- State Office of Historic Preservation
- Department of Health Services

- State Water Resources Control Board

REGIONAL

- South Coast Air Quality Management District
- Los Angeles County Metropolitan Transportation Authority
- Regional Water Quality Control Board
- Southern California Association of Governments (SCAG)
- County of Los Angeles

LOCAL

- City of Burbank
- City of Glendale
- City of Los Angeles, Board of Public Works
- City of Los Angeles, City Council
- City of Los Angeles, Department of Water and Power
- City of Los Angeles, Department of Building and Safety
- City of Los Angeles, Community Redevelopment Agencies
- City of Los Angeles, Department of Planning
- City of Los Angeles, Police Commission
- City of Los Angeles, Department of Recreation and Parks
- City of Los Angeles, Department of Transportation
- Los Angeles County Department of Public Works
- Los Angeles Unified School District

OTHER

- Union Pacific Railroad
- Metropolitan Transit Authority
- BNSF Railroad
- Metrolink
- Burlington Northern Santa Fe
- Union Pacific

11. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below (☒) would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input checked="" type="checkbox"/>	Aesthetics	<input checked="" type="checkbox"/>	Hazards & Hazardous Materials	<input checked="" type="checkbox"/>	Public Services
<input type="checkbox"/>	Agriculture Resources	<input checked="" type="checkbox"/>	Hydrology/Water Quality	<input checked="" type="checkbox"/>	Recreation
<input checked="" type="checkbox"/>	Air Quality	<input checked="" type="checkbox"/>	Land Use/Planning	<input checked="" type="checkbox"/>	Transportation/Traffic
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Mineral Resources	<input checked="" type="checkbox"/>	Utilities/Service Systems
<input checked="" type="checkbox"/>	Cultural Resources	<input checked="" type="checkbox"/>	Noise	<input type="checkbox"/>	Mandatory Findings of Significance

<input type="checkbox"/>	Geology/Soils	<input checked="" type="checkbox"/>	Population/Housing		
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DETERMINATION: On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	<input type="checkbox"/>
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	<input type="checkbox"/>
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT (EIR) is required.	<input checked="" type="checkbox"/>
I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	<input type="checkbox"/>
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	<input type="checkbox"/>

Ara Kasparian, Ph.D.
Project Manager/City of Los Angeles

Date

Initial Study Checklist

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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1. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The LARRMP project improves the visual character of the River corridor. The project would replace urban and industrial vistas of little aesthetic value with more natural scenic vistas of high aesthetic value. Natural features will include open space; native and/or ornamental vegetation and landscaping; and natural water sources. Urban features to be replaced would not include features of high value such as structures of architectural or historical significance or visual prominence; public plazas, art or gardens; heritage oaks or other trees or plants protected by the city; consistent design elements along a street or district; pedestrian amenities; landscaped medians or park areas etc. The project will positively enhance the urban landscape by creating focal views of natural elements within the urban environment. The following scenic highways would benefit from the improved vistas of the revitalized river corridor: 1) in northeast Los Angeles the river travels under Colorado Boulevard, a Major Scenic Highway and under the Pasadena Freeway, a Scenic Divided Major Highway; 2) in Hollywood, Forest Lawn, a major Scenic Highway runs adjacent to the LA River in Griffith Park; and, 3) in Silverlake-Echo Park, Riverside Drive, a Major Scenic Highway runs adjacent and crosses the LA River at the western edge of Elysian Park.

The LARRMP project will not damage scenic resources but will preserve and enhance them with the proposed developments and improvements. Proposed planting of the riparian areas will reduce glare from the concrete lined river. However, the redevelopment aspects of the project could create a new source of light or glare that could adversely affect day or nighttime views in the area. Pondered water within the River could also create a new source of light or glare. The project would both increase and decrease zones of artificial lighting, depending on the location. The EIR will evaluate potential impacts to day or nighttime views in the area caused by new sources of substantial light or glare.

Initial Study Checklist

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<p>2. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</p>				
<p>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The majority of the land within the City of Los Angeles and surrounding areas is zoned for residential, commercial and industrial land uses. The LARRMP project does not have the potential to affect agricultural resources since development would occur on areas that have been previously disturbed. The proposed project is not expected to affect prime farmland, unique farmland, or farmland of statewide importance or convert any farmland to non-agricultural use. The project would not affect agriculturally zoned land or affect a Williamson Act contract. The only location where the project would potentially encroach upon land currently designated or leased for agricultural use is within or adjacent to the Sepulveda Basin. Consequently, the project is expected to have less-than-significant impacts to the conversion of farmland to non-agricultural uses.

Initial Study Checklist

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<p>3. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</p>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The LARRMP project would be implemented to meet air quality regulations. The LARRMP project would be based on future population projections developed by the Southern California Association of Governments (SCAG). The potential for the LARRMP project to induce population growth beyond the levels projected by SCAG, which could obstruct the implementation of the current Air Quality Management Plan (serves as the State Implementation Plan for bringing the air basin into attainment) is remote.

Construction of the LARRMP project has the potential to affect localized traffic circulation patterns, which could in turn result in increases in carbon monoxide (CO) hotspots or an exceedance of carbon monoxide standards. During construction, traffic may be rerouted and bridges may be closed or even relocated to implement project design. Similarly, the creation of new parks and open space would increase visitation to the area which could result in increased traffic, which could result in carbon monoxide hotspots. The EIR will evaluate the potential for the LARRMP project to result in violations of state and federal carbon monoxide standards.

In addition, without mitigation, the construction and operation associated with the LARRMP project could result in the generation of criteria pollutants, which could result in short-term significant impacts. Air quality impacts may occur as a result of earth moving operations and the use of heavy equipment. The EIR/EIS will

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evaluate the construction and operational air quality impacts of the LARRMP project and identify mitigation measures that could reduce these effects.

The EIR/EIS will evaluate the potential for the LARRMP project to result in cumulatively considerable increases in criteria pollutants.

Sensitive receptors include land uses such as schools, residences, recreational facilities, and other land uses that could contain young children, elderly persons, or people with existing respiratory health problems. The EIR will evaluate the potential for construction and operation of the LARRMP project to affect sensitive receptors.

The LARRMP should not create objectionable odors, potential odor impacts of the LARRMP project will be evaluated in the EIR.

The planting of riparian vegetation will result in a decrease in Suspended Particulate Matter (PM 10) emissions through the prevention of wind-blown erosion and to trap airborne particulates from both on- and off-site sources (County of Los Angeles 1996).

Initial Study Checklist

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4. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing habitat along the LA River includes: an unlined portion of the river that is populated with riparian habitat in the Sepulveda Basin, and another habitat located slightly upstream and downstream of the Glendale Narrows, from approximately across from Forest Lawn to just downstream of Taylor Yard. In addition, there is foraging habitat (algal based) along the lower reach of the Los Angeles River (above the tidal zone). Overflow from the low flow channel in this reach regularly

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spills onto the river apron (from the low flow channel) creating an algal mat layer that supports migrating shorebirds.

Biological resources are also present adjacent to the river in specific areas and nodes.

A major objective of the LARRMP project is to restore habitat along the LA River which would be beneficial to ecological and biological processes. The project would enhance existing and create new riparian and aquatic habitat to positively affect all native species including candidate, sensitive and special status species. Riparian habitats will support bird populations by providing nesting and cover opportunities and wildlife populations by creating corridors for movement and migration. Aquatic habitat improvements may provide fish access further upstream and into created wetlands for nursery habitat if additional flow results from the project.

The EIR/EIS will evaluate potential impacts to biological resources along the Los Angeles River.

The LARRMP project is not expected to result in direct impacts to existing protected wetlands, as the LARRMP components would be implemented primarily in the urbanized areas of the City. However, creation of treatment wetlands in and around the river to restore missing linkages of fragmented habitat would also be pursued. The EIR/EIS will discuss potential impacts to biological resources at the program-level where applicable.

The LARRMP alternatives are not expected to directly affect the movement of migratory fish or terrestrial wildlife species, as the project area is largely urbanized. None of the alternatives is expected to result in structures or facilities that would impede wildlife corridors or the use of native wildlife nursery sites. Alternatively the project components include elements that would provide habitat to wildlife including constructed treatment wetlands and riparian zones. The EIR/EIS will evaluate the potential to restore habitats and migratory corridors.

However, migratory shore bird habitat in Long Beach along the lower reach of the Los Angeles River is significant and is dependent on flow within the river. The EIR/EIS will evaluate potential to affect migratory bird habitat along the lower reach of the Los Angeles River.

The City of Los Angeles has various tree ordinances and policies that may apply to the LARRMP project. In addition, other jurisdictions (such as the Cities of Burbank and Glendale) may have similar ordinances or policies. The EIR/EIS will discuss

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and evaluate the applicable biological resource policies as they apply to the LARRMP project.

Initial Study Checklist

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5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The LARRMP project may affect historic, archeological, and paleontological resources that are located in the vicinity of the River. The EIR/EIS will evaluate the potential impacts of the project on historic, archeological, and paleontological resources. Structures and bridges could be modified or moved as a result of the project components. An inventory will be conducted to determine those that are of historical or cultural significance.

The LARRMP project is not expected to affect formal cemeteries or other places of human burial. The risk of affecting human remains including Native American culture will be addressed in the EIR/EIS. If human remains are exposed during construction, the Los Angeles County Coroner would be contacted in accordance with Section 7050.5 of the State Health and Safety Code. State Health and Safety Code 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98.

6. GEOLOGY AND SOILS. Would the project				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Initial Study Checklist

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Numerous earthquake faults are located in the City and along the project's length which could affect the components of the LARRMP. The EIR will discuss the potential fault and seismic impacts related to the LARRMP project.

Liquefaction is caused by the vibration of loose fine sand or silt that is saturated with water. Liquefaction only occurs if the sediment: 1) is of fine sand or silt size, 2) is loosely consolidated, 3) is saturated, and 4) is subject to vibration. The potential for LARRMP project to be located in liquefaction zones and associated impacts would be discussed in the EIR.

Wet weather management measures that capture and percolate runoff could affect slope stability in the River Corridor. The EIR/EIS will evaluate the general potential for the LARRMP project to affect slope stability from wet weather management projects. If excavation or clearing of a site involves more than 20,000 cu. yd. on a slope of ten percent or more then the potential of landslides is significant. The project components could involve the disturbance of hundreds of acres therefore impacts are possible. The EIR/EIS will discuss the potential soil erosion and landslide impacts of the LARRMP project.

Initial Study Checklist

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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In addition, runoff could be altered as a result of the project due to rerouting of stormwater discharges and changes of impervious surfaces. Effects on erosion are possible and will be evaluated in the EIR/EIS.

There is a slight potential for soil settlement in and around the River banks, and such impacts would be discussed in the EIR/EIS.

Elements of the LARRMP project may be sited in areas known for expansive soils. However, expansive soils are not anticipated to pose problems for the project. No impact is anticipated and no further analysis is recommended.

Initial Study Checklist

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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7. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Initial Study Checklist

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The objective of the LARRMP project is to create a cleaner and healthier environment within and adjacent to the LA River. It is expected that hazards and hazardous materials will be reduced in the area.

There could be a use of hazardous materials during project construction or as a result of commercial activities following redevelopment. Construction materials will be stored and handled to avoid leakages or spills; however some hazardous materials may be used including petroleum products.

The LARRMP project has the potential to encounter contaminated soils and groundwater (from adjacent industrial properties, historic landfills, superfund sites, etc.), which could pose a safety risk to the public and workers. The EIR/EIS will evaluate the anticipated impacts related to the potential to encounter hazardous materials during construction.

As part of the EIR/EIS, an environmental site assessment would be prepared for the LARRMP project nodes to determine the potential for encountering hazardous materials during construction. The EIR/EIS would evaluate the potential construction-related hazardous materials impacts.

The proposed project may include facilities that would be located within 2 miles of a private airport. The EIR/EIS would discuss potential safety impacts associated with LARRMP components in the vicinity of private airports.

The EIR/EIS will evaluate the potential for LARRMP opportunity area locations to affect emergency response or evacuation plans and routes.

The LARRMP project would be constructed and operated largely in the urban environment and are not expected to occur in areas prone to wildland fires. Consequently, the alternatives are not anticipated to expose people or structures to risk of injury, death, or loss. No further analysis is recommended.

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8. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Initial Study Checklist

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j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The LARRMP project would be designed to comply with existing water quality laws and regulations. One objective of the LARRMP project is to enhance water quality.

The LARRMP project impacts on groundwater quantity and quality will be determined in the EIR/EIS.

Construction of the alternatives could result in the erosion of excavated materials into the local drainage system or water body. Potential impacts to water quality as a result of erosion during construction would be discussed in the EIR/EIS.

Best Management Practices will be followed during construction following the California Storm Water Best Management Practice Handbooks Construction Activities to avoid substantial flooding, erosion or siltation. Supplemental erosion control measure to be implemented include: mulching, geotextiles and mats, earth dikes, temporary drains and gulleys, silt fence, straw bale barriers, sand bag barriers, brush or rock filter, sediment trays, and sediment basins.

Removal of concrete within the channel and exposure of soil to the river system could increase the amount of sedimentation in the river and in the bay. Without mitigation, there may also be the potential for an increase in flood elevations.

The project may result in a decrease in impervious areas which will potentially decrease surface runoff and increase absorption rates. Decreased urban runoff can affect concentration of contaminants entering the River.

The LARRMP project could encourage creation of new housing; however, these are not expected to be located within the 100-year flood hazard area. No further analysis is recommended.

The LARRMP project may affect the existing flood elevation which may require new levees or possible setbacks or the raising of existing levees. Flood potential will not be increased as a result of the proposed project.

Although there are several water bodies, mountains, and hills in and around the City, none of the LARRMP project components would involve elements that could change or increase the risk of inundation by seiche, tsunami, or mudflows.

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9. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The LARRMP project does not include facilities that would physically divide an established community. No further analysis is recommended.

A major component of the LARRMP will be to modify and unify land uses and zoning along the River corridor to allow more recreational uses and redevelopment of underutilized industrial sites and provide more consistent land uses and zoning between jurisdictions. The potential for the alternatives to conflict with zoning, general plans, local coastal programs, and other applicable land use plans would be evaluated in the EIR/EIS.

There are no known habitat conservation plans or natural community conservation plans other than those identified in the Conservation Element of Los Angeles General Plan, that would be affected by the LARRMP project. However, there are numerous plans and studies concerning the Los Angeles River, which the project could affect. The EIR/EIS would discuss the applicable plan and studies concerning the LA River and assess compatibility of the alternatives to those plans.

Comprehensive changes to zoning and land uses across several jurisdictions may occur as a result of the project, including the creation of a River protection zone. These changes are expected to have beneficial impacts on the environment.

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10. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The LA River is in a largely urbanized area and is generally not used for mineral extraction. However, the Hansen Dam area is mined for rock and aggregate material. As such, the EIR/EIS would discuss the potential for the project to affect the availability of mineral resources.

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11. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Construction and redevelopment actions may increase noise levels. Construction could take a few years to complete and may include activities such as pile driving. The EIR/EIS would discuss the potential for temporary and long-term changes in noise levels.

The redevelopment component from the project would involve a shift of land use from industrial to commercial and residential which should lower noise impacts in the area.

Initial Study Checklist

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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12. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The issues related to LARRMP and the SCAG projected population growth in the area would be discussed in the EIR/EIS

Some of the components of the LARRMP opportunity areas could be constructed on parcels currently occupied by commercial and/or industrial structures, but protection of residential structures would likely occur since one of the priorities of the project is to avoid displacing existing housing. The EIR/EIS will identify and evaluate the potential housing displacement impacts. Significant displacement would equate to a net loss equal or greater than a one-half block equivalent of habitable housing units through demolition, conversion, or other means (equivalent to 15 single-family or 25 multi-family dwelling units). The EIR/EIS will also evaluate if any displacement of housing were to affect affordable to very low- or low-income households (as defined by federal and/or City standards).

As a result of this project, economic and residential development adjacent to existing communities would be encouraged. The development encouraged in this project is intended to promote the River as an economic asset to the adjacent, established communities (LA County 1996). This development is expected to be small in scale and would not result in large increases in employment or population growth. This growth is not expected to exceed official local population projections. The EIR/EIS will identify and evaluate the potential population growth impacts.

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<p>13. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</p>					
a)	Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c)	Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d)	Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Other public facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The LARRMP project could include a housing component that could directly result in increases in demand for fire protection services. The EIR/EIS will discuss the potential for the LARRMP to affect the provision of fire protection services.

The LARRMP project could include a housing component that could directly result in increases in demand for police protection services. The EIR/EIS will discuss the potential for LARRMP nodes to affect the provision of police protection services.

The LARRMP project could include a housing component. The EIR/EIS will discuss the potential for increase in demand for schools or school capacity.

The LARRMP project includes the creation of parks and open space therefore potentially requiring more services to the facilities, but would also be creating more services such as parks and recreation opportunities.

The LARRMP project could include a housing component that could directly result in increases in demand for other public services.

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14. RECREATION.				
a) Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The LARRMP project would provide a beneficial effect on recreation in the City by increasing existing parks, open space, and recreational facilities. In areas where these new facilities are adjacent to existing parks and recreational facilities, the demand and use could increase. The effects that these facilities would have on the environment will be addressed in the EIR/EIS.

Initial Study Checklist

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15. TRANSPORTATION/TRAFFIC. Would the project:				
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Elements of the LARRMP project may increase the volume of traffic and congestion at intersections on adjacent roads. The EIR/EIS will discuss potential impacts to road congestion that could result from project operation or construction.

The LARRMP project is not expected to affect air travel patterns or demand for air travel. No further analysis is recommended.

The LARRMP alternatives will not include components that increase hazards or create incompatible uses in transportation/traffic.

During construction the use of streets and public rights-of-way, could temporarily result in inadequate emergency access and road closures. During construction, the project could increase the demand for parking and could reduce the amount of on-

Initial Study Checklist

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street parking. However, upon completion, the project should provide better emergency access and increases in long-term parking capacity within the project vicinity. The EIR/EIS will address the affect of the project on parking capacity.

The LARRMP project proposes to create bike lanes adjacent to the river corridor which would benefit the City's goal in supporting alternative transportation. The EIR/EIS would evaluate the potential of the LARRMP project to conflict with polices supporting alternative transportation.

Initial Study Checklist

Issues	Potentially Significant	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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16. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The LARRMP project would meet wastewater treatment requirements established by the Regional Water Quality Control Board.

The project could include the construction of new storm water drainage facilities and/or expansion of existing facilities including wetlands for tertiary treatment of wastewater. The construction of these elements will be evaluated in the EIR/EIS to determine the significance of environmental effects.

The EIR/EIS will evaluate the availability of sufficient water supplies to serve the project from existing entitlements and resources.

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The EIR/EIS will evaluate the available capacity of the wastewater treatment provider(s) that may serve the project and the ability to meet the project's projected demand.

There will probably be no potential impacts to landfill capacity from the LARRMP project. During construction, there will be little increased disposal needs. Population increases as a result of new residential and commercial land uses in the project area may result in the need for more trash removal service long-term.

The LARRMP alternatives would be implemented over the next 20 years or more. Standard City practices and standard provisions in City construction contracts require compliance with all applicable federal, state, and local laws, including those related to solid waste. No further analysis is recommended.

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17. MANDATORY FINDINGS OF SIGNIFICANCE.

<p>a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The LARRMP is likely to benefit fish and wildlife and incrementally reverse the overall cumulative effects that have occurred along the River corridor.

The LARRMP alternatives have the potential to degrade the environment either temporarily during construction or long-term as a result of redevelopment related to:

- Air Quality
- Aesthetics
- Cultural Resources
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use/Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems

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The EIR/EIS will discuss the anticipated cumulative benefits and impacts of the LARRMP alternatives.



**LOS ANGELES COUNTY
BOARD OF SUPERVISORS**

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Harry W. Stone
Director, Public Works

On June 13, 1996, the Los Angeles County Board of Supervisors unanimously approved the Los Angeles River Master Plan Report and its accompanying Programmatic Negative Declaration and Environmental Assessment Document.

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ACKNOWLEDGEMENTS

This Master Plan provides a vision for the future of the Los Angeles River and Tujunga Wash and makes specific recommendations on how that vision can become a reality. The creation of an achievable plan of this scope requires the hard work of a dedicated team of people - the Planning Team members who have worked for years to create this plan.

In spite of their efforts, their work would have been in vain without the assistance, cooperation and input from the community and all the various agencies, cities and citizens' groups who participated in the process. The team wishes to thank them for their invaluable support.

LOS ANGELES RIVER MASTER PLAN

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- Page 214, California Sycamore drawing based on image in *The Native Trees Of Southern California*, by P. Victor Peterson, University of California Press, Berkeley, California. Used with Permission.
- Page 229, California black walnut drawing by Peg Henderson.
- Page 289, California Bay drawing by Meredith Kaplan.
- Page 316, "Los Angeles 1849" map courtesy of Historic Urban Plans, Inc., Ithaca, New York.

PHOTOGRAPHS

- Page 23, Lisa Squiers.
- Page 26, 28, 77, 81, 97, 121, 209, 255 and 285, National Park Service, by Peg Henderson.
- Page 55, 63, 77 and 2295 Los Angeles County Department of Public Works.

APPENDIX B PHOTOGRAPHS

- National Park Service Photographs: Tujunga Wash Greenway Mural, LARIO Trail, Ballona Creek Trail, Sepulveda Dam, Ernie's Walk, Elysian Valley Gateway Park, Buena Vista Park and Little Dry Creek by Peg Henderson; Rillito River Park by Martha Crusius; Platte River Greenway and Los Gatos Creek Trail by Nancy Stone; and San Antonio Riverwalk, unknown.
 - Pan Pacific Park courtesy of EPT Landscape Architecture, Pasadena.
 - All American Park courtesy of Bill Pagett, City of Paramount.
 - L.A. River/Arroyo Seco Tree Planting courtesy of Lynne Dwyer-Hade, NorthEast Trees.
 - Contra Costa Canal Trail courtesy of Steve Fiala, East Bay Regional Park District.
- 

I. EXECUTIVE SUMMARY

The Los Angeles River Master Plan process presented in this report recognizes the river as a body of resources of regional importance and that those resources must be protected and enhanced.

Since the mid-1980s there has been a renewed interest in the river as a valuable natural asset for the entire Los Angeles basin. As a multi-use resource, the river can serve human needs in a much broader sense than it does today. Along its banks, many new, job-producing facilities can be developed and new recreation sites can be provided for people living in the basin.

In July 1991, the Los Angeles County Board of Supervisors directed the Departments of Public Works, Parks and Recreation and Regional Planning to undertake a planning effort and to coordinate all interested public and private parties in the planning, financing and implementation efforts of a Master Plan for the Los Angeles River. The National Park Services Rivers, Trails and Conservation Assistance Program provided technical assistance and group and community facilitation in this Planning Team effort.

An Advisory Committee consisting of cities, agencies and citizen group representatives was formed in September 1992 and has been meeting regularly since then. As part of the second phase of the planning process, Advisory Subcommittees were formed to develop objectives. Public outreach consisted of three efforts: public workshops held to gauge the level of support for various project ideas; implementing the developed goals for the river through demonstration project proposals; and meetings with city staff to discuss how the Master Plan will address specific issues and needs.

The intent of the Master Plan is to create a document that identifies ways to revitalize the publicly-owned rights-of-way along the Los Angeles River and Tujunga Wash into an urban treasure.

Development and implementation of the Los Angeles River Master Plan will maintain the river as a resource that provides flood protection and opportunities for recreational and environmental enhancement, improves the aesthetics of the region, enriches the quality of life for residents, and helps sustain the economy of the region.





In February 1995, an implementation team consisting of members of the Advisory Committee was formed to help develop strategies for implementing the recommended projects among cities, agencies and community groups.

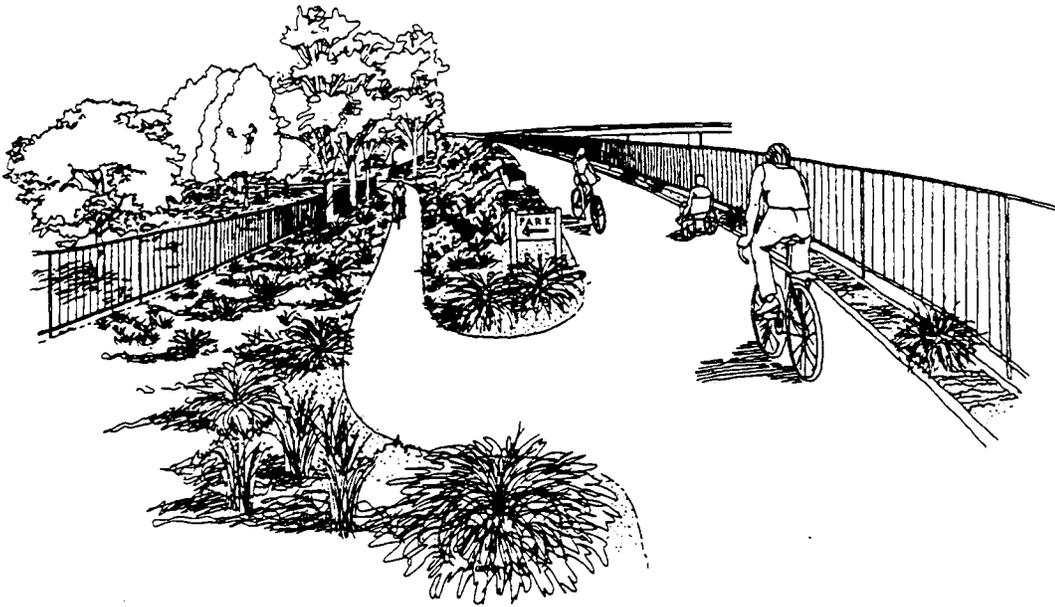
Specific issues raised throughout the planning process will be addressed during the implementation of each project with input from the community affected by the project. The Planning Team has gathered suggestions for addressing the issues of safety, security and law enforcement, flood protection, wildlife habitat, maintenance, property ownership, funding and coordination among jurisdictions.

Full implementation of the Master Plan recommendations will entail many years of coordination among agencies, cities and community groups. The Advisory Committee recognizes that there will be a need to modify and update parts of this document over time. The Master Plan's greatest value is in providing a vision for the river's future.



MISSION STATEMENT

The Los Angeles River Master Plan provides for the optimization and enhancement of aesthetic, recreational, flood control and environmental values by creating a community resource, enriching the quality of life for residents and recognizing the river's primary purpose for flood control.



LOS ANGELES RIVER MASTER PLAN GOALS

- Ensure flood control and public safety needs are met.
- Improve the appearance of the river and the pride of local communities in it.
- Promote the river as an economic asset to the surrounding communities.
- Preserve, enhance and restore environmental resources in and along the river.
- Consider stormwater management alternatives.
- Ensure public involvement and coordinate Master Plan development and implementation among jurisdictions.
- Provide a safe environment and a variety of recreational opportunities along the river.
- Ensure safe access to and compatibility between the river and other activity centers.

II. INTRODUCTION

PROJECT DESCRIPTION

At a meeting in 1991, the Los Angeles County Board of Supervisors noted a growing public sentiment for the transformation of the under-used Los Angeles River and Tujunga Wash (river) into a community amenity. As a result, the Board approved a motion and directed the Department of Public Works, with the assistance of the Departments of Parks and Recreation and Regional Planning, to prepare an analysis of potential compatible uses for the river and to develop a proposal to coordinate the efforts by all interested public and private parties in the planning, financing and implementation of the enhancement efforts.

The river passes through 13 jurisdictions and empties into the Pacific Ocean. Along the course, the potential exists for recreational, environmental and aesthetic improvements in conjunction with the primary function of flood control. The Los Angeles River Master Plan identifies issues relevant to the river, involves communities and organizations interested in the river, develops a vision and sets forth an implementation program intended to achieve a better river environment for future generations in the Los Angeles basin.

BACKGROUND

The Los Angeles River Master Plan is the result of increasing citizen interest in the river since the mid-1980s. Responding to this interest, former Los Angeles Mayor Tom Bradley established a Task Force to investigate opportunities for enhancing the river's environment and developing public recreation sites within the City of Los Angeles' reach of the river. The Task Force was directed to identify demonstration projects that would illustrate opportunities for river enhancement.

The Task Force studied the complex nature of the river for more than a year. They looked at its historic importance as a dependable water source, the siting of the Pueblo near its banks, the role it plays in flood protection as well as the surprisingly abundant vegetation and bird life in some reaches. The Task Force discussions culminated in 11 long-range goals for the river and proposals for three demonstration projects. While the Task Force's focus was on the portion of the river within the City of Los Angeles, it became





evident that the river must be planned for as a whole. In their goals, the Task Force proposed that a Master Plan be completed for the entire 51-mile length of the river.

In July 1991, the Los Angeles County Board of Supervisors unanimously approved a motion to develop such a Master Plan with the intent of finding ways to take positive actions to enhance the river environment.

The Board of Supervisors directed the County Department of Public Works to undertake the planning effort, along with the Departments of Parks and Recreation and Regional Planning. Based on the success of its involvement in Mayor Bradley's Task Force and other projects around the country, the National Park Services Rivers, Trails and Conservation Assistance Program was invited to provide technical assistance in the County's Master Plan.

VISION OF THE MASTER PLAN

The Master Plan is intended to reflect the needs and ideas of the diverse communities, groups and individuals with an interest in the future of the river. One means of accomplishing this is through the participation of the Los Angeles River Advisory Committee, which was formed in the fall of 1992. The role of the Advisory Committee is to:

- Identify the issues critical to the enhancement of the river.
- Develop a community involvement program, including public meetings.
- Make project recommendations based on Master Plan findings.
- Develop an implementation plan for the projects identified in the Master Plan.

The Los Angeles River is a complex resource, touching many geographic areas and performing many functions in the urban environment. This is the very reason it has the potential to be a significant link between people and neighborhoods. The realization of that potential will require a concerted effort and inter-agency cooperation and coordination.

THE NEED FOR OPEN SPACE





Urban development and flood protection modifications consumed the once abundant open space in the Los Angeles Basin and brought about the channelization of the river. The basin was 98 percent “built out” by the 1980’s. The City of Los Angeles has the least percentage of public open space and park land of any major urban center in the nation. Only 4 percent of the land in the city is devoted to public open space and parks—compared to 9 percent in Boston and 17 percent in New York City.

The presence of public open space significantly improves the quality of life in urban environments. Specific benefits of open space and recreational facilities, such as trails, include:

- **Recreational:** Access to close-to-home parks and open space can benefit the millions of urban residents who typically do not travel long distances to county, state or federal parks and forests.
- **Health:** Opportunities for stress-reducing exercise, which contributes to better health and lower medical costs.
- **Property Values:** Many studies have shown that parks, greenways and open space increase property values, and that the resulting increase in local tax revenue can offset the cost of open space and greenway acquisition and development.
- **Environmental:** The trees and water that are often present in open spaces help mitigate water and air pollution. Development of trails and greenways can decrease air pollution by encouraging people to ride bicycles, run, jog or walk instead of driving cars.
- **Educational:** Public open space provides sites for outdoor science classrooms and for urban wildlife viewing.

The need for these amenities in urban Los Angeles was documented most recently in a survey sponsored by Rebuild L.A. More than 77% of the residents in the areas most affected by the 1992 civil unrest see parks, recreation and adult sports programs as “absolutely critical” or “important” needs in their communities. This need ranks second only to youth services.

In the search for open space, people are looking to public and quasi-public lands which in the past were dedicated to single-purpose uses. Within Los Angeles County, hundreds of miles of flood control channels, railroad rights-of-way and utility corridors may offer some of the best opportunities for developing multi-use, public open space. The river is one of these resources.





MASTER PLAN COMPONENTS

The Los Angeles River Master Plan consists of seven major phases as outlined in the "Blueprint for Action" report to the Board of Supervisors, dated October 10, 1991 (Appendix C).

Phase A (Outreach Phase) constitutes the outreach to all Federal, State and local agencies as well as private organizations and individuals that have jurisdiction or interest within the river corridor. The formation of the Los Angeles River Master Plan Advisory Committee as well as the collection and analysis of various studies and reports prepared for the Los Angeles River is part of this phase.

Phase B (Master Plan Analysis) consists of the identification of existing resources, current uses, key issues, goals and objectives. Also, potential public and private funding sources for Master Plan recommendations are explored in this phase.

Phase C (Master Plan Formulation) divides the river into six broad reaches and identifies, on a reach by reach basis, the local issues, needs, projects and programs to enhance both the river right-of-way and adjacent land uses. To ensure that the ideas of local communities are incorporated in the Master Plan, a high priority is placed on involving the public in this phase.

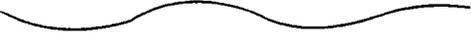
Phase D (Implementation Strategy) includes the identification of priority projects, the development of an implementation time line and implementing agencies.

Phase E (Environmental Review) addresses the potential environmental effects of the Master Plan and suggests mitigation measures to reduce those effects to acceptable levels.

Phase F (Master Plan Adoption) consists of the approval of the Master Plan by affected jurisdictions and the Board of Supervisors.

Phase G (Master Plan Implementation) discusses the process by which the Master Plan will be implemented and identifies affected agencies.





The Los Angeles River Master Plan is unique in that it brings together all the various stakeholders including political, environmental, technical and the community to negotiate a consensus for the enhancement of the Los Angeles River and Tujunga Wash. The plan is unique in its comprehensive scope—it covers the entire 51-mile length of the river and the 9-mile long Tujunga Wash which, between them, flow through 13 cities and nine Los Angeles City Council Districts.

The Los Angeles River Master Plan is the result of the collaboration of various groups, agencies and organizations interested in the future of the river. It includes input provided by communities along the river and carries out short-term demonstration projects. The Los Angeles River Master Plan recommends specific regional and local projects and programs and coordinates these projects on an on-going basis.



III. REGIONAL CONTEXT AND RECOMMENDATIONS

During their initial meeting in September 1992, Advisory Committee members discussed the key issues they believed the Master Plan should address, and received a questionnaire requesting additional issues for inclusion. From this information, the Planning Team created a list of issues organized under six general topics:

- Aesthetics
- Economic Development
- Environmental Quality
- Flood Management and Water Conservation
- Jurisdiction and Public Involvement
- Recreation.

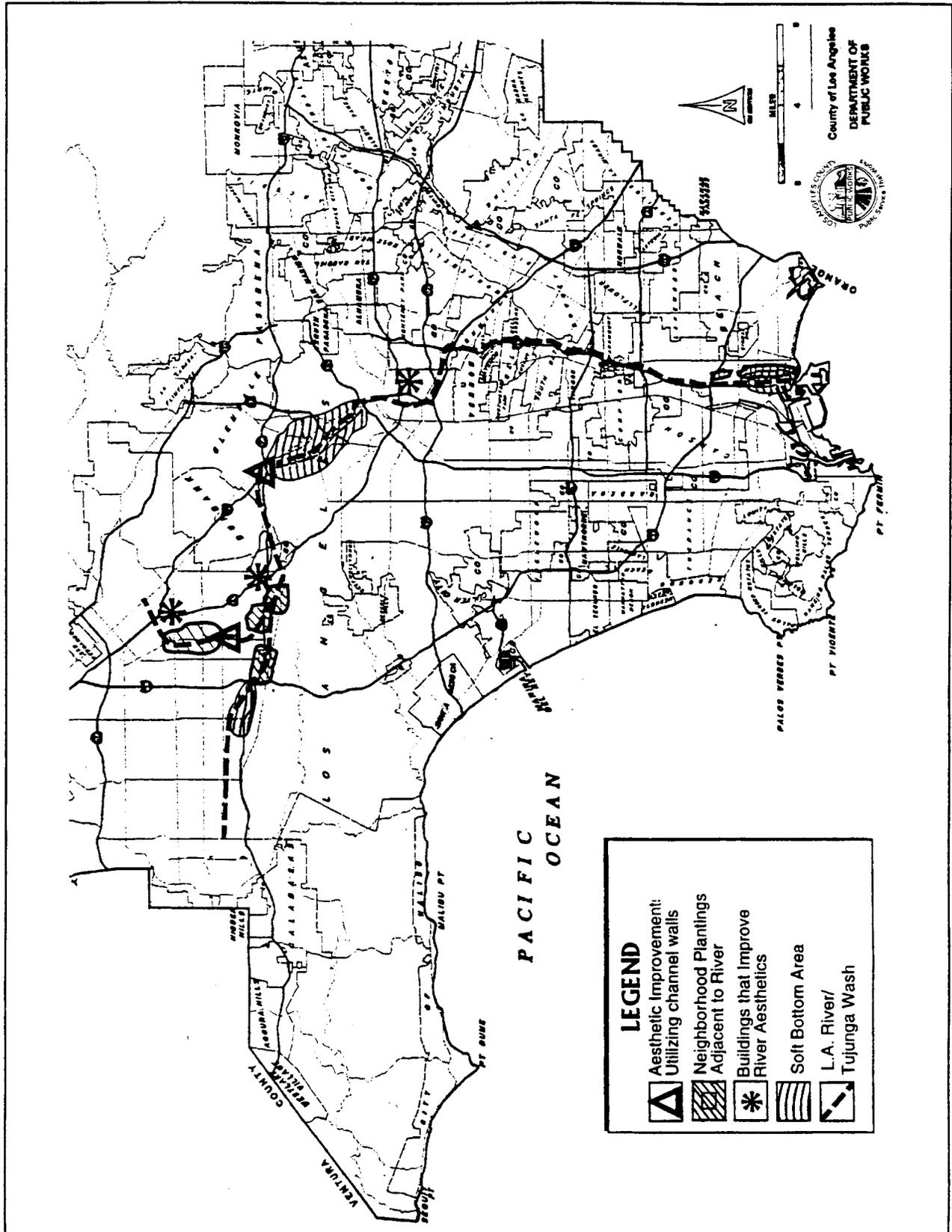
In February 1993, the Advisory Committee drafted eight goals based on each topic. This chapter discusses existing conditions, recommendations and suggested policy changes for each of the six topics and their related goals. Policy changes are suggested where these might facilitate the implementation of the Master Plan recommendations. In some cases, suggestions are made for adoption of new policies. Policy recommendations included in the Master Plan may assist adjoining jurisdictions in achieving their goals.

It is not within the scope of the Master Plan, nor the power of the preparing agencies, to set policies for other jurisdictions.



REGIONAL CONTEXT MAP

AESTHETICS

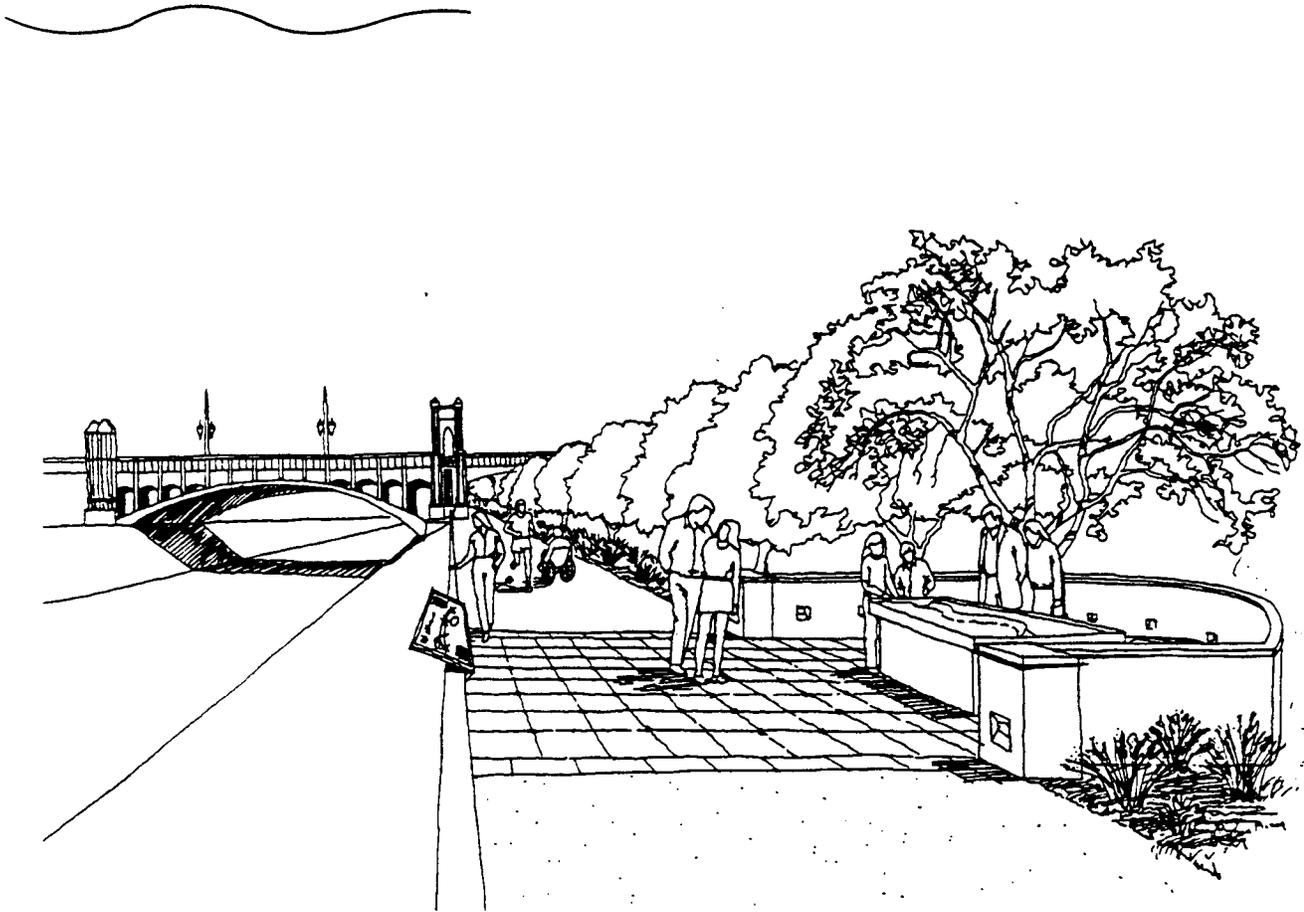


AESTHETICS

The goal and objectives developed by the Advisory Committee for Aesthetics are:

Improve the appearance of the river and the pride of the local communities in it.

- Improve appearance of the river, encourage river cleanup and promote beautification.
 - Increase community pride and promote identity of the river.
 - Provide interconnection between communities and recreation facilities.
 - Develop a greenbelt along the river.
 - Encourage development of a riverfront.



A. EXISTING CONDITIONS

A variety of very different communities—each with its own unique visual character—line the river. Each reach of the Master Plan study area exhibits a different visual character.

Natural areas occur within the river where a “soft bottom” still exists, such as within Sepulveda Basin and the portion from Burbank/Western Channel to near Arroyo Seco. In the southern reaches, the river is bordered by mixed uses and thus has a varied visual character. Along Valleyheart Drive in the San Fernando Valley, the river meanders and is bordered by large shrubs that provide cool shaded walkways. In contrast, a wide barren easement borders the Tujunga Wash, and in downtown Los Angeles there is only limited access to an intensely urban and industrial riverfront.



As the river was channelized and communities developed adjacent to it, differences in neighborhood orientation, configuration of the channel or levees and visual and physical access evolved. For instance, in the San Fernando Valley the river is entrenched and neighborhoods are level with the top of the channel. In the southern reaches, neighborhoods lie below the top of the levees by as much as 25 feet. This determines what a person sees when walking on nearby streets, either they look “over” and possibly “into” the river, or they look up “at” the levee.

In addition to this visual difference, the actual layout of the streets or lots adjacent to the river varies. Perpendicular neighborhood streets often “dead end” into the river, thus providing easy visibility and access to the river and/or trails. Streets that run parallel usually result in one of two conditions. Either the street is developed on the riverfront side, isolating the river behind private property; or, where development has not



occurred, parallel streets provide open views and easier access to the river. This orientation to the river influences how individual homeowners and often entire neighborhoods use the river. Community uses reflect this diversity, as can be seen in many locations along the river.

In areas where there is an adjacent tree canopy, people have planted flower beds at the edge of their yards facing the river. These riverside gardens looking onto the channel often sport lawn chairs and hammocks. On the Tujunga Wash, an open style fencing is used, and several backyard plantings extend into the easement. Murals adorn walls of commercial buildings facing the channel, and in some areas, the channel walls themselves have been used as canvases. From Interstate 5 adjacent to Griffith Park and above Los Feliz Boulevard, well-known paintings of cat faces are visible on several storm drain outlet flapgates.

In the San Fernando Valley numerous pedestrian bridges cross the channel. These link neighborhoods and often have associated community plantings. A large community garden is planted along the confluence of Aliso Creek and the river.

In North Long Beach, along De Forest Avenue, the community has planted young trees in an easement at the base of the levee covering an entire block.

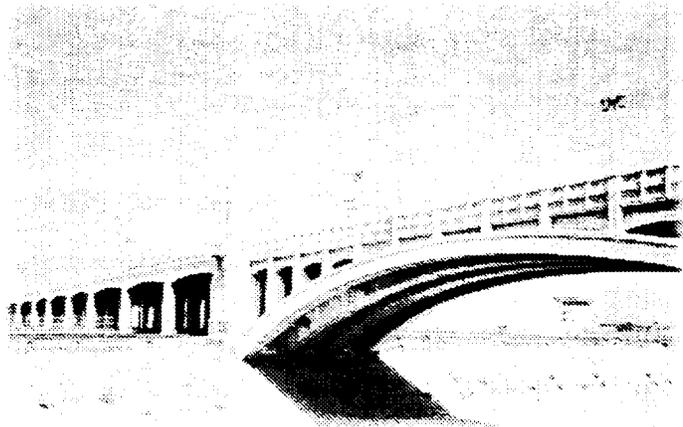
Near the Tujunga Wash confluence, property owners have enhanced the value of their residential riverfront property by planting trees on the opposite bank to screen views of the commercial development there, while preserving their own clear view of the river.

The condition of maintenance roads, the channel sides, and easement landscaping vary a great deal along the river. In some areas of the San Fernando Valley where the channel is entrenched, the access road is unpaved with dense plantings of pine or oleander trees lining it. This is in stark contrast to the unplanted paved surface of the levees in the southern reaches.

In the “soft bottom” area near Griffith Park and in other sections, “weep” holes along the interior levee walls are aligned in a regular pattern. Tall grasses have naturalized in these holes, creating a beautiful edge of swaying vegetation along the river.



Architectural landmarks also contribute significantly to the aesthetic quality of the river. In downtown Los Angeles, a series of art deco and classical revival style bridges span the river. Several are eligible for the National Register of Historic Places.



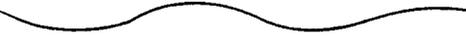
These include:

- Fletcher Drive • Glendale Boulevard
- North Broadway • North Spring Street • North Main Street
- Cesar E. Chavez Avenue (formerly Macy Street) • First Street
- Seventh Street • Washington Boulevard • 110 Freeway

Other buildings and sites listed on the National Register of Historic Places near the river add to the richness of the urban environment here. The following Historic Places are located within one mile of the river:

- Bradbury Building, Los Angeles • Huntly-Evans Building, Glendale
- Little Tokyo Historic District, Los Angeles • Los Angeles Plaza Historic District
- Los Angeles Union Passenger Terminal • Los Cerritos Ranch House, Long Beach
- Million Dollar Theater, Los Angeles • Plaza Substation, Los Angeles
- Puvanga Indian Village Sites, Long Beach • RMS Queen Mary, Long Beach
- Rancho El Encino, Encino • Jennie A. Reeve House, Long Beach
- San Fernando Building, Los Angeles • San Raphael Rancho, Glendale
- Spring Street Financial District, Los Angeles
- Title Guarantee and Trust Company Building, Los Angeles
- U.S. Post Office (Main), Glendale • U.S. Post Office (Main), Long Beach
- U.S. Post Office (Terminal Annex), Los Angeles • YMCA, Glendale

Some cities have also identified locally significant cultural landmarks within their boundaries, many of which are in the vicinity of the river. Many of these significant features were mapped as a part of the Master Plan process. Refer to Appendix G - Community Resource Map.



PLANNED AND EXISTING IMPROVEMENTS AND PROJECTS:

- MTA Urban Greenway Plan prepared by the Mountains Conservancy Foundation, proposes three greenways along the river (refer to “Other Project” listings at end of the Reach Characteristic Sections).
- NorthEast Trees has planned and developed several tree planting programs at various locations.
- Friends of the Los Angeles River (FoLAR) hold annual river clean-ups.
- City of Los Angeles has placed river signs on bridges.
- Mountains Recreation and Conservation Authority has begun a program to develop riverside parks and “River Walks” to promote public awareness of the river.
- At Los Angeles Valley College, a quarter-mile long greenway along Tujunga Wash contains shade trees, ornamental shrubs and lawns and a mural on the channel walls.
- The Los Angeles County Department of Public Works has screened some of their spreading basins near the river and Tujunga Wash with eucalyptus, oleander and other drought tolerant plants.
- In the residential Valleyheart area of San Fernando Valley, the City of Los Angeles has planted oleanders and other drought tolerant, low maintenance plants along the river.
- Where cities maintain parklands adjacent to the river, vegetation is visible from the river levees. In most areas, park vegetation ends at the right-of-way fence or at the bottom of the levee.
- De Forest Park in Long Beach, initiated by local residents and developed by the city, is divided into a “nature park” and recreational areas.
- Wrigley neighborhood, also in Long Beach, has improved its riverfront with landscaping.
- “Ernie’s Walk” in San Fernando Valley reflects one man’s landscaping efforts to improve the river setting (with occasional help from City of Los Angeles maintenance crews).
- Some elementary and high schools study the river in science classes and with environmental education projects. Area colleges often confer with county planners and engineers on classes to develop conceptual projects they are conducting on the river.

It is intended that the Master Plan coordinate various types of improvements in the future to create a more beautiful and meaningful river’s edge.





DEFINITIONS OF AESTHETIC IMPROVEMENTS

Through meetings and site visits, a focused subcommittee developed the following definitions of aesthetic improvements, both of which promote a sense of pride and connection to the river:

- River beautification: projects that improve the appearance of the river.
- River awareness: projects which enrich public perception of the river by creating greater awareness of the river's role in the history and development of the Los Angeles basin.

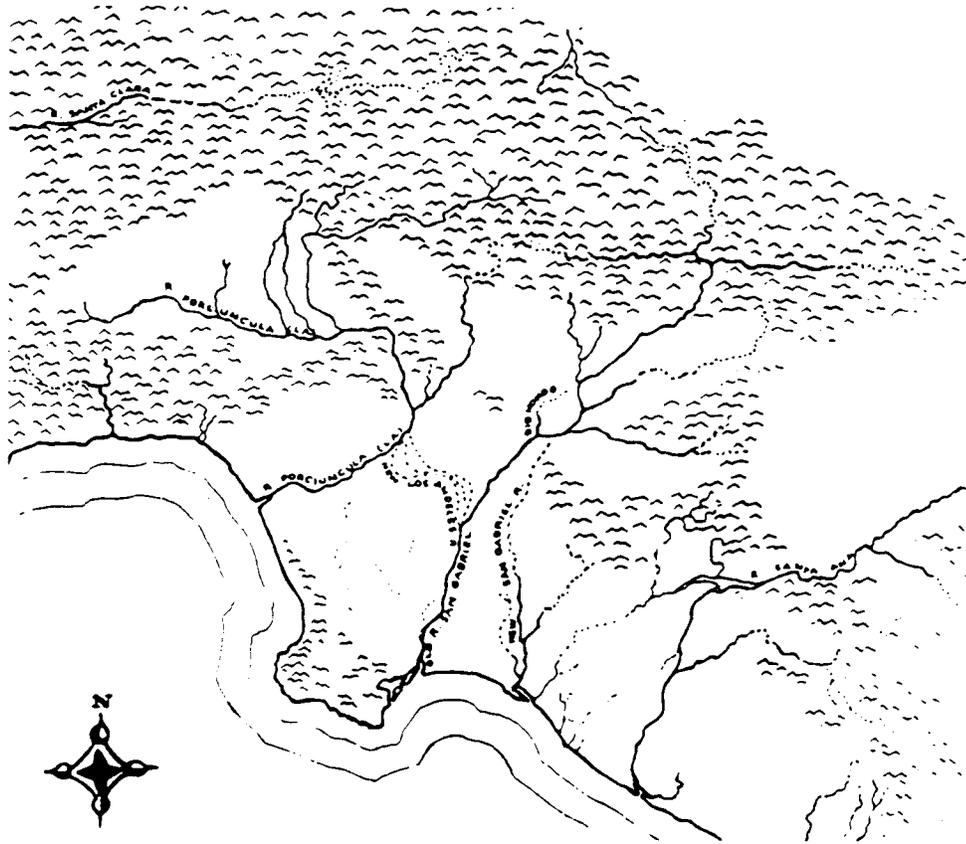
B. RECOMMENDATIONS

- For regional identity, and to provide inter-connection between communities and recreational facilities, create a **uniform regional mapping and sign system** with a recognizable river logo to be placed at major trail entrances and interpretation sites. The system would give “you are here” information, identify the local community and describe the overall regional river-trail system.
 - Tree plantings and aesthetic **enhancement programs of trail entrances** should be undertaken first at bridges and major access locations. Each would be designed to both complement the local area and to identify the regional trail system.
 - Through the downtown Los Angeles area, from Broadway Avenue south to Olympic, a **native-wild flower planting program** should be implemented. This area has little access and limited potential for tree planting because of the existing rail lines. A wildflower planting program would provide color and life to a harsh and denuded environment. Maintenance program information can be obtained from other agencies, such as Caltrans, that have experience in implementing these types of improvements. (Additional programs for increasing vegetation along the river are addressed in the Environmental Quality Section of this report).
 - **On outside levee slopes**, where tree planting is not possible, non-invasive grasses, native grasses, shrubs and wildflowers may be used to **provide visual enhancement**.
- 

- A semi-annual “Celebrate the River” event could be sponsored by the U.S. Army Corps of Engineers and Los Angeles County Department of Public Works and cities adjoining the river. This could be a day- or week-long celebration with events in each community along the river. Celebrations could be held in spring (around Earth Day), and again in fall to celebrate the seasons. Events at these celebrations could cover many subjects. In the fall, river education would focus on safety and dangers of the channel. In the spring, education would focus on personal responsibility for water quality and debris.
- A variety of artistic works could be incorporated along the river in several ways:
 - An “unfolding of the river” would include a week-long media program on the beauty of the river. Each day, the program would move down the river to explore a new dimension.
 - Scenic enhancement from roadways could be improved by emphasizing views to historic bridges, designing new bridges with historic elements and—for special events—flying banners at river crossings.
 - School “paint-outs” and run/walks for education and appreciation.
 - Portraits or scenes of plants and animals that live or have lived in the area could be painted on the channel walls.
 - A sculpture program could be instituted along the entire river length. This could serve as a river-long museum to express the engineering of the river, reflect surroundings and depict historical and cultural events.
- To increase community pride and promote a sense of identity with the river, a series of interpretive sites should be developed. These sites could be visited independently or experienced as a progression. Together, they would tell the story of development along the entire river.

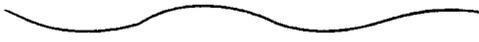
Each interpretive site would offer a unique experience, providing either an indoor or open space setting. And each would focus on a particular subject, such as history, culture, environment, river engineering or industrial development.





Two such sites are proposed as Demonstration Projects within the Master Plan. The first environmental restoration and interpretive site will be developed at the Dominguez Gap Spreading Grounds in Long Beach. At the top of Hansen Dam, looking south toward downtown Los Angeles, signs will interpret the environment of Tujunga Wash and explain the wash's relationship to the Los Angeles River watershed.

Additional sites could be developed in conjunction with the recommended overall economic re-development plan for the area. (See Economic Development Section).



C. CHANGES IN POLICY AND PRACTICES TO SUPPORT AESTHETIC GOALS

- Governing agencies and jurisdictions should adopt policies to assist groups wishing to do projects to help ensure that projects and programs are compatible with, and enhance, the river environment. Assistance would include such elements as funding or in-kind services, offers of technical assistance or compatible use of rights-of-way.
 - Working with schools, libraries and other public facilities and agencies, city councils should adopt policies to promote river awareness and anti-graffiti programs. These could include programs such as “Trail Rangers” with youth groups, neighborhood sponsored clean-up days and education and mentor programs for river topics.
 - The Los Angeles County Department of Public Works and U.S. Army Corps of Engineers, in cooperation with affected cities, should pursue funding to develop river graphics, signs and art projects within the Los Angeles River and Tujunga Wash rights-of-way.
 - Governing agencies and jurisdictions should develop design and implementation standards and guidelines for projects. These guidelines would include such things as:
 - Types of materials (for murals, fencing, tree plantings, trails, etc.) that can be used, and where each is acceptable.
 - Times of year when projects can be worked on.
 - “Ownership” guidelines for artwork.
 - Jurisdictions should consider incorporating aesthetic improvements in projects whenever possible to improve the appearance of the river.
- 

ECONOMIC DEVELOPMENT

The goal and objectives developed by the Advisory Committee for Economic Development are:

Promote the river as an economic asset to the surrounding communities.

- Provide education, training, jobs and business opportunities to benefit communities.
- Establish long- and short-term funding sources.
 - Promote responsible development.
 - Preserve and enhance real estate values.
- Ensure maximum citizen involvement in all phases of economic development planning.
 - Balance local and regional benefits.





A. EXISTING CONDITIONS

Urban development immediately adjacent to the river boomed after the U.S. Army Corps of Engineers built the flood control system in the 1940s and 1950s. Two notable aspects of this development are that almost every residential, commercial and industrial building “has its back turned” (is oriented away from) the river, and that development took place as close as possible to the river right-of-way. A field trip along the banks of the Los Angeles River reveals commercial parking garages built on the rear property lines, storage facilities displaying materials and equipment outdoors and vacant lots being used as dumping grounds. Businesses, such as those along the densely urban and commercial area of Ventura Boulevard between Whitsett Avenue and Coldwater Canyon, do not take advantage of proximity nor frontage on the river.

Generally speaking, properties along the river also seem to be neglected and not as well maintained as similar properties along nearby streets. Typical uses along the riverfront on private or public land include access roads, railroads, parking lots, dumping areas, excess storage and outdoor storage. Only here and there does a garden area provide a constructive “green” use of the riverfront.

Many of these areas, as well as the many vacant lands and empty buildings, offer excellent opportunities for economic development. With increased pedestrian connections to the river trail, businesses could be developed to support recreational uses.

B. RECOMMENDATIONS

- In a number of locations, large tracts of riverfront property are vacant or underused. Where a segment of the river can be greened, **encourage joint economic development with riverfront parkland**. By treating the river as a desirable “front,” rather than an undesirable “back,” attractive new garden offices, residential complexes and other facilities can be created. Well-designed river frontage can significantly enhance land value. The following areas offer opportunities for economic development:

- In the **San Fernando Valley**, several blocks east of Tampa Boulevard along the river, numerous apartment complexes were damaged in the 1994 Northridge earthquake. The land
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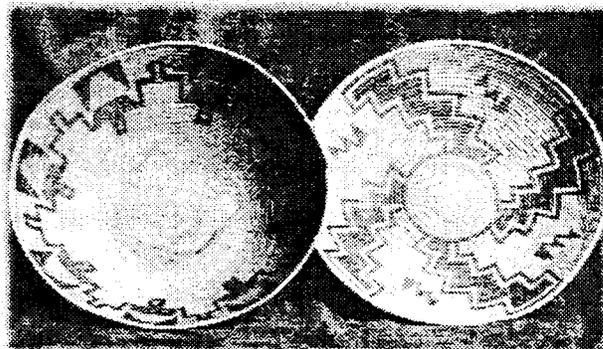


is now for sale and, when redeveloped, should be designed to offer recreational access to the river. New commercial lots or housing should incorporate their river frontage as a feature in their design.

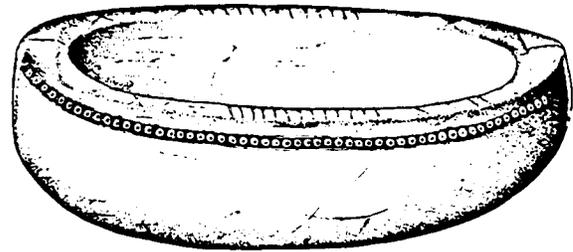
- At the **405 Freeway, below Sepulveda Dam**, a large vacant lot offers great visibility for commercial development. When developed, this lot could spearhead a “riverfront commercial park” encouraging adjacent properties (an existing fire station and miniature golf) to re-orient and become part of the river front park.
 - At **Studio City Golf Course**, opportunities exist to tie existing commercial, retail and sport shops to a “river walk” trail. This spot offers great potential because of the existing uses, available easement and location.
 - Along the **Tujunga Wash**, several areas could support small improvements for commercial ventures. A large parking lot on the wash at Roscoe Boulevard could easily accommodate a permanent open-air market. With minor aesthetic improvements, such as groundcover and trees, this area could be a pleasant neighborhood gathering spot.
 - At **Victory Boulevard**, the entrance road to an existing outdoor shopping center crosses the wash. Stores, including a health club and yogurt shop, face the wash and would benefit from development of a local trail and greenway within the easement. In addition, small enterprises like cart vendors and skate or bike rentals could be developed.
 - Previous studies on possibilities for developing **Taylor Yard** include both economic and river enhancement components.
 - In **Downtown Los Angeles**, an artist community with studios and galleries is developing near the new Metro Station (around Santa Fe Avenue and 4th Street). Across the river, several abandoned railroad spur tracks lie perpendicular to the river. Economic development could turn this into a “hub” with shops, restaurants, studios, etc., and link the Metro station with both sides of the river.
 - In **Long Beach**, both De Forest Park and the 7th Street area offer opportunities to create recreational-based small businesses along the trail.
- In addition to areas of economic development, a **series of major and minor gateways** along the river should be developed. The recommended gateways are mapped and described below.
- 

MAJOR GATEWAYS

- **Where the River Begins** - A trail of sculptures could be developed beginning at the confluence of Bell Creek and Arroyo Calabasas and continuing on the south bank easement, connecting to outdoor markets in the existing adjacent retail area. A recreational trail with skate and bike rentals could also be developed.
- **Existing Universal and Warner Bros. Studios** at Barham Boulevard in Los Angeles and Burbank. The buildings sit with their backs to the river, but with simple changes could make use of the river frontage. For example, channel crossings currently used by employees could be enhanced, and commercial attractions such as the "City Walk" could be expanded to include the "River Walk".
- The City of Burbank has adopted a **Redevelopment Project Area for the Media District**, an area adjacent to the Los Angeles River at the southwestern corner of the city. The redevelopment plan calls for the establishment of policies which would direct development toward the river and provide development standards and design guidelines conducive for riverfront development.
- A **"Historic Riverfront"** could be developed in the downtown Los Angeles area north of the 101 Freeway to Taylor Yard. This stretch of the river has a rich history relating to Native Americans and to the early European explorers and settlers who founded the pueblo. Several large vacant areas and numerous small lots are currently for sale. In addition, a historic jail and a local landmark garden restaurant - both vacant - could be redeveloped. The Alameda District Plan is a joint planning effort to restore and revitalize this area of downtown. At the heart of the plan is preservation and improvement of the historic Union Station and U.S. Postal Service Terminal Annex Building. A new Metropolitan Transportation Authority (MTA) building, constructed by MTA behind Union Station, is a significant component of this historic process. An enhanced Los Angeles River front could contribute to the revitalization of this area.



- The Rio Hondo/Los Angeles River confluence in South Gate offers a 17-acre site with freeway access and visibility. A commercial “**Sports Center**” outlet with associated retail stores, recreational rentals and restaurants could be located at the confluence of both the LARIO and Los Angeles River regional trails and support a local “loop” trail system along the washes in this area.



- **The Queensway Bay Plan** is a redevelopment project which will establish the City of Long Beach as an important and exciting waterfront destination in Southern California. This project, located at the outlet of the Los Angeles River, consists of 69 acres of dedicated parkland, 3.5 miles of waterfront esplanade, shops, restaurants and boating operations. Trails will tie this area to the Los Angeles River trail system. This development is expected to infuse thousands of jobs and millions of dollars into the local economy. The Coastal Commission approved the plan in May 1995.

MINOR GATEWAYS

- The City of Glendale is proposing a “**Grand Central River Park**” as a potential redevelopment project along the Los Angeles River. This 13-acre citywide/regional park would offer recreational facilities and trails for biking and hiking. The trails would connect the river with the larger regional network of facilities such as Griffith Park.
- South of downtown, in the City of Vernon, **an active recreation based center** could be developed including a commercial driving range, public soccer fields and tennis courts with associated sports shops and restaurants. The city has proposed a redevelopment project which includes areas along the river. Their goals include stabilizing the economic base, addressing irregular lot size and providing capital improvements. This suggests the potential for coordinating site development with adjacent riverfront enhancements.
- A “**Garden Gateway**” comprised of parks, an environmental education center, river trails and a commercial nursery within a power transmission line corridor easement may be developed to bridge the river between the Cities of Cudahy and Bell Gardens.



C. CHANGES IN POLICY AND PRACTICES TO SUPPORT ECONOMIC DEVELOPMENT GOALS

GENERAL

Cities and the county have individualized review processes for approving development projects within their jurisdictions. Both the county and local jurisdictions must take active roles in seeking opportunities for implementing Master Plan recommendations through their development and zoning review processes.

A Master Plan coordinator must be designated in a staff position within each city and appropriate county departments. As a project is circulated through the various departments for review and approvals, the Master Plan coordinator should be included in the review process to ensure implementation of the Master Plan.

The County Department of Public Works typically reviews proposed projects to determine the potential impacts on the flood control system. As part of this process the Department may also assess the opportunities for implementing recommendations for economic development identified in the Master Plan. This responsibility will be assigned to a Master Plan project manager, a County Public Works staff member who will be monitoring the implementation and progress of the Master Plan. The Project Manager will also maintain an updated list of long- and short-term funding sources.

ZONING AND BUILDING REVIEW PROCESS

Individuals and businesses owning property along the river channel could enhance the riverfront in conjunction with the development of river trails. Enhancements could include landscaping, tree planting and lunch areas for employees. Once these facilities are in place, access points can be established to adjacent trails for employee use during lunch or at other hours. Improvements such as these offer benefits to both individuals and businesses and raise property values as well. Local jurisdictions may encourage these types of improvements for riverfront properties through their zoning and building review processes.

ENCOURAGE NEW BUSINESS

Other economic development opportunities relate to the establishment of riverfront commercial and recreational uses. Local jurisdictions should encourage the establishment of restaurants, cafes, refreshment stands, recreational equipment sales and repair shops, nurseries and similar new businesses along the river.





Miles of power utility corridor easements line the river, especially through its middle and southern reaches. To allow economic development on these properties, local jurisdictions may institute policy changes for private easement holders without compromising the easement holders' rules and regulations and without compromising public safety or facility security. For example, commercial nurseries already in existence on utility easements abutting the river could be augmented with other kinds of outdoor business such as weekend farmers' markets, flea markets and bicycle rental shops.

ESTABLISH OR EXPAND THE CONCESSIONAIRE PROGRAM

Concessionaires are recruited and usually bid for the right to provide a wide range of on-site visitor services when a public agency chooses not to operate those services. Typical examples are food services, recreation equipment rentals, lessons and the sale of convenience items. These services enhance the recreational experience of trail and greenway systems and boost local economies as well. The county and individual cities could establish or expand the concessionaire program to include businesses related to river recreation.

EMPLOYMENT OPPORTUNITIES

These new businesses will generate new jobs. Each jurisdiction should make it a policy to seek people from local communities to fill these jobs.

RIVERFRONT DEVELOPMENT STANDARDS WITHIN GENERAL OR SPECIFIC PLANS OR ZONING ORDINANCES

Local jurisdictions in other parts of the country have been proactive in formulating riverfront development standards and design guidelines. If developed and incorporated as part of each city's General Plan, Specific Plan or Zoning Ordinance, guidelines could also be created for the Los Angeles River. The purpose of these standards and guidelines would be to ensure that when development occurs along the Los Angeles River, consideration is given to the benefits and intrinsic economic value the river offers. As such, new developments should be oriented towards this open space corridor, and offer access to existing and future trails and development as a compatible land use.

DEVELOPMENT INCENTIVES

Provide "credits" or other economic incentives (such as landscape credits for parking lots) to landowners and developers who include river-compatible enhancements in their design and construction projects.

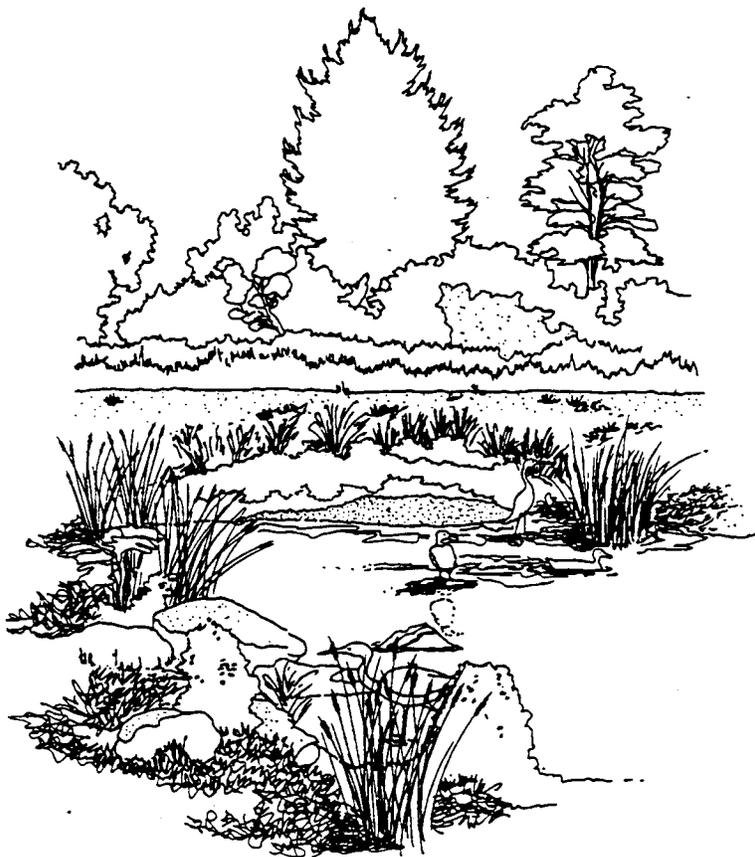


ENVIRONMENTAL QUALITY

The goal and objectives developed by the Advisory Committee for Environmental Quality of the river are:

Preserve, enhance and restore environmental resources in and along the river.

- Improve and create natural plant and animal habitats.
- Increase water conservation efforts and provide for the most beneficial use of river water.
- Improve water quality and cleanliness of river.
- Improve air quality.





A. EXISTING CONDITIONS

The Master Plan builds upon existing studies to develop recommendations for enhancing the environmental quality of the Los Angeles River. The description of the existing conditions is based on information gathered through discussions with the Environmental Quality Subcommittee, review of *The Biota of the Los Angeles River* and numerous site visits. The description outlines habitats (habitat types, vegetation, habitat systems, soil contamination, air quality), water sources and water quality, past practices that affect these environmental qualities and ongoing protection and enhancement efforts along the river.

HABITATS

The most comprehensive description of the river environment, in terms of habitats, can be found in *The Biota of the Los Angeles River*, completed by Kimball Garrett of the Los Angeles County Museum of Natural History in 1993. This study documents the changes observed in the species that have historically occurred in and along the river. The report also provides an overview of plants, mollusks, fish, reptiles and amphibians, mammals and birds, and discusses the habitats in which they exist today.

More than two dozen distinct habitats once existed in the Los Angeles River watershed. Today, only a few remnant native and exotic habitats are found along the lowland reaches of the river. These were described in *The Biota of The Los Angeles River* study as:

Brackish channel water: Occurs where there is unrestricted tidal flows from the mouth of the river north to Anaheim Street. The lack of vegetation below Pacific Coast Highway indicates the presence of salt water where circulation is limited during most of the year.

Wet concrete channel bottom with algal growth: Occurs along the lower river channel, especially between Willow Street and Rosecrans Avenue, where the concrete is covered with a shallow sheet of water; also near the 134 Freeway and downstream of the 110 Freeway. In summer, the warm water supports algal growth on which invertebrates thrive. Shorebirds use this habitat, especially during their fall migration from July to September.





Soft bottom channel with annually flooded riparian growth: Soft bottom areas which are lined with cobble, sediment and boulders allow growth of willows and other riparian vegetation. This habitat occurs in three areas: Willow Street to Pacific Coast Highway; Glendale Narrows from the Burbank/Western Channel confluence (Victory Boulevard) to just above the Arroyo Seco confluence; and in the Sepulveda Flood Control Basin from the dam to above Balboa Boulevard.

River bank: Earthen river banks can be found around the edges of some flood control basins, especially behind Hansen Dam.

Freshwater marsh/cienega: This habitat, which was once common along the river, now occurs only in small areas of the soft bottom channel.

Open freshwater reservoirs: Constructed reservoirs and lakes within the Los Angeles River watershed that offer feeding and resting habitat to migrating birds include Silver Lake, Encino, Los Angeles, Pacoima and Tujunga reservoirs and spreading grounds. These form part of the “habitat system” to which the river belongs.

Floodplain forest: This habitat is characterized by willows and cottonwoods, with dense shrubby undergrowth. Once common along the river, remnants of this habitat now occur only in Whittier Narrows, Sepulveda and Hansen flood control basins.

Valley oak savanna: Once occurred in the western area of the river drainage. Now only disturbed remnants remain near the Chatsworth Reservoir and in Sepulveda Basin.

Alluvial scrub: Occurred on alluvial washes, or bajadas. Big Tujunga Wash contains the only remnant of this habitat.

Urban/suburban: This highly modified habitat type, with mostly exotic tree and shrub species, is typical of the lowland portions of the Los Angeles River. The extensive urbanization of the flood plain and the channelization of the river and its tributaries have provided for the spread of this habitat type. While some native species survive, most native birds and animals do not adapt to this habitat.





Aerial: Animals that eat insects, such as bats, swallows and swifts, are common throughout the Los Angeles River watershed where conditions of vegetation, wind and topography produce ideal conditions for large concentrations of insects, and therefore, the species that feed on them.

The Biota of The Los Angeles River study concludes that four habitat types have experienced the greatest impacts due to urbanization and flood control programs of this century: coastal estuaries; seasonal and permanent freshwater and brackish wetlands; lowland riparian forests and thickets; and alluvial scrub.

Despite the losses of natural areas along the river, wildlife, especially birds, do thrive in the habitats that remain. More than 200 species of birds still feed, nest, or roost along the river. The highest concentrations of birds occur in the “soft bottom” and “wet concrete channel bottom with algal growth” habitats. For a list of species, see *The Biota of the Los Angeles River*.

VEGETATION

In the past, little effort has been made to maintain or enhance plant growth along or in the river. With the channelization of the river, vegetation is cleared from the channel from time to time in order to maintain its water carrying capacity. In general, the edges of the river right-of-way (along the maintenance roads and outside levees), as well as some of the adjacent private land, support only occasional volunteer plants. The “soft bottom” habitats described above are the exceptions to this.

In downtown Los Angeles and through the City of Vernon, railroad tracks lie parallel to the river, often on both sides. Little or no vegetation grows here, and in many areas the soil is contaminated.

In recent years, concerned individuals and community groups have begun to install and tend plantings along the river. (See Aesthetics for a description of these areas.) Public agencies have also begun efforts to protect or increase the amount of vegetation in and along the river in order to screen facilities and develop greenways.





HABITAT SYSTEM

The Environmental Subcommittee emphasized the importance of the Los Angeles River as one of several key regional habitats for wildlife. Migratory and resident birds move along major flyways between the river, nearby Significant Ecological Areas and other sites with surface water (such as Hansen Dam, Sepulveda Basin wildlife area and Pierce College). Together, these sites form a system of habitats critical to the wildlife of the region.

SOIL CONTAMINATION

The soil is often contaminated on riverfront lands that have supported railroads or other industries. Taylor Yard in the Glendale Narrows area provides a case study that may be typical of similar industrial sites.

The Multi-Use Study on the Los Angeles River at Taylor Yard addressed the issue of soil toxicity, and the steps that must be taken to prepare such sites for other uses. After years of use for industry and railroad routing and maintenance, the soil on portions of Taylor Yard contains toxic levels of gasoline, diesel fuel, solvents and industrial waste. Measures needed to bring the land into compliance with standards for industrial and commercial land use include fixation to immobilize hazardous compounds, vacuum extraction to remove toxic vapors, removal of contaminated soil to regulated landfills and capping with clean soil. For water-related land uses (such as recreation or wetlands restoration), the soil would either need to be sealed from ground water movement or excavated and removed from the site.

The rehabilitation for reuse of other contaminated sites along the river may require similar detoxification measures. As another example, low-lying areas adjacent to natural washes were used by local citizens and companies as open dumps prior to channelization of the rivers. Over time, these dumps have been covered, but they are periodically unearthed during construction projects.

AIR QUALITY

The air quality of the southern California region is generally characterized as poor. As with the rest of region, the air quality along the Los Angeles River reflects seasonal and daily changes in climatic conditions and other factors. The regional Air Quality Management Plan does not specifically address the Los Angeles River.





People walking or riding along the river find some areas tainted by the odors of decomposing plant matter, illegally dumped debris, chemical residues in the reclaimed water or vehicle exhaust from adjacent freeways. Beyond these localized occurrences, the air quality is the same as in surrounding areas.

WATER SOURCES

In an average year, about 77% of the total base flow in the river is tertiary-treated effluent from the Tillman and Glendale Treatment Plants. This totals approximately 89 million gallons (274 acre-feet) on an average day. Other sources are industrial discharge, urban runoff and seepage when groundwater rises. Future demand and markets for reclaimed water will result in lower flows available for habitat and other uses.

Water purveyors in the region are currently developing a distribution system for reclaimed water. In some locations, these water lines are close enough to provide a source of irrigation water for future Master Plan projects.

WATER QUALITY

Due to the high proportion of tertiary treated effluent in the flows, the quality of the river water can be relatively good and used for irrigation. At times, pollutants from industrial and urban runoff lower the water quality. Reclaimed water has high nutrient levels that cause algal growth above the normal limits in a natural river.

As required by the Clean Water Act, any discharge of pollutants to waters of the United States from storm water is effectively prohibited, unless the discharge is in compliance with the National Pollutant Discharge Elimination System (NPDES) Permit. In California, these permits are issued through the State Water Resources Control Board and the nine Regional Water Quality Control Boards. In June 1990, the first Municipal NPDES Storm Water Permit was issued jointly to Los Angeles County and 85 cities. The county has been identified as the Principal Permittee (with other cities being co-Permittees). The Los Angeles County Department of Public Works, as the lead agency for the county, has been assigned to coordinate the required Municipal Storm Water Permit activities.





The Regional Board has recently undertaken a watershed approach for water quality protection. This approach will combine the processes of permitting, receiving water assessments and non-point source initiatives into one program in each of six identified watersheds.

Water quality in the river is presently monitored by the Los Angeles County Department of Public Works and the Regional Water Quality Control Board.

IMPACTS OF PAST PRACTICES ON ENVIRONMENTAL QUALITY

The state of the river today reflects land use and flood protection decisions made in the past which placed a low priority on maintaining the river's natural environment. Throughout this century, rapid development has taken place along the river's former flood plain. This development, along with the concurrent development of flood control systems demanded by land owners and government agencies, has eliminated most of the river's natural qualities.

Over the last few decades much of the once-permeable land along the river has been paved. Instead of being absorbed into the soil, rainwater falling on streets, rooftops and driveways now flows quickly into storm drains that discharge into the river channel. Urbanization continues today, and the increasing runoff further alters the river environment and potentially threatens to overwhelm the carrying capacity of storm drainage systems.

For public safety and because of past litigation, management of the river right-of-way since channelization has focused primarily on flood control functions. In a few locations, in cooperation with neighboring communities, efforts have been made to enhance sites to help meet local open space and recreational needs. (Some of these are described below and in the Recreation section.) Other opportunities exist for improving the river environment, many of which are described in this Master Plan.





CURRENT ENVIRONMENTAL PROTECTION AND ENHANCEMENT EFFORTS

- The Los Angeles County Department of Public Works, in cooperation with the Los Angeles River Advisory Committee, the City of Long Beach and the U.S. Army Corps of Engineers, is developing the Dominguez Gap demonstration project. This project will remove exotic plants from Dominguez Gap near Del Amo Boulevard, plant native vegetation and install interpretive signs.
 - Los Angeles County Department of Public Works will study the possibility of removing portions of the concrete channel and widening Tujunga Wash. The river environment would be enhanced through the creation of a natural wildlife habitat.
 - For the last several years hundreds of people have turned out for annual river clean-ups organized by Friends of The Los Angeles River.
 - A citizens' group, NorthEast Trees, has planted a two-mile area of the Los Angeles River and Arroyo Seco with native trees.
 - Wildlife groups are exploring the possibility of designating Sepulveda Flood Control Basin as an urban wildlife refuge.
 - The California Department of Fish and Game is considering the Los Angeles River as a potential site for its Urban Fishing Program. This would involve developing fishery habitat at locations where access can be safely provided and monitored.
 - The Regional Water Quality Control Board, Los Angeles County Department of Public Works and some cities have sponsored the stenciling of storm drain inlets to raise awareness of water quality issues.
 - The California Native Plant Society and other groups carry out habitat enhancement programs in Sepulveda Basin.
 - The Army Corps of Engineers is planning to double the size of the wildlife area in Sepulveda Basin, increasing its size to 225 acres.
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B. RECOMMENDATIONS

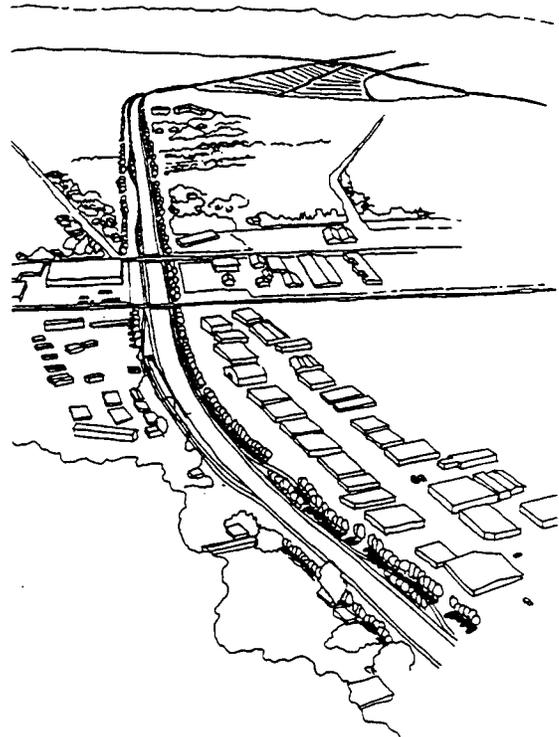
Among the agencies, groups and individuals that have participated in the development of the Master Plan, there is almost unanimous agreement that enhancement of the river environment—for wildlife and for people—is a top priority. A number of recommendations for achieving these objectives are listed below.

• Planting

- **Plant a continuous greenway of trees** for increased cooling, forage and roosting and nesting habitat.
- **Develop guidelines for planting** within the constraints of various sites: limitations on size; type and location for flood control maintenance and access; limitations on size of root systems (on levees, for example); water demand and availability; tree height (shorter trees required in utility easements); types of vegetation cover (must discourage burrowing animals from potentially undermining structural stability of levees); potential for wildlife habitat; and site visibility from trails, homes, roads and freeways.
- **Begin plantings at bridges** and other high-visibility locations such as at trail access points, places where trails intersect with streets and around areas with historical or aesthetic value.
- **Plant at locations cited in the *Biota of The Los Angeles River* study** as having potentially high habitat value, such as spreading basins and areas adjacent to the soft bottom sections of the river.

• Habitat Restoration

- Undertake a program of **riparian and upland habitat restoration** in selected areas.
- Conduct further investigations to **identify appropriate sites for restoration** and/or preservation as recommended in *The Biota of The Los Angeles River* study.



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- Pursue **restoration projects previously identified as high potential**: Dominguez Gap, Sepulveda Basin, Taylor Yard and the estuary. (The almost complete loss of the original wetlands and the altered hydrology of the river make it difficult to know what types of wetlands would most successfully respond to restoration efforts. As a result, wetland restoration will require careful study of several variables, including current flow patterns and future water availability.)
 - Undertake **further studies of the river bird life** as recommended in *The Biota of the Los Angeles River*:
 - a. Monitor sensitive bird species (see *The Biota of The Los Angeles River* study for list)
 - b. Examine options for reestablishing populations of birds which once bred here.
 - c. Study the role of sediment and algal growth in the establishment of shorebird habitat to allow for management of the lower river as this type of habitat in conjunction with its flood control mission.
 - d. Undertake programs to reduce the numbers of brown-headed cowbirds and feral predators such as foxes.

- **Habitat Protection**

- **Protect areas that currently serve as habitat**. Consider ways to protect wildlife in the urban environment.

- **Water Quality and Environmental Education**

- **Initiate water quality and environmental education programs** by developing interpretation sites at Hansen Dam, Dominguez Gap, Pacoima and Tujunga Washes and at other appropriate facilities in urban areas.

- **Air Quality**

- Where appropriate, **plant native tree species**, such as sycamores, which will contribute to cleaner air. (See Recreation section for trail proposals for trip reduction and air quality improvement.)
- 



C. CHANGES IN POLICY AND PRACTICES TO SUPPORT ENHANCEMENT OF ENVIRONMENTAL QUALITY

- The Los Angeles County Department of Public Works and the U.S. Army Corps of Engineers, who are the primary managers of the river right-of-way, should pursue funding for protection and enhancement projects on identified critical sites.
 - Controlling agencies and jurisdictions could assist environmental enhancement efforts by facilitating access to the river, providing funding, in-kind services and technical assistance and by developing design guidelines and encouraging their use.
 - Controlling agencies and jurisdictions could enter into cooperative agreements with organizations such as the Santa Monica Mountains Conservancy and the Trust for Public Land to acquire land and develop and fund projects.
 - Cities could revise Open Space elements of their General Plans to allow and encourage river enhancement projects. To support wetlands restoration along the river, NPDES permittees could use a multi-objective approach when implementing Best Management Practices for urban runoff pollution control.
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FLOOD MANAGEMENT AND WATER CONSERVATION

The goals and objectives developed by the Advisory Committee for flood management and water conservation are:

*Ensure that flood control and public safety needs are met.
Consider storm water management alternatives.*

- Ensure that public safety is primary.
- Ensure that flood control needs are met.
- Seek consensus on land-use decisions.





A. EXISTING CONDITIONS

WATERSHED

The Los Angeles River watershed has a varied terrain consisting of mountains, low lying foothills, valleys and coastal plains. The foothill and mountainous portions of the Los Angeles River watershed comprise 363 square miles or about 43 percent of the 834 square mile watershed, and of this area, 272 square miles are within the boundary of the Angeles National Forest.

Los Angeles and nearby cities are located in a relatively flat alluvial plain, about 30 miles wide, lying on uplift terraces surrounded by mountain ranges. The area is bounded on the north by the Santa Susanna and San Gabriel Mountains whose hillside slopes exceed 68% and stream gradients range up to 3,000 feet per mile (57%). From the outwash fans at the northern edge of this alluvial plain to the tops of the higher peaks there is a difference in elevation of as much as 4,500 feet.

The mountains themselves are formed largely of granitic rock, heavily faulted and deeply weathered, yielding large quantities of rock debris by normal erosional processes. They are among the most erodible mountains in the world. When the characteristic, high intensity local storms occur, the steep canyons of these mountains discharge torrential flows of water and debris upon the suburban and urban areas lying along the mountain front. The intensity of the torrential flows from the mountains, and the damages caused by the debris and boulders which they transport, increase to an astonishing degree whenever the mountain watershed is denuded by forest fires. Damages resulting from these local torrential floods are immense considering the size of the area from which the floods originate.

Prior to development in the valleys and coastal plain, rainfall was readily absorbed by the soil. It collected in existing bodies of water, and debris washed down during storms spread freely across the expansive alluvial plain. The character of the Los Angeles River and Tujunga Wash was like a typical wash of the southwest. Its bottom was wide and rocky and its course, which shifted across the entire plain, changed often. In the early 1900's, development began to encroach into more flood prone areas. Development affects runoff by producing impervious areas, such as parking lots, roads and buildings, which cause increased runoff.





In response to the explosive growth of population and pressure for development, flood protection was demanded by the public. In response, the U.S. Army Corps of Engineers and the county constructed numerous flood control basins, channels and other flood control facilities. Local residents supported this effort through voter approved storm drain bond issue programs in 1952, 1958, 1964, and 1970 for a total of over \$900 million. The County Board of Supervisors approved an additional \$200 million bond issue in 1993. It has been estimated that this flood control system has prevented nearly \$3.6 billion in damages.

The U.S. Army Corps of Engineers operates and maintains five major flood control reservoirs within the Los Angeles River system (Hansen, Lopez, Santa Fe, Sepulveda and Whittier Narrows). The Los Angeles County Department of Public Works operates and maintains 15 dams, about 143 sediment entrapment basins and 29 spreading grounds. Local storm drains and pump stations are maintained by the Department, cities, Caltrans and certain homeowner associations.

LOS ANGELES RIVER AND TUJUNGA WASH

The Los Angeles River forms in the foothills of the Santa Monica Mountains in the western end of the San Fernando Valley at the confluence of Bell Creek and Arroyo Calabasas (per USGS map). From the confluence, the river flows east through the Sepulveda Basin. Tujunga Wash, Pacoima Wash, Burbank Western System and smaller creeks drain the western San Gabriel Mountains and join with the river as it flows through the San Fernando Valley. The portion of Tujunga Wash included in the Master Plan begins at Hansen Dam in the Lake View Terrace area and continues south nine miles to its confluence with the river. The river turns south around the Hollywood Hills and is joined by the Verdugo Wash. The river continues to flow south through the Glendale Narrows and onto the broad coastal plain. The river continues south and is joined by numerous tributaries, including Sycamore Canyon, Arroyo Seco, Rio Hondo Channel and Compton Creek. The Los Angeles River completes its journey in San Pedro Bay at the Long Beach Harbor. It drains 834 square miles along its 51 mile course.

The Los Angeles River flood control channel was built from the late 1930's through the 1950's in a trapezoidal or rectangular configuration to minimize costly right of way acquisition, and much was lined in





concrete to prevent erosion and scour of the loose native soils. The smooth concrete surface was designed to allow flood waters to move quickly and to provide a durable, low maintenance flood protection system.

There are three significant portions of the river, however, that exist in a semi-natural or soft bottom state.

Within Sepulveda Basin 2.4 miles of the river is semi-natural, supporting a wide variety of habitat and wildlife. Six miles of the river from Verdugo Wash southerly through the Glendale Narrows to the Golden State Freeway has a soft bottom. Groundwater rises in this area and although the channel sides are concrete, the bottom was lined with boulders and cobble to allow the groundwater to rise and escape. Additionally, the lower 2.6 miles of the river below the Willow Street drop structure is a soft bottom, inter-tidal estuary. The biological resources of these areas contrast sharply with the concrete lined portions.

Tujunga Wash was also constructed during this time as a reinforced concrete, rectangular channel from Hansen Dam to the confluence with the river. The entire length of the Tujunga Wash Channel, below Hansen Dam, is concrete lined.

There is very little natural flow in the Los Angeles River or Tujunga Wash throughout most of the year. The tertiary treated reclaimed waste water that enlivens the "soft bottom" and other reaches of the Los Angeles River is from the Tillman (City of Los Angeles) and Glendale Water Reclamation Plants. These two facilities currently generate a continual flow of 89 million gallons per day. This water is of a very high quality, though not potable, and provides in an average year approximately 77% of the total base flow in the river. The City of Los Angeles has plans to conserve Tillman's tertiary treated water by pumping and diverting it into the county's Hansen Spreading Grounds.

WATER CONSERVATION

Since 30 to 40 percent of the water used in the county comes from local supplies, water conservation is one of vital activities performed by the Los Angeles County Department of Public Works. The growth of the county, environmental regulations and periodic droughts have seriously taxed our local water supplies. The county's policy is to conserve the maximum amount of winter storm water runoff possible, considering the runoff quantity and quality, capacities of spreading grounds and geologic and groundwater conditions.





The types of water conserved include: *local water*, which is primarily runoff due to rainfall, dam-releases and rising groundwater; *imported water*, which originates outside the county from either northern California or the Colorado River; and *reclaimed water*, which is tertiary-treated effluent produced by reclamation plants. Depending upon the soils and local geologic conditions, the soft bottom channel areas and the spreading grounds located adjacent to river channels can allow for the percolation of water into groundwater basins for pumping in the future. The spreading grounds are located in areas where the underlying soils are permeable, permitting aquifer recharge.

Across five major geographic areas in the county, the Los Angeles County Department of Public Works operates 2,705 acres of spreading grounds suitable for recharging the various aquifers. During the last recorded water year (1994-95) the County conserved over 401,000 acre-feet of storm water runoff, nearly 43,000 acre-feet of imported water and nearly 33,000 acre-feet of reclaimed water.

Groundwater in Los Angeles County is stored in basins underlying five major geographic areas. The Los Angeles River traverses over two of these major areas, San Fernando Valley and Coastal Plain. These areas contain three groundwater basins which underlie the river for its entire length: **San Fernando Main Basin**, **Central Basin** and **West Coast Basin**.

The largest basin in the San Fernando Valley is the **San Fernando Main Basin**. One of its characteristics is that the depth to bedrock decreases towards the southeast. The aquifer thickness at the Glendale Narrows, which is the outlet from the San Fernando Basin to the Central Basin and is bordered by Elysian Park, Taylor Yard and the 110 Freeway, varies between 50 to 200 feet. The river was constructed with a “soft bottom” through this reach to preclude uplift of the invert slab due to rising groundwater in the area. The western portion of the basin is comprised of mostly fine material having a low transmissivity, which is a measure of how easily water moves through an aquifer, while the eastern portion of the basin is comprised mostly of sand and gravel having a relatively high transmissivity.

Within the San Fernando Main Basin the Los Angeles County Department of Public Works owns and operates four spreading grounds: Brandford, Hansen, Lopez and Pacoima in the northern San Fernando





Valley where coarse soils exist, while the City of Los Angeles owns Tujunga and Headworks Spreading Grounds near Griffith Park (the Department operates Tujunga Spreading Grounds for the City of Los Angeles). Only the Headworks Spreading Ground is adjacent to the Los Angeles River. Hansen and Tujunga Spreading Grounds are adjacent to Tujunga Wash. Based on the Los Angeles County Department of Public Works Hydrologic Report for 1994-95, the Department recharged nearly 69,000 acre-feet of local water in San Fernando Main Basin. This water is sufficient to meet the needs of 138,000 average families for a year.

The **West Coast and Central Basins**, which are part of the Coastal Plain, underlie the Los Angeles River from the downtown Los Angeles area to its outlet in Long Beach. Four spreading grounds are used for recharging aquifers within both basins: Rio Hondo, Dominguez Gap, San Gabriel Coastal Basin and San Gabriel River, all owned and operated by the Los Angeles County Department of Public Works. Only Dominguez Gap lies adjacent to the Los Angeles River.

Based on the Department of Public Works' Hydrologic Report for 1994-95, over 101,000 acre-feet of local water, over 21,000 acre-feet of imported water and nearly 33,000 acre-feet of reclaimed water were recharged into the Coastal Plain. The vast majority of this recharging occurred through the Rio Hondo and San Gabriel systems. The portion of the river passing over **West Coast Basin** has minimal potential for recharging due to problems related with soils, geology and seawater intrusion. Three seawater barrier projects also lie within the Coastal Plain: West Coast Basin, Dominguez Gap and Alamitos. These barrier projects create large ridges or mounds of fresh water underground along the coastline by injecting fresh water through a series of injection wells, thus protecting groundwater supplies against seawater intrusion. During 1994-95, over 20,000 acre-feet of water was injected into the groundwater basins.

In the **Central Basin** the production aquifers underlying the river behave as an unconfined system throughout the Los Angeles Forebay area. Geologic features throughout the remainder of the area severely limit the potential where recharge could occur; aquifers are separated from the surface by several clay layers eliminating the impact of surface recharge operations on groundwater supplies. Potential projects to use the river's invert for recharging underground basins have been analyzed. Two factors, besides the necessary geological





conditions, prevent an effective recharge of the river's potential soft bottom. Due to its highly urbanized watersheds, the river produces large runoff flows which peak quickly, then decrease quickly. This short runoff period, usually on the order of a few hours, does not allow time for significant recharge. The second factor involves the steep slope of the river. An extensive number of rubber dams would need to be built approximately 500-feet apart in order to produce "step pools" to hold water and optimize recharge through the bottom of the river.

B. RECOMMENDATIONS

- Develop, where feasible and cost effective, multiple use flood control facilities to:
 - Allow for increased storm water detention/retention.
 - Provide additional recreational facilities.
 - Create wildlife and native riparian habitats.
- Develop a means of information exchange, such as a newsletter, to assist in educating other agencies, cities and the general public on river issues and to provide a means of communication with managers of future project developments.
- Coordinate with existing land owners (school districts, public agencies and others to develop multiple-use facilities and offer other amenities or enhancements (park enhancements, landscaping, fencing, lighting, greenbelt creation, etc.) in exchange for the use of their land.

C. CHANGES IN POLICY AND PRACTICES TO SUPPORT FLOOD MANAGEMENT AND WATER CONSERVATION GOALS

- The Los Angeles County Department of Public Works' planning process will ensure that future flood control projects incorporate the recommendations of the Master Plan such as developing multiple-use facilities and enhancing existing rights-of-way, where appropriate and cost effective.
 - The Los Angeles County Department of Public Works will coordinate with the U.S. Army Corps of Engineers and other agencies to implement water conservation projects.
- 

JURISDICTION AND PUBLIC INVOLVEMENT

The goals and objectives developed by the Advisory Committee for Jurisdiction and Public Involvement are:

Ensure public involvement and coordinate master plan development and implementation among jurisdictions.

- Develop comprehensive planning goals.
 - Integrate public involvement.
- Coordinate Master Plan management.
- Clearly define Master Plan objectives.





A. EXISTING CONDITIONS

JURISDICTIONS

The 51-mile long river lies entirely within Los Angeles County and crosses 13 municipal jurisdictions. Each of these jurisdictions has authority over land directly adjacent to the river. They are responsible for land use decisions and for providing essential services to their residents. Cities adjacent to the Los Angeles River are listed below with approximate miles of riverfront (counting both sides of the river).

MILES OF RIVERFRONT

Bell	6.5
Bell Gardens	1.9 (adjacent to City of Bell riverfront)
Burbank	1.4
Compton	2.1
Cudahy	0.7 (adjacent to City of Bell riverfront)
Glendale	1.1
Long Beach	17.5
Los Angeles	59.5
Lynwood	1.9
Maywood	0.7 (adjacent to City of Bell riverfront)
Paramount	1.6
South Gate	4.6
Vernon	6.7
<u>TOTAL</u>	<u>102.9 miles</u>

The Los Angeles County Department of Public Works and U.S. Army Corps of Engineers are responsible for the operation and maintenance of the river. In addition to the city jurisdictions, several agencies or private entities also have an interest in the river. Some of these include:

- Los Angeles County Board of Supervisors
 - Los Angeles County Department of Parks and Recreation
 - Los Angeles County Mosquito Abatement District
 - Los Angeles County Metropolitan Transportation Authority (MTA)
 - California Department of Transportation (Caltrans)
 - California Department of Fish and Game
- 



California Department of Fish and Game
California Coastal Commission
California Department of Water Resources
California Regional Water Quality Control Board (RWQCB)
Southern California Regional Rail Authority
State Lands Commission
U.S. Environmental Protection Agency (EPA)
Federal Emergency Management Agency (FEMA)
U.S. Fish and Wildlife Service

Outside the flood control right-of-way, the greatest amount of continuous open space adjacent to the river occurs on land held in fee or as easements by railroads and by public utility districts and companies. These include Southern California Edison, Metropolitan Water District, Southern Pacific Transportation Company, Union Pacific Railroad, Santa Fe Railroad and the City of Los Angeles Department of Water and Power. Some other large open areas such as Elysian and Griffith Parks are owned by the City of Los Angeles Department of Recreation and Parks.

Several areas along the river share overlapping easements held by agencies providing different services. For example, the stretch of river between Los Feliz Boulevard and Colorado Boulevard is owned by the City of Los Angeles. The city has granted a flood control easement to the Corps of Engineers (for maintenance of the flood control channel). The Los Angeles County Department of Public Works is the permitting authority for this same reach of the river and those reaches operated and maintained by the Corps. In addition, the City of Los Angeles Department of Water and Power has an easement for the maintenance of their power transmission towers. A goal of the Master Plan is to identify additional multiple uses that could occur in these areas without compromising the public services provided by agencies.

MASTER PLAN PARTICIPATION

The Master Plan process was designed to involve a wide range of participants with an interest in, or responsibility for, the river. The process has included a number of opportunities for participation, as detailed below.





Advisory Committee: The Los Angeles River Advisory Committee has been meeting since September 1992 to oversee the Master Plan development. The committee is comprised of representatives from cities, agencies and citizens' groups with an interest in the river.

Subcommittees: Working with the goals established by the Advisory Committee, subcommittees were created to assist in developing preliminary project and program ideas. These ideas were developed during two workshops in the spring of 1993. Subcommittee members were drawn from community members and agency representatives. They were selected by several means: recommendation by Advisory Committee members, volunteers, representatives from agencies associated with a particular issue and references from people interested in the Master Plan process.

Public workshops: A series of public workshops were held in the fall of 1993 to solicit additional project ideas and to gauge the level of support for the suggestions of the subcommittees. Over 200 people participated in these meetings.

Update Newsletter: A newsletter reporting the progress of the Master Plan has been published semi-annually and distributed to over 400 interested parties.

MASTER PLAN INTENT

The Master Plan has been developed in cooperation with the cities along the river and reflects the intent that these cities will maintain control of redevelopment and other land-use decisions within their jurisdictions. The Master Plan suggests possible land uses and means of implementation, but does not infringe on local jurisdictions' authority or on the rights of private landowners.

The Master Plan was prepared for long-range planning purposes and does not imply a land acquisition commitment. It lists potential funding sources but does not provide funding assurances for projects. This Master Plan provides a framework, with a limited purpose, for jurisdictions to follow. How fully the plan is implemented depends on the interest and commitment of local communities.





B. RECOMMENDATIONS

- Specific project ideas that would facilitate coordination:
 - Develop community coalition to facilitate communication among cities along the river.
 - Distribute a flow chart depicting jurisdictional relationships, land ownership and easements along the river.
 - Develop and support programs that encourage active community participation in the implementation of the Master Plan.
- To share the responsibility of implementing the Master Plan (see Implementation section for a detailed description of each item):
 - Designate and budget for a project manager at the county level.
 - Form an interagency Implementation Team.
 - Establish a Citizens' Advisory Committee.
 - Maintain the Los Angeles River Advisory Committee.
- Use Joint Powers Authorities and Cooperative Agreements to pool resources to address funding, security, maintenance and other issues faced by each jurisdiction. As the river environment is enhanced, public use will increase, resulting in increased costs to adjacent communities. These costs should be shared by all jurisdictions since the benefits will be enjoyed by people throughout the region.

C. CHANGES IN POLICY AND PRACTICES TO SUPPORT JURISDICTION AND PUBLIC INVOLVEMENT GOALS.

- Los Angeles County Department of Public Works will coordinate the review of all projects for potential impacts to Master Plan goals.
 - The Los Angeles County Department of Public Works Master Plan project manager will coordinate implementation among jurisdictions and interested groups and assist in project development. (See Implementation section for discussion.)
 - Each city should, wherever possible, include the Master Plan recommendations in their General Plans and/or Capital Improvement Project lists.
 - Each city should actively participate in the on-going Los Angeles River Advisory Committee.
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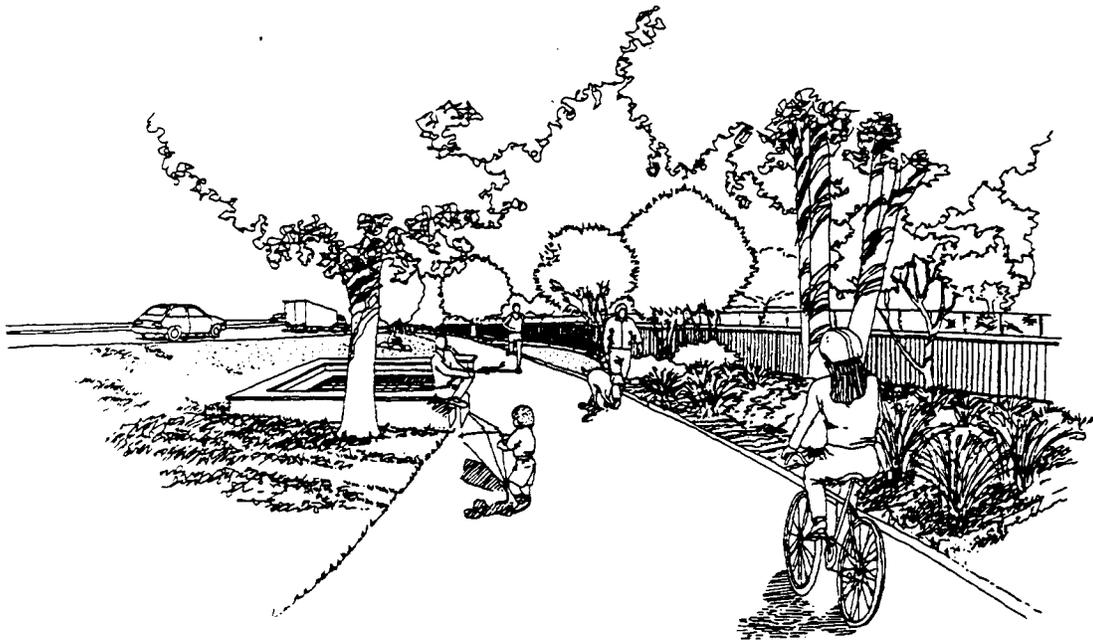
RECREATION

The goals and objectives developed by the Advisory Committee for Recreation are:

Provide a safe environment and a variety of recreational opportunities along the river.

Ensure safe access to and compatibility between the river and other activity centers.

- Secure ongoing and long-term funding for land acquisition, construction and maintenance of additional recreational facilities.
- Provide a network of continuous multi-use trails.
- Ensure access and compatibility between the river and other activity centers.
- Provide for a variety of active and passive recreation opportunities.
- Ensure public safety and security along the river.
- Expand open space.





A. EXISTING CONDITIONS

While development along the Los Angeles River has not been focused towards facilitating or encouraging recreational activities, some recreational features have been added over the years. One of the few areas where recreational use has been encouraged is a 12-mile section on the lower river where the Los Angeles-Rio Hondo (LARIO) Trail system supports cyclists, hikers and equestrians. Along this and other reaches adjacent park lands exist, but typically they are fenced off from the river for safety reasons.

People are typically drawn to the river for recreation and for open space. Along with the developed recreational facilities, a variety of unauthorized recreational uses occur.

QUALITIES OF THE RIVER SETTING

Spaciousness: In its lower reaches, the river is up to 500-feet wide (measured from the top of the levees). This gives people room to step back from the crowded city streets.

Visual contrast: The river provides a visual contrast to the typical urban landscape of streets, cars and buildings.

Natural elements: The river setting provides people the opportunity to experience flowing water, vegetation and birds.

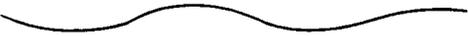
Sound control: In some places, the sound of flowing water can muffle the noise of nearby freeways. In others, the sounds of the city are kept at a distance by the vastness of the open space.

Vistas: Standing on the levee in the lower reach of the river, one can look out over the city, a perspective uncommon on the flat coastal plain. Several vantage points offer views to distant land marks, such as downtown Los Angeles, the San Gabriel Mountains or Palos Verdes Peninsula.

UNPLANNED USES

The qualities listed above draw people to the river despite the lack of support facilities in most areas, and many unauthorized activities take place along the river.





People ignore signs and climb over or through fences to walk, jog or sit along the river.

In some areas, homeless people bathe and find a quiet refuge from the pressures of the city streets. Bird watchers walk the banks to look for species which live in the river environment. During lunch hours, workers from nearby industries play soccer on the wide concrete channel bottom. Downstream, where sediment collects on the wide channel bottom, neighborhood people tend gardens, irrigating them with water scooped from the low flow channel. Children in downtown Los Angeles ride their bicycles on the channel invert because the river edge is lined with railroad tracks.

The number of people using the river and the variety of uses they find there reinforce the river's value as a recreation resource.

EXISTING FACILITIES

The existing recreational facilities adjacent to the Los Angeles River and Tujunga Wash include bicycle, equestrian, and hiking trails, parks and golf courses.

TRAILS

There are approximately 12 miles of trail open to the public along the Los Angeles River. The oldest and longest of these is the LARIO Trail, a 20-mile regional trail system connecting Long Beach and Whittier Narrows Dam in Pico Rivera. From the mouth of the Los Angeles River, the LARIO Trail leads north along the east levee of the river, then northeast along the Rio Hondo Channel to Whittier Narrows Dam. Here it connects with the San Gabriel River Trail which provides a link northward to the mountains. Located atop the levee on the maintenance road, the paved portion of the lower LARIO Trail serves cyclists, hikers and walkers. At the outside base of the levee, an unpaved trail serves equestrians, hikers and walkers. Together these trails provide an important regional recreational connection from the ocean to the San Gabriel Mountains.

On the west side of the river, the upper LARIO Trail begins at the Imperial Highway and continues north to Atlantic Boulevard along the paved maintenance road. This portion of the river does not have an equestrian trail. From Atlantic Boulevard north through downtown Los Angeles and Elysian Park, no cycling or equestrian trails exist, nor are any planned since no maintenance roads exist on either bank. Access along this



reach of the river is further hampered by the presence of active railroad tracks next to the channel walls. Plans are underway by the City of Los Angeles to construct a six-mile bike path along the west bank of the river from Barclay Street north of Elysian Park to Riverside Drive in Griffith Park.



In the Griffith Park area, several private equestrian stables, including the City of Los Angeles' Equestrian Center, operate adjacent to the river. Some riders use a two-mile segment of the maintenance road north of Los Feliz Boulevard and, during summer months, make low-water river crossings to reach the equestrian trails in Griffith Park. On the east side, earthen ramps provide access to the bottom of the river and a tunnel leads from the opposite side under the I-5 Freeway to Griffith Park. A masonry sound wall was installed by the City of Los Angeles along the approach to the tunnel to shield horses from freeway noise.

In some locations, small sections of trail have been created and are used by surrounding communities. Along Tujunga Wash, a quarter-mile-long trail and greenway was developed at L.A. Valley College which serves as a jogging and walking path. Another example is "Ernie's Walk" located in the San Fernando Valley. As part of the County's "Adopt a Channel" project, a local resident adopted a portion of the channel's maintenance road and planted trees, shrubs and flowers. This trail serves the community as a retreat and a pleasant walk along the Los Angeles River.

In addition to the trails described above, the flood control maintenance roads, although fenced off for safety reasons, are often used as de-facto trails in all communities along the Los Angeles River.

OTHER FACILITIES

There are approximately 16 parks and 4 golf courses immediately adjacent to the Los Angeles River and Tujunga Wash which lack safe access to the river. Limited access and recreational opportunities, especially in the downtown Los Angeles area, were among the key concerns documented in public workshops.



NEED FOR RECREATION

Los Angeles County lacks sufficient parklands and open space for its population of more than nine million. Based on the accepted formula for determining the amount of regional parkland needed in a city (6 acres per 1,000 people), the county falls 13,296 (20.8 sq. mi.) acres short.

Only 4% of the land within the City of Los Angeles is devoted to public open space and parks. This is the lowest of any urban center in the nation. The need for recreational amenities in Los Angeles was documented most recently in a survey sponsored by Rebuild L.A. More than 77% of the residents in the areas most affected by the 1992 civil unrest see parks, recreation and adult sports programs as “absolutely critical” or “important” needs in their communities. The perceived need ranks second only to youth services.

The passage of Proposition A in 1993 confirmed the need and desire of Los Angeles County residents for more parks and open space. The bond measure, which passed with a 64% majority, generates funds for developing safe neighborhood parks, gang prevention, tree planting, senior and youth recreation, beaches and wildlife protection.

Specific recreational needs along the river were identified in meetings with the Advisory Committee, the Recreation Subcommittee, public workshops and community members:

- The need for a variety of recreational uses along the river by adjacent communities.
- The need for a continuous trail system along the entire river.
- The need for adjacent property owners to be informed of and protected from potential hazards associated with increased recreational activities along the river.
- The need for a safety patrol system serving the entire Los Angeles River and Tujunga Wash.

OTHER PLANNING EFFORTS

Further evidence of the need for recreational amenities can be seen by the many planned and on-going projects. Projects which relate directly to the Los Angeles River include:

- The Los Angeles River Greenway (Griffith Park to El Pueblo State Park) by the Santa Monica Mountains Conservancy and the Mountains Recreation and Conservation Authority.
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- City of Los Angeles Bikeway
 - U.S. Army Corps Bikeway
 - The Los Angeles River Greenway (Riverside Drive to Los Feliz Boulevard) by the City of Los Angeles.
 - L.A. Greenways Plan by the City of Los Angeles Department of Environmental Affairs.
 - Juan Bautista de Anza National Historic Trail, planned by the National Park Service.
 - Los Angeles River bike path by the City of Los Angeles.

(These projects are identified as “Other Projects” in the Reach Characteristics Section.)

The Master Plan will contribute to the coordination of these efforts, enabling them to be more efficient in addressing community and regional recreational needs as expressed by the Advisory Committee, the subcommittees and public workshop participants.

MAINTENANCE

Currently the LARIO Trail is maintained by the Los Angeles County Departments of Public Works or Parks and Recreation. Parks or other lands outside the right-of-way are maintained by private parties and adjacent jurisdictions.

SAFETY MEASURES

The Los Angeles County Department of Public Works addresses safety issues through various means, including: fencing the right-of-way, signs, educational videos, call boxes and a permitting process to monitor special uses and public events in the river. The County Lifeguards and the City of Los Angeles’ Fire Department have Swift Water Rescue Teams on call for emergencies.





B. RECOMMENDATIONS

- **Regional Trail System**

- Create a regional greenway and trail system that will link existing trails and enhance potential trail opportunities. A continuous trail would connect the San Gabriel Mountains north of Hansen Dam to the ocean at Long Beach. An effective regional trail system would encourage increased trail use and promote the development of other recreational uses adjacent to the river.
- All future bike trails must be designed to the State of California Department of Transportation (Caltrans) standards, in compliance with Sections 2374 and 2376 of the Street and Highways Code. Whenever possible, bike and equestrian trails should be kept separated. Where possible, walkways should be provided adjacent to the bike trail, particularly in areas of heavy pedestrian use.
- As projects are constructed, secure funding for maintenance and safety purposes.
- As trails are developed and improved, provide safe and well-defined access to adjacent parks and other community facilities.

- **Develop Interpretive Sites**

Develop a series of interpretation sites, which could be either in buildings or on open space. Each would offer a unique experience. And each would focus on a topic specific to its location, highlighting a particular subject such as history, culture, environment, river engineering, water conservation, or industrial development. (For a detailed description see Aesthetics section.)

- **Vista Points at Bridges**

Provide pedestrian vista points at all bridges over the Los Angeles River. Include interpretive signs where feasible.

- **Adjacent Facilities**

- Encourage development of vacant land adjacent to the river into park and recreational facilities, especially in high-need areas.
 - Provide connections to the river from nearby (within one mile) parks, schools, workplaces and public gathering locations.
- 



C. CHANGES IN POLICY AND PRACTICES TO SUPPORT RECREATION GOALS

- Cities should include the river in the open space elements of their general plans. Here they can specify the types of recreational uses appropriate for their communities. Cities can also connect their city bike and equestrian trails to the Los Angeles River Trail.
 - All affected cities could require that new development incorporate and dedicate portions of trail along the Los Angeles River within the facility design. They could also require that safe trail access is included in their development plans.
 - Agencies should coordinate their efforts by forming Agreements or Memoranda of Understanding for development, maintenance and acquisition of recreational facilities. For example, pooling resources to create a river patrol could be a cost-effective way to manage river security.
 - Additional safety programs could warn people recreating near the river of rising water levels through patrols, additional lighting, sirens and warning signs. Additional recreation and aesthetics provided in utility easements will also require strict public safety programs.
 - U.S. Army Corps of Engineers and the Los Angeles County Department of Public Works should look at cost-effective ways to allow more public access to the river while maintaining necessary safety standards.
- 

IV. MASTER PLAN IMPLEMENTATION

This section discusses ways in which cities, agencies and groups can support and encourage the implementation of the Master Plan recommendations. Sample language is provided which the cities can adapt for their local planning documents. Some cities may wish to amend their General Plans to incorporate the Master Plan.

Sample Resolutions of Support are also included at the end of the section.

It is proposed that an Implementation Team and a Citizens' Advisory Committee, along with a project manager from the Los Angeles County Department of Public Works work together to implement Master Plan recommendations. The Los Angeles River Advisory Committee would continue to function in a review and information-sharing capacity. Full implementation of the Master Plan recommendations will entail many years of coordination among agencies, cities and community groups. The Advisory Committee recognizes that there will be a need to modify and update parts of the document over time. The Master Plan's greatest value is in providing a vision for the river's future.

This section also suggests ways of addressing issues raised during the planning process; describes successful methods for interagency coordination; and summarizes the selection of four demonstration projects proposed by the Advisory Committee to illustrate their vision for the river.





RESOLVING ISSUES

The following list of suggested measures for managing various issues has been created by drawing on information gathered in Advisory Committee meetings and public workshops, as well as the experiences of those working on other river projects.

ISSUE: SAFETY

The safety of people using facilities along the river is a primary concern for those involved in the Master Plan. Following is a list of specific recommendations to help ensure public safety.

TRAIL CONDITIONS

- In all new facilities, include safety conscious design features such as: non-slip surfacing, speed controls, lighting where necessary, caution signs and others as needed.
- Provide for a basic standard of maintenance and care: sweeping, pavement repair, weed control and drainage structures.
- Train trail users to be alert to potential hazards. Provide demonstration training areas next to the river.
- Additional aesthetic and recreational uses provided in utility easements will require strict public safety programs and must be constructed so as not to compromise the easement holder's rules and regulations.

FLOOD WATERS

- Organize public education and training on river safety to correspond to allowable recreational activities.
 - Post warning signs on all bridges and access points.
 - Install safety fencing and railings where public use areas are near the river.
 - Continue to close the river trail during storms. Patrol the trail during storms to enforce closures.
 - Develop an appropriate warning system, such as sirens and lights, to alert users to rising water. Publicize planned water releases (e.g. along with the weather forecasts on the nightly local television news).
 - Develop rescue systems.
- 



WATER QUALITY

- Post warning signs at each river access point.
- Involve the public in monitoring water quality and publicize the results.
- Develop coordinated NPDES programs to improve quality of water reaching the river.

ISSUE: SECURITY AND LAW ENFORCEMENT

Concerns have been expressed about the need to protect trail users from attack, prevent trespass into adjacent private property and to protect facilities against vandalism. The following list details some measures that have been effective in other cities:

PATROLS

- Many cities include urban trails in their regular police patrols.
- Some communities enlist citizen patrols, often among organized cycling and equestrian groups.
- Youth employment programs could organize River Rangers to ride the trail and monitor activities while doing maintenance.

CRIME WATCH PROGRAM

- Organize “Los Angeles River Crime Watch” programs in neighborhoods with concerns about law enforcement.

DESIGN OF FACILITIES

- Build trails and trail heads that allow access and passage by patrol vehicles.
- Landscape with trees and low ground-cover plants that make the trail visible from surrounding areas without creating places where people can hide.
- Where the width of easement permits, leave a buffer zone between trails and private property. Install thorny plants as barriers which will keep people on the trails and which comply with the rules and regulations of easement holders.

TELEPHONES AND LIGHTING

- Provide emergency telephones at regular intervals along the trail.
 - Install lighting where necessary, such as in bridge underpasses.
 - Consider the use of video monitoring systems in isolated locations.
- 



PUBLIC RELATIONS

- Publicize the river to increase use of the recreation facilities.
- Hold special events to encourage trail use. (High-volume use of trails and facilities will reduce security concerns.)

ISSUE: MAINTAINING FLOOD PROTECTION

Another primary concern for many Advisory Committee members, especially those below the confluence of the Rio Hondo, is the clear need to maintain the flood protection capability of the river. All project proposals should be reviewed for potential positive or negative affects on the river's flood capacity. (Increasing this capacity is also a key issue and is being addressed in separate studies. The County Department of Public Works and the U.S. Army Corps of Engineers are addressing this issue, see appendix H for a listing of other studies.

ISSUE: WILDLIFE HABITAT

The potential exists for enhancing the remnant habitats along the river through the restoration of historic wetlands and the use of native plants wherever possible. All project proposals should be reviewed for potential positive or negative impacts on the wildlife habitat along the river.

ISSUE: MAINTENANCE

Interagency agreements for the sharing of maintenance responsibilities along the river may be necessary. Other measures to promote adequate maintenance of facilities along the river could include expansion of the Adopt-a-Reach program and organization of a program similar to the River Rangers youth program.

ISSUE: PROPERTY OWNERSHIP AND ACQUISITION

Private property rights will be respected as the Master Plan is implemented.

ISSUE: FUNDING

Implementation of the Master Plan will entail costs for construction, maintenance, patrolling, and educational and safety programs.

Sources of funding for these activities are listed in Appendix E. Other sources of funding could include landscape and lighting assessment districts, development agreements, Quimby funds, Community



Development Block Grants, etc. Revenue-generating uses of the riverfront, such as special events, commercial recreation development, bicycle rentals and other businesses, might also be considered.

Also for consideration is the concept of sharing costs among agencies and jurisdictions. Cost sharing would even out the responsibility beyond just those cities directly adjacent to the river.

Multi-purpose projects would enable funding to be combined from various sources including water quality, transportation, flood control, wetlands restoration, redevelopment, housing and private development projects (development agreements, conditional use permits, mitigation and mitigation banking).

COORDINATION AMONG JURISDICTIONS

Implementation of many of the Master Plan's recommendations will require coordination between multiple jurisdictions. At the same time, the developers of the plan are aware of, and sympathetic to, the need of the individual communities to maintain local control over land use and redevelopment decisions.

The Master Plan will not propose any measures that supersede the autonomy of local jurisdictions. But

many of the recommendations in the plan, if the cities choose to implement them, will require coordination between two or more jurisdictions.



SITUATIONS THAT WILL REQUIRE COORDINATION

RIVER TRAIL ACCESS

A community would like to build a trail access from their city street or park across a utility easement to a trail on county land. Agency contacts and requirements must be developed for such projects.



MULTIPLE USE FACILITY

A city would like to develop a multiple-use facility, such as an urban runoff detention basin and park adjacent to county land. Questions regarding water quality, facility design, financing and maintenance must be addressed.

UTILITY EASEMENT

The county or a city would like to develop a project (detention basin, multiple use facility, park, commercial recreation center or landscape improvements) on a utility easement next to the river.

A contact person must be identified, constraints analyzed and the project must be reviewed in terms of its consistency with other plans.

MULTIPLE JURISDICTIONS

A volunteer group wants to donate their time to plant trees along ten miles of river front. This stretch includes seven jurisdictions: the county and six cities. The project will require coordination of interagency agreements for maintenance and other issues.

RIVERFRONT SECURITY

A community redevelopment housing project next to the river includes a riverfront recreation facility and the city wants to work with the county to develop a security system that will prevent non-residents from entering the project from the river trail.

SHARED COSTS

In the future, the river trail will get heavy use by residents from cities all over the county. On weekends, people in Bell Gardens and Cudahy could ride down to Long Beach or up to Griffith Park; people in Studio City could ride down to the Pueblo State Historic Park in downtown Los Angeles. During the week, workers in Vernon could ride home to Lynwood or downtown Los Angeles. All cities will benefit from the trail, but all need to share in the cost of maintenance.





OTHER COORDINATION ISSUES

There are also a number of other issues which will require coordination between jurisdictions. These include: the use and design requirements of the landowner or easement holder; design compatibility between jurisdictions; funding; construction contract management; operations and maintenance; and the determination of who has responsibility for liability, security and law enforcement on and around various sites.

TOOLS TO FACILITATE COORDINATION

Several entities on the Advisory Committee are already working in partnership with other agencies and groups to accomplish shared goals. Similar cooperative partnerships could be formed to undertake other river-related projects and programs. Some of the mechanisms available for cooperative efforts include:

COOPERATIVE AGREEMENT

A clearly defined, written arrangement between two or more parties that allows some specific action to be taken. A cooperative agreement is not binding and can be terminated by either party at any time with proper notification.

JOINT POWERS AGREEMENT

An agreement between two or more public agencies which enables them to combine their resources (whether from the general fund or special grants) to accomplish a common goal.

LAND DONATION

Donation of all or partial interest in a property to an agency for a specific use. Possible tax benefits to the donor. This permits public use or protection of a property without the cost of acquisition.

LAND TRUST

A nonprofit organization established to preserve land by acquiring and holding it for later sale or transfer to a public agency. As private entities, land trusts have some advantages over public agencies: they may be able to establish more cooperative relationships with private landowners and they can





respond more quickly to land acquisition opportunities. The Trust for Public Land is an example of a land trust active in Los Angeles River projects.

LETTER OF AGREEMENT

Expresses an agency's intent to participate in and contribute resources to a project.

MANAGEMENT OR OPERATING AGREEMENTS

A temporary binding agreement between an agency and landowner (private or public) that specifies how a particular parcel of land will be managed for the duration of the agreement.

MEMORANDUM OF AGREEMENT

An agreement between two or more public agencies which involves a transfer of funds for a specific purpose.

MEMORANDUM OF UNDERSTANDING

An agreement between two or more public agencies which does not involve the transfer of funds, but which specifies roles and responsibilities in carrying out an agreed upon project or program.

MITIGATION BANKING

Allows the environmental impacts of a development project to be mitigated at another location.

NPDES PERMITTING

The Regional Water Quality Control Board has recently revised the NPDES (National Pollutant Discharge Elimination System) permitting process. Instead of issuing permits by jurisdiction, they will be issued on a watershed basis. The Advisory Committee discussed the idea that cities could accomplish more by combining water quality improvement projects with other site improvements along the river. It was also suggested that perhaps these efforts (including funding) could be coordinated by some type of watershed management entity.





TASK FORCE

A group convened, usually by an overseeing entity or entities, for a limited time to address a specific need.

PUBLIC-PRIVATE PARTNERSHIPS

UTILITIES

Acquisition, development and management of a proposed trail or greenway may be facilitated through a joint venture with utility companies. Project advocates will need to consider the private company's concerns regarding liability, security of facilities and access for maintenance. Utility companies may gain public relations benefits for their involvement.

RAILROADS

Each year approximately 4,000 miles of railroad line are abandoned. As of 1993, over 6,000 miles of rail corridors had been converted to multi-purpose trails for public enjoyment. A 1983 amendment to the National Trails Act allows for "rail banking," whereby railroad companies can retain rights-of-way for future transportation use, while transferring the corridor to a local government or nonprofit organization for use as a trail.

DEMONSTRATION PROJECTS

Four demonstration projects were proposed by the Advisory Committee for immediate implementation.

Constructing any or all of these projects will contribute to implementation of the overall Master Plan by:

- Taking a first step toward improving the river environment, and showing that it is possible.
- Revealing potential problems that may be encountered in future projects, and providing an opportunity to begin developing solutions.
- Reinforcing the contributions of those who have spent time developing the project ideas and the Master Plan, and encouraging them to continue working to implement additional projects.





The Advisory Committee began the selection process by developing a list of potential projects. These were then ranked by the following criteria:

- Site availability
- Availability of funding
- Community support
- How many of the Master Plan goals the project would meet
- Whether or not the project could be implemented within two years
- Whether the jurisdiction was willing to maintain the project after completion

The following demonstration projects were selected:

- Tujunga Wash/Hansen Dam Interpretive site.
- Los Feliz River Walk
- Dominguez Gap Environmental Enhancement
- Wrigley Greenbelt Trail Enhancement

The entire selection process and list of preliminary project ideas are described in Appendix D, Demonstration Projects.

GENERAL PLAN LANGUAGE

A city may choose to move toward implementation of the master plan recommendations by revising their General Plan. This can be done in several ways:

1. INCLUDE THE ENTIRE MASTER PLAN BY REFERENCE

Suggested objective or policy to be incorporated into the city's general plan:

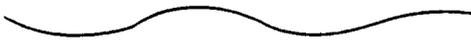
The City encourages the implementation of the goals and recommendations of the Los Angeles River Master Plan as adopted by the Los Angeles County Board of Supervisors on _____ (date).

2. AS SPECIFIC POLICIES AND OBJECTIVES

EXAMPLE FROM THE CITY OF LOS ANGELES GENERAL PLAN FRAMEWORK:

The City's open space policies seek to resolve the following issues:





3. *The Los Angeles River presents numerous opportunities for enhancing the City's open space network.*

Since the Los Angeles River and its tributaries pass through much of the City, they could become the "spine" of the Citywide Greenways Network. Where appropriate, these waterways could be developed as places for outdoor recreation and become amenities in the communities through which they pass.

Policy 6.2.1: Establish where feasible, the linear open space system represented in the Citywide Greenways Network map, to provide additional open space for active and passive recreational uses and to connect adjoining neighborhoods to one another and to regional open space resources.

a. The regional component of the network is composed of the beaches, the mountains and the Los Angeles River system - the three most continuous natural features of the urban region and thus the primary elements of the network; river tributaries, arroyos and washes that take storm water to the ocean; rail lines and utility corridors, as appropriate and without compromising public safety or facility security, that may serve multiple purposes to become connectors to the beaches and the river and link adjacent districts to each other through the network; and all regional parks made accessible from the network. While considering open space improvement of the River and drainages, their primary purpose for flood control shall be considered.

EXAMPLE FROM THE CITY OF CUDAHY GENERAL PLAN, OPEN SPACE AND RECREATION ELEMENT:

Goal 2: Parks and recreational facilities provide areas for leisure, enjoyment and well-being. Cudahy's resident population provides a challenge in meeting the different needs of various age groups and interests. Continued provision of parks and recreational opportunities will enhance the quality of life for residents and create a better living environment.

Policy 2.3 Participate with the County of Los Angeles in the planning of regional parks and recreation facilities to serve City residents.

Policy 2.9 Promote the use of hiking and bicycle trails along the Los Angeles River.





THE FOLLOWING EXAMPLE FROM THE CITY OF SAN BERNARDINO GENERAL PLAN RELATES TO THE SANTA ANA RIVER, BUT MANY OF THE ISSUES THERE ARE SIMILAR TO THOSE ALONG THE LOS ANGELES RIVER:

Work with the United States Army Corps of Engineers, County Flood Control and the City's Public Works Department to provide for the recreational use of the Santa Ana River, Cajon Creek, Lytle Creek, canyon drainages, and/or storm water detention channels. These should provide for low intensity use, such as hiking and equestrian trails, nature observation, and picnicking. Other more intensive uses, such as golf courses and athletic fields, shall be considered for the appropriateness according to public safety and environmental habitat preservation. Recreational uses in these areas shall be designed to provide for flood control needs as their primary purpose and be capable for easy restoration subsequent to drainage and floods.

3. COMMUNITY PLANS

Recognizing the river's potential, some communities have already included the river in their Community Plans sections calling for recreational development. The following are examples from several districts within the City of Los Angeles.

NORTH-EAST LOS ANGELES DISTRICT PLAN:

Recreation, Parks and Open Space: ...The City should provide facilities for specialized recreational needs within the District, with consideration given to using existing public lands such as flood control channels, utility easements, Department of Water and Power property, etc. These recreational needs include equestrian facilities, hiking trails, bicycle trails and others.

Specifically, equestrian trails should be provided to link equestrian facilities in the Griffith Park area with the park system along the Arroyo Seco....A program of phased right-of-way acquisition should be started, utilizing Federal funds, if available. Maximum use should be made of vacated railroad rights-of-way and the banks of the Arroyo Seco flood control channel.

RESEDA-WEST VAN NUYS DISTRICT PLAN:

Recreation: ...In addition, the Plan proposes utilization of flood control channels and power line rights-of-way for recreational or open space purposes. The Plan map indicates a linear park and open space corridor as a connecting link between Cleveland High School, Reseda Park, and the Sepulveda Recreation Basin. This might be an excellent location for a bicycle trail. Equestrian trails should be developed along flood control channels where feasible.





HOLLYWOOD COMMUNITY PLAN:

Recreation, Parks and Open Space: ...The plan encourages creation of the Los Angeles River Greenbelt corridor which would be integrated with existing and proposed parks, bicycle paths, equestrian trails, and scenic routes.

SUN VALLEY PLAN:

Parks and Recreation: ...Power line and flood control rights-of-way are proposed for recreational facilities and/or open space purposes....The Los Angeles County-owned spreading grounds should also be utilized for recreational purposes.

VAN NUYS-NORTH SHERMAN OAKS PLAN:

Local Parks and Recreation: ...The utilization of flood control and railroad rights-of-way for open space purposes and/or hiking, bicycle and equestrian trails, is proposed where appropriate. The Tujunga Wash and the Pacoima Wash Flood Control Channels are designated as "Other Open Space — Publicly Controlled Rights-of-Way," consistent with the adopted Open Space Plan.

Public Improvements/Recreation, Parks and Open Space: Consideration should be given to:
2. Improvement of land adjoining the Tujunga Wash Flood Control Channel for recreational uses.

Other Public Facilities: ...Existing flood control improvement programs should be continued, especially in the Pacoima Wash area. Where possible, flood control rights-of-way should be landscaped and used for bicycle, hiking and equestrian trails.

RESOLUTIONS OF SUPPORT

Organizations, cities and other agencies can support the Master Plan by enacting resolutions similar to the ones at the end of this section.

IMPLEMENTATION GROUPS

The Advisory Committee has proposed the following measures to help ensure interagency coordination while implementing elements of the Master Plan.





1. DESIGNATE A PROJECT MANAGER

The Los Angeles County Department of Public Works would designate a Project Manager on staff to coordinate river projects both within the department and with outside agencies and citizen groups.

The Project Manager will:

- Coordinate the activities of the Implementation Team, the Citizens' Advisory Committee and the Los Angeles River Advisory Committee.
- Track projects within the department.
- Represent the department in joint projects with other jurisdictions.
- Ensure that all future or proposed commercial and industrial projects that might potentially discharge to the Los Angeles River be subject to the California Regional Water Quality Control Board (CRWQCB) review and clearance for a National Pollutant Discharge Elimination System (NPDES) permit.
- Ensure that all future project proposals are reviewed from the point of view of the Master Plan goals and make recommendations to enhance the realization of those goals.

2. FORM AN IMPLEMENTATION TEAM

The Project Manager will be assisted by an Implementation Team (currently the Implementation Subcommittee) which would coordinate among jurisdictions to implement the recommended projects.

Representatives of the following entities have participated in planning meetings of the Implementation Team:

- City of Bell Gardens
 - City of Burbank
 - City of Glendale
 - City of Long Beach
 - City of Los Angeles
Bureau of Engineering
Department of Recreation and Parks
 - City of Paramount
 - California Department of Transportation
 - Mountains Recreation and Conservation Authority
(Santa Monica Mountains Conservancy)
 - UnPAVE L.A.
 - Regional Water Quality Control Board
 - Southern California Edison
 - Metropolitan Water District
- 



The team is open to any entity interested in implementing the Master Plan.

The team will:

- Schedule and facilitate project planning meetings.
- Secure public support and involvement in project development through workshops and other means.
- Resolve planning and design issues.
- Draft interagency agreements.
- Obtain funding.

3. ESTABLISH A CITIZENS' ADVISORY COMMITTEE

The Project Manager and the Implementation Team will organize a Citizens' Advisory Committee (CAC) to assist with project development at the community level. The CAC will also contribute to building public support for river enhancement; assist with safety education; and, during the development of river projects, work on issues such as maintenance, safety and security.

4. CONTINUE THE LOS ANGELES RIVER ADVISORY COMMITTEE

Each jurisdiction would maintain a designated contact person for participation on the Los Angeles River Advisory Committee. The committee would meet twice a year to review the implementation progress and to share information on funding cycles. The committee will serve as a mechanism for the exchange of ideas among jurisdictions and other interested groups. The committee would also provide support for project implementation.



SAMPLE RESOLUTION OF SUPPORT

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF _____ RELATING TO THE AMENDMENT OF THE GENERAL PLAN

WHEREAS, Article 6, of Chapter 3 of Division 1 of Title 7 of the Government Code of the State of California (commencing with Section 65350) provides for amendments to City General Plans; and

WHEREAS, the Los Angeles River Master Plan is a result of renewed citizen interest in the River as a natural asset for the entire Los Angeles basin; and

WHEREAS, development and implementation of the Los Angeles River Master Plan will ensure the continued maintenance of the channel for flood protection and, at the same time, encourage opportunities for aesthetic, recreational and environmental enhancements adjacent to the channel; and

WHEREAS, the adopted Master Plan is consistent with and furthers the goals and policies of the City's General Plan; and

WHEREAS, the Los Angeles River Master Plan Advisory Committee was formed and assisted in the formulation of the Los Angeles River Master Plan; and

WHEREAS, the development of the Los Angeles River Master Plan and the recommendations contained therein were subjected to extensive City and public review and comment, including several community meetings; and

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of _____:

Adopt an amendment to the General Plan reflecting the Los Angeles River Master Plan findings and recommendations pertaining to the City of _____.

I hereby certify that the foregoing resolution was adopted by a majority of the voting members of the City Council of the City of _____ on _____, 1996.



SAMPLE RESOLUTION OF SUPPORT

**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF _____
(NAME OF AGENCY OR GROUP)
DECLARING ITS SUPPORT FOR
THE LOS ANGELES RIVER MASTER PLAN**

WHEREAS, the Los Angeles County Board of Supervisors requested the preparation of the Los Angeles River Master Plan; and

WHEREAS, the proposed Los Angeles River Master Plan facilitates the enhancement of the River and brings together the various community interests and governmental agencies to coordinate the planning, financing, and implementation efforts; and

WHEREAS, the proposed Los Angeles River Master Plan will encourage opportunities for aesthetic, recreational and environmental enhancements adjacent to the channel and, at the same time, ensure the continued maintenance of the channel for flood protection; and

WHEREAS, the (City, agency or group) has participated on the Los Angeles River Master Plan Advisory Committee and assisted in the formulation of the various recommendations contained in the Master Plan; and

WHEREAS, the development of the Los Angeles River Master Plan was subjected to extensive City and public review and comment, including several community meetings; and

WHEREAS, there is a need in the (City or region) for quality open space and recreational facilities for the City's residents; and

WHEREAS, the adopted (City's General Plan) contains goals and policies intended to improve opportunities for a variety of outdoor recreational experiences including parks, bikeways, riding and hiking trails, access to coastal recreation areas, etc.; and

WHEREAS, the adoption of the Los Angeles River Master Plan will enable the County of Los Angeles to better address the recreational needs of county residents on a comprehensive, regional basis.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of _____:

1. Declares its support for Los Angeles County's Los Angeles River Master Plan; and
2. Urges the County Board of Supervisors to adopt the Los Angeles River Master Plan.

The foregoing resolution was adopted on _____ by the City Council of the City of _____, State of California.



V. MAPPING COMPONENT

This section contains maps of the entire 51-mile length of the Los Angeles River and the 9-mile length of Tujunga Wash identifying open spaces, existing facilities and recommended enhancements. The improvements shown were developed and recommended by Advisory Committee members based on input gathered from the community during public workshops.

The section divides the river into a series of reaches beginning at the river mouth in Long Beach, continuing upstream through the mid-cities, downtown Los Angeles, Glendale Narrows and ending at the San Fernando Valley and Tujunga Wash areas.

Each reach includes a description of that reach, a summary of issues, recommendations for cities within the reach and an “Other Projects” list.

(“Other Projects” are improvements previously planned by other entities and are identified numerically on the maps.) Finally, a map icon legend is provided for identifying existing facilities and recommended improvements.



REACH 1: SOUTHERN CITIES

LONG BEACH 105-119
CARSON 115





REACH 1: SOUTHERN CITIES

This nine-mile reach, from Atlantic Avenue to the ocean, includes the cities of Carson and Long Beach. For the entire reach the river is a trapezoidal concrete channel defined by earthen levees that rise above the surrounding landscape. From Willow Street south, the river is soft bottomed with areas of riparian vegetation. Both the east and west levees have maintenance roads but only the east embankment provides continuous access by ramping under bridges. The 710 Freeway parallels the river on the west, separating adjacent neighborhoods from the river along this entire reach.

Land use here varies from residential to light industrial. The strip of vacant land between the freeway and the river supports commercial nurseries and storage facilities. The Los Angeles County Department of Public Works, Caltrans and local cities operate numerous pump stations that collect and pump local urban runoff into the river. Some runoff is collected in the Dominguez Gap Spreading Grounds, located on the east bank south of Del Amo Boulevard.

Recreational use, both planned and unplanned, is common in this reach. The LARIO Trail continues along the east side of the river with continuous access provided below each street bridge crossing. Several parks have been developed adjacent to the river on the east, some of which provide access to the river trail. People use the western levee for recreation although there is no official trail there. People also plant informal gardens on the adjacent open lands as well as in the river bottom sediments.

This reach supports some of the most abundant bird life found on the Los Angeles River. Roosting and feeding habitat is provided by the parks, spreading grounds, utility easements and vacant land adjacent to the river. Many species of birds also feed in the concrete channel, where algae grows in the warm, shallow water, and in the estuary south of Willow Street.



CITY OF LONG BEACH

POPULATION (1994): 436,800; LAND AREA: 49.72 SQ. MI.

Long Beach (incorporated in 1897) is located 23.9 miles south of central Los Angeles along the southern coastline. It has the second largest population among Los Angeles County cities. Long Beach has a large job base led by services, manufacturing and retail trade. Land uses are mixed urban, with residential, major commercial and industrial well represented. In 1989, the median family income in Long Beach was \$36,305. The median age of the population declined from 31.1 in 1980 to 30.0 in 1990. Almost half the population is White; 24% is of Hispanic origin.

ISSUES

- Long Beach is in transition from an oil-base economy to one dependent on tourism.
- Debris flushed down from the upper reaches of the river collects in Long Beach.

ADOPTED GENERAL OR RECREATIONAL PLANS

- The Long Beach Plan designates areas adjacent to the river as low-density and medium-density residential and major industrial. The Los Angeles River and the contiguous Virginia Country Club are depicted as open space.



JURISDICTIONAL PLANNED PROJECTS

- The city is acquiring land for a park on Golden Avenue.
- Expansion of Los Cerritos Park.

RECOMMENDATIONS BASED ON MASTER PLAN GOALS

- Initiate a Beach Clean-up Program.
- Encourage the development of recreation-related sales and business opportunities near DeForest Park, Ocean Boulevard and other areas.
- Develop restoration, educational and interpretive sites at Dominguez Gap and near schools.
- Institute a mural program at the Metro Blueline crossing.
- Connect the City Bike Trail to the LARIO trail near Artesia Boulevard.
- Create a greenway from Queensway Bay to DeForest Park.
- Connect Coolidge Park to the river via Artesia Boulevard.



OTHER PROJECTS

1. City of Long Beach Queensway Bay Plan: The Queensway Bay Plan seeks to revitalize Long Beach's waterfront by creating a modern commercial harbor and increasing water-related recreational opportunities.
2. Park on Golden Avenue: This future project would provide access to the LARIO Trail.
3. Los Angeles River/Rio Hondo (LARIO) Trail - Striping and Signage Project: This is a Los Angeles County Department of Public Works project to stripe and sign the existing bike trail from the mouth of the river to Whittier Narrows Dam.
4. Wrigley Greenbelt:
 - This two-mile long demonstration project would improve the county's LARIO riding and hiking trail.
 - The Wrigley Homeowners Association has planned a greenbelt/path on the excess easement along the river channel.
5. City of Long Beach Proposed Future Park: This future project would create a park north of Wardlow Road on the east side of the river.





CITY OF CARSON

POPULATION (1994): 86,300; LAND AREA: 19.24 SQ. MI.

Carson (incorporated in 1968) lies 18.5 miles south of Los Angeles City Hall, just east of the 110 (Harbor) Freeway. It has the 20th largest population in the county and a very large job base with manufacturing and wholesale trade dominating. Land uses reflect the job base of this city with significant commercial and industrial sectors. There are also single family residential uses and some vacant lands. Median family income was \$47,387 in 1989. The city's population is 28% Hispanic, 26% African-American, 23% Asian or Pacific Islander and 22% White.

ISSUES

- A lack of appropriate funding for the maintenance of existing parks.
- A need to improve access to the western levee of the Los Angeles River.

ADOPTED GENERAL OR RECREATIONAL PLANS

- The city's General Plan does not recognize the river since the city does not have any land adjacent to the river.

JURISDICTIONAL PLANNED PROJECTS

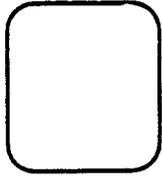
- City of Carson South Bay Bike Plan

RECOMMENDATIONS BASED ON MASTER PLAN GOALS

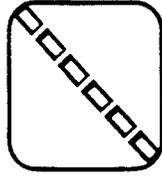
- Connect the City of Carson Bikeway to the LARIO Trail using surface streets.
 - Develop recreation-related sales for local businesses.
- 

MAP ICON LEGEND

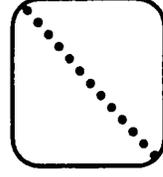
EXISTING FACILITIES



RIVER R.O.W.



PARK, SCHOOL, CHURCH,
EQUESTRIAN FACILITY

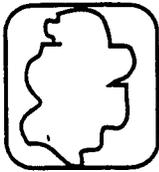


TRAIL

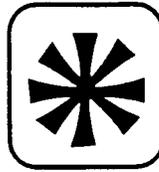


PEDESTRIAN
BRIDGE

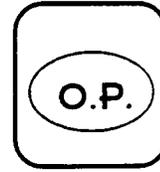
RECOMMENDED IMPROVEMENTS



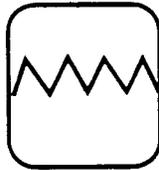
AESTHETIC
IMPROVEMENT



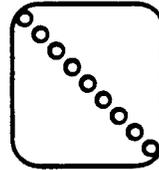
ECONOMIC
DEVELOPMENT



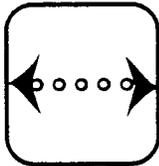
OTHER PROJECT



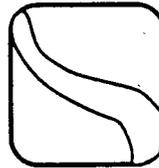
AESTHETIC
IMPROVEMENT
(MURAL)



TRAIL



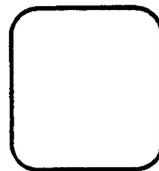
TRAIL/OPEN SPACE
CONNECTION



LOS ANGELES
RIVER SIGNAGE



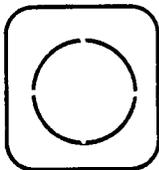
GRAFFITI
ABATEMENT
PROGRAM



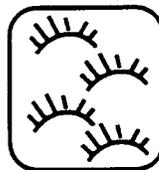
PUBLIC UTILITY
R.O.W.



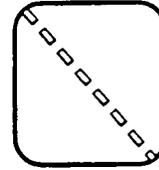
INTERPRETIVE SITE



ACCESS TO RIVER
TRAIL/OVERVIEW



ENVIRONMENTAL
ENHANCEMENT

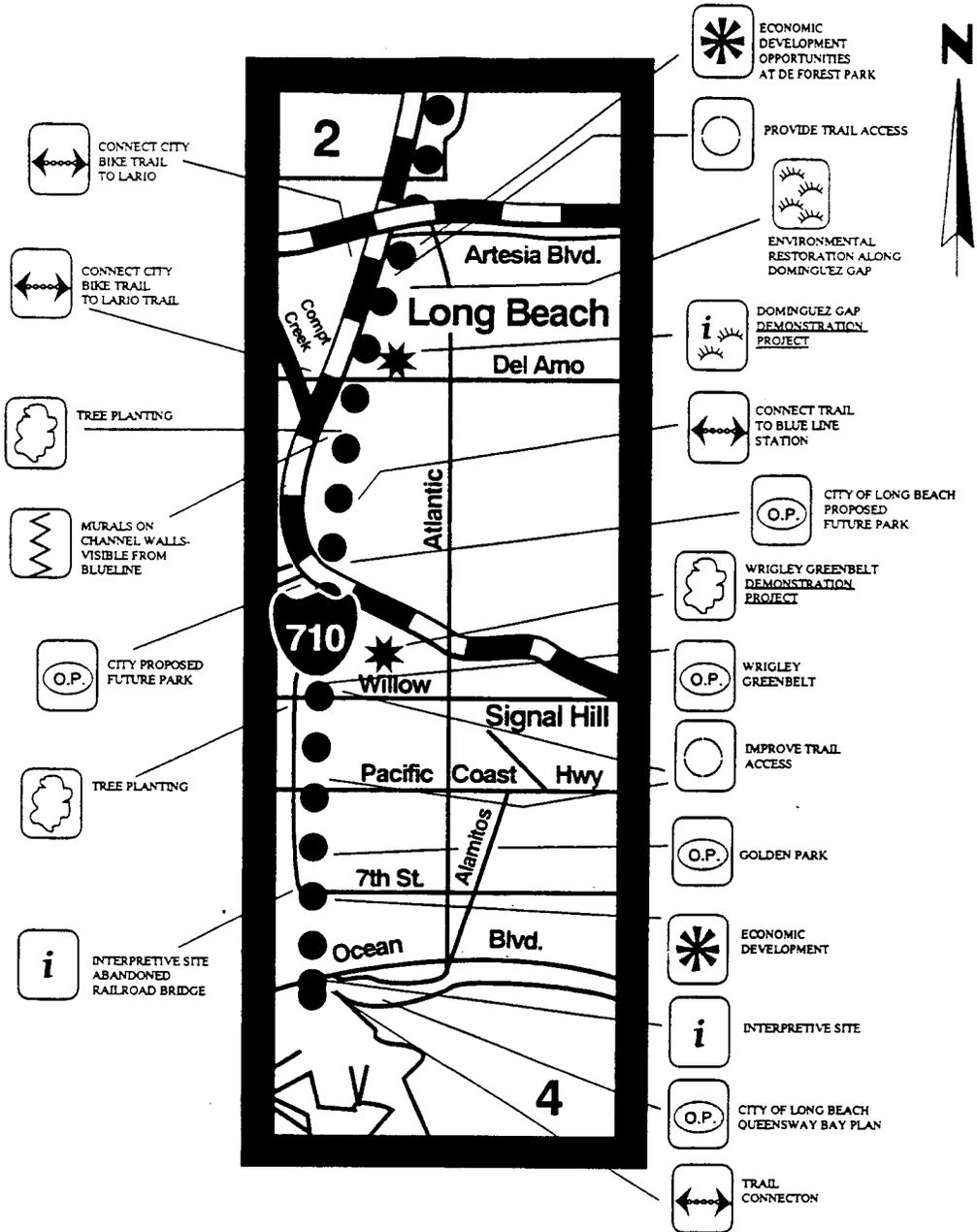


PEDESTRIAN BRIDGE



REACH/PROJECT LOCATION-1

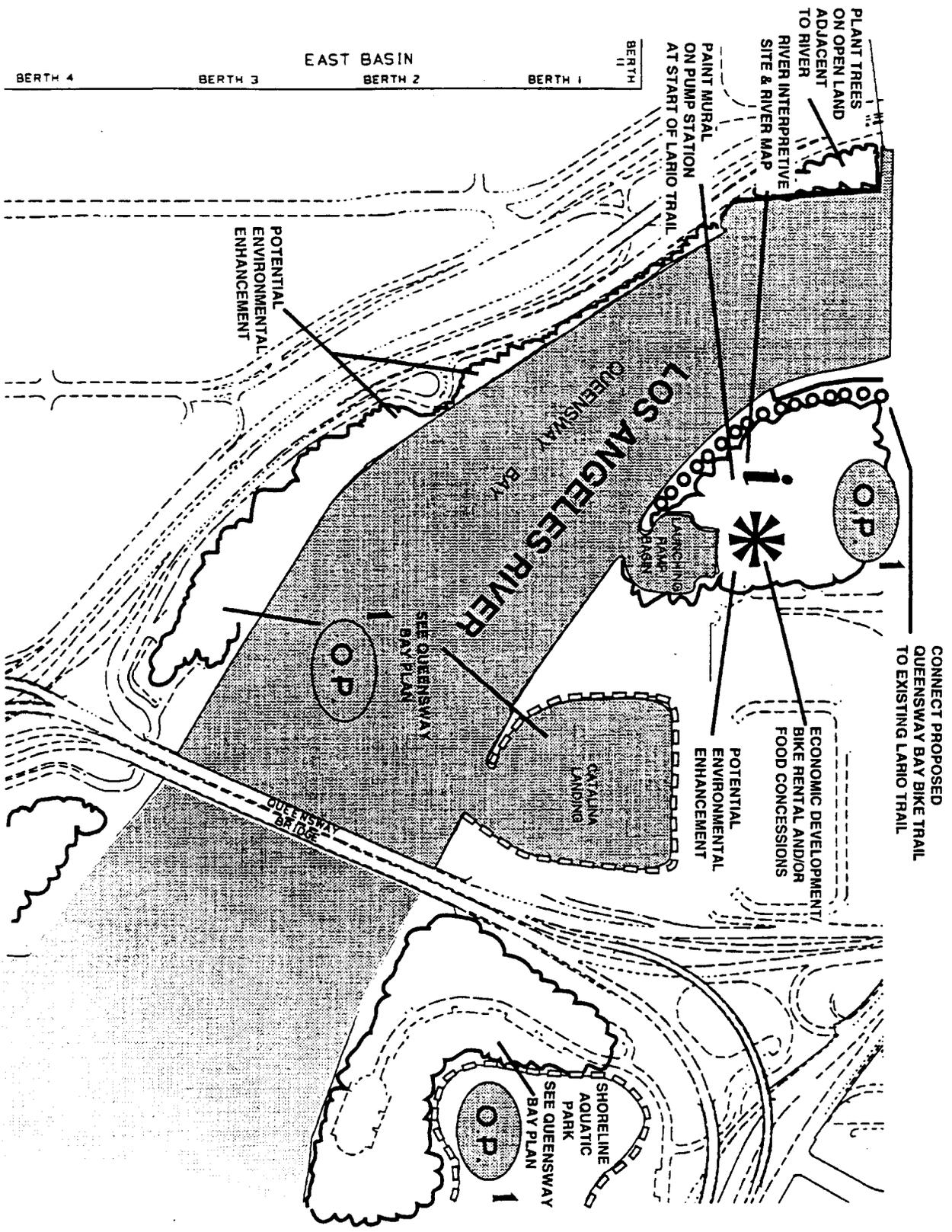
SUPERVISORIAL DISTRICTS 2,4



DEPARTMENT OF PUBLIC WORKS
 Harry Stone, Director
 Mapping and Property Management Division
 GBS Services

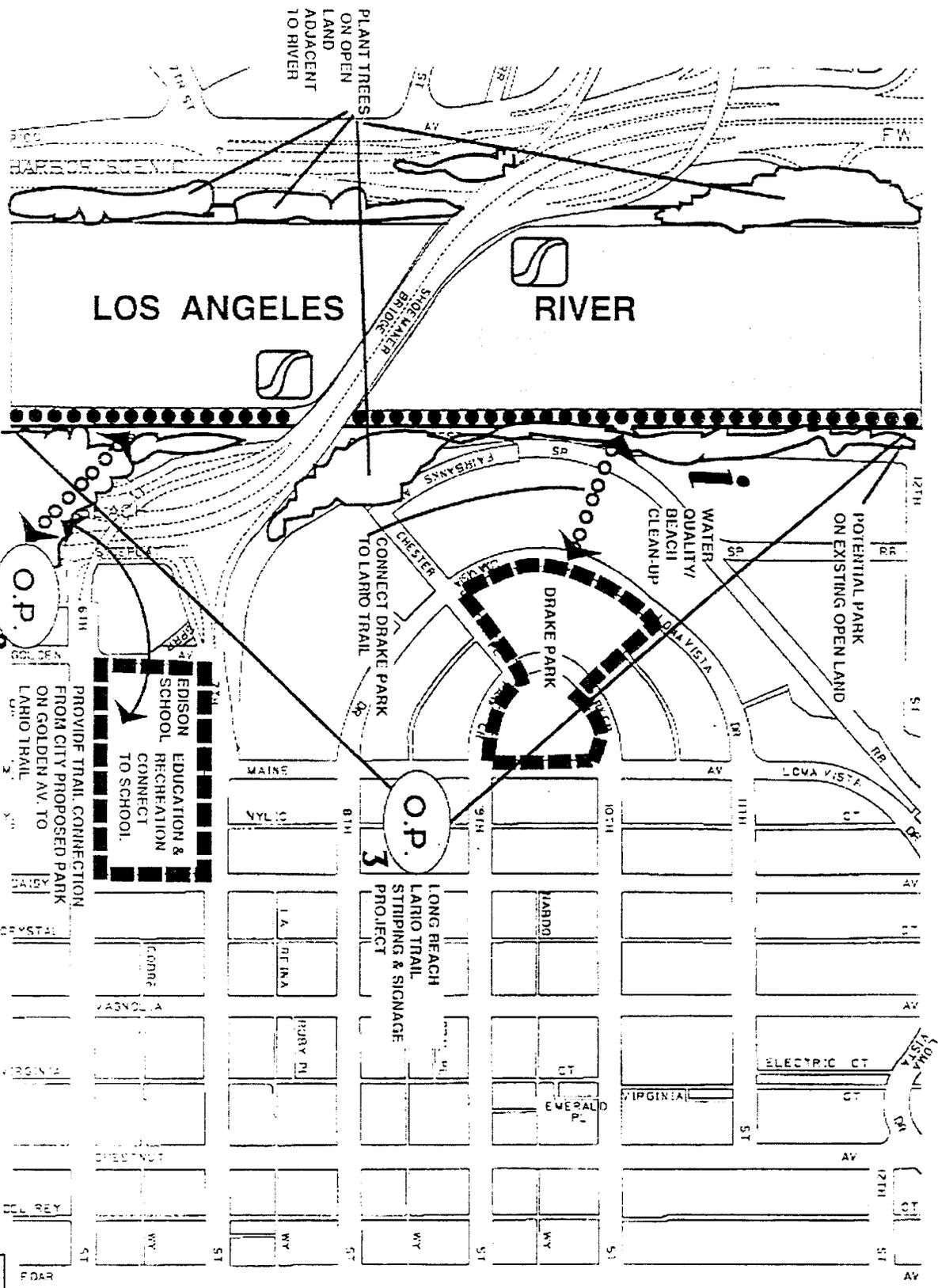
N. T. S.

LEGEND	
	L.A. River/ Tujunga Wash
	Freeway
	Streets

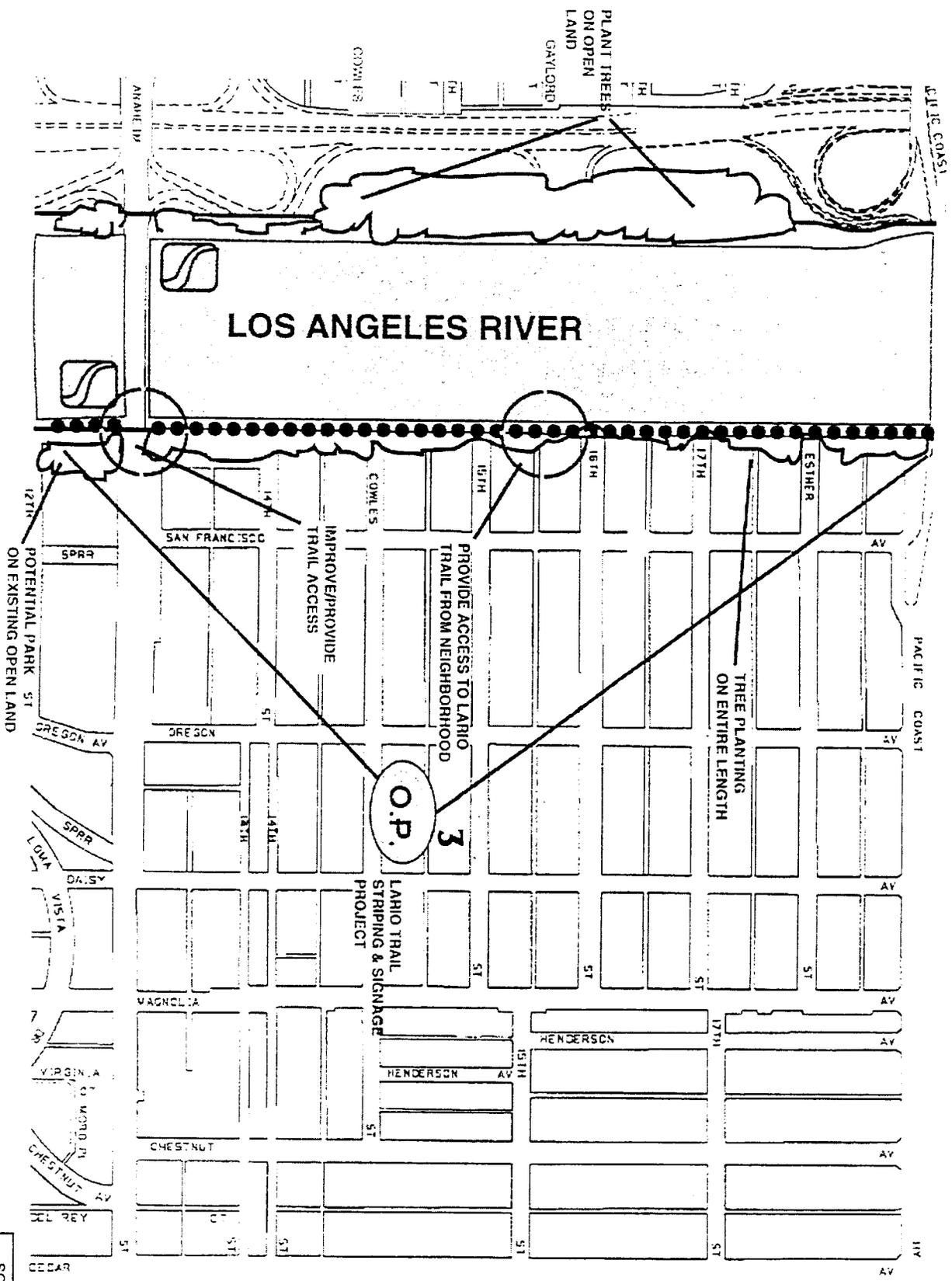


SCALE
1 inch equals 500 feet

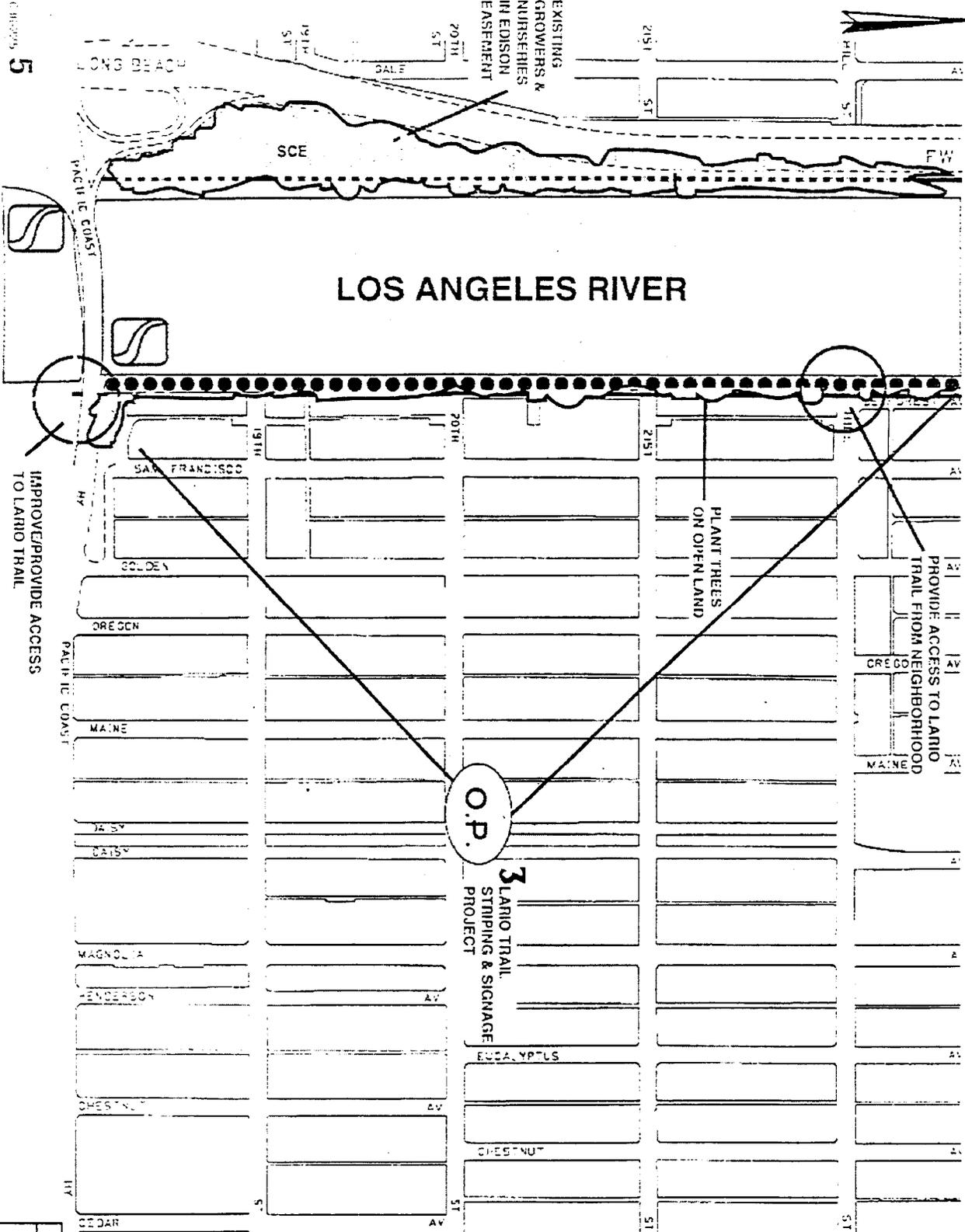
CITY PROPOSED PARK ON GOLDEN AV.



SCALE
1 inch equals
500 feet



SCALE
1 inch equals 500 feet



LOS ANGELES RIVER

O.P.

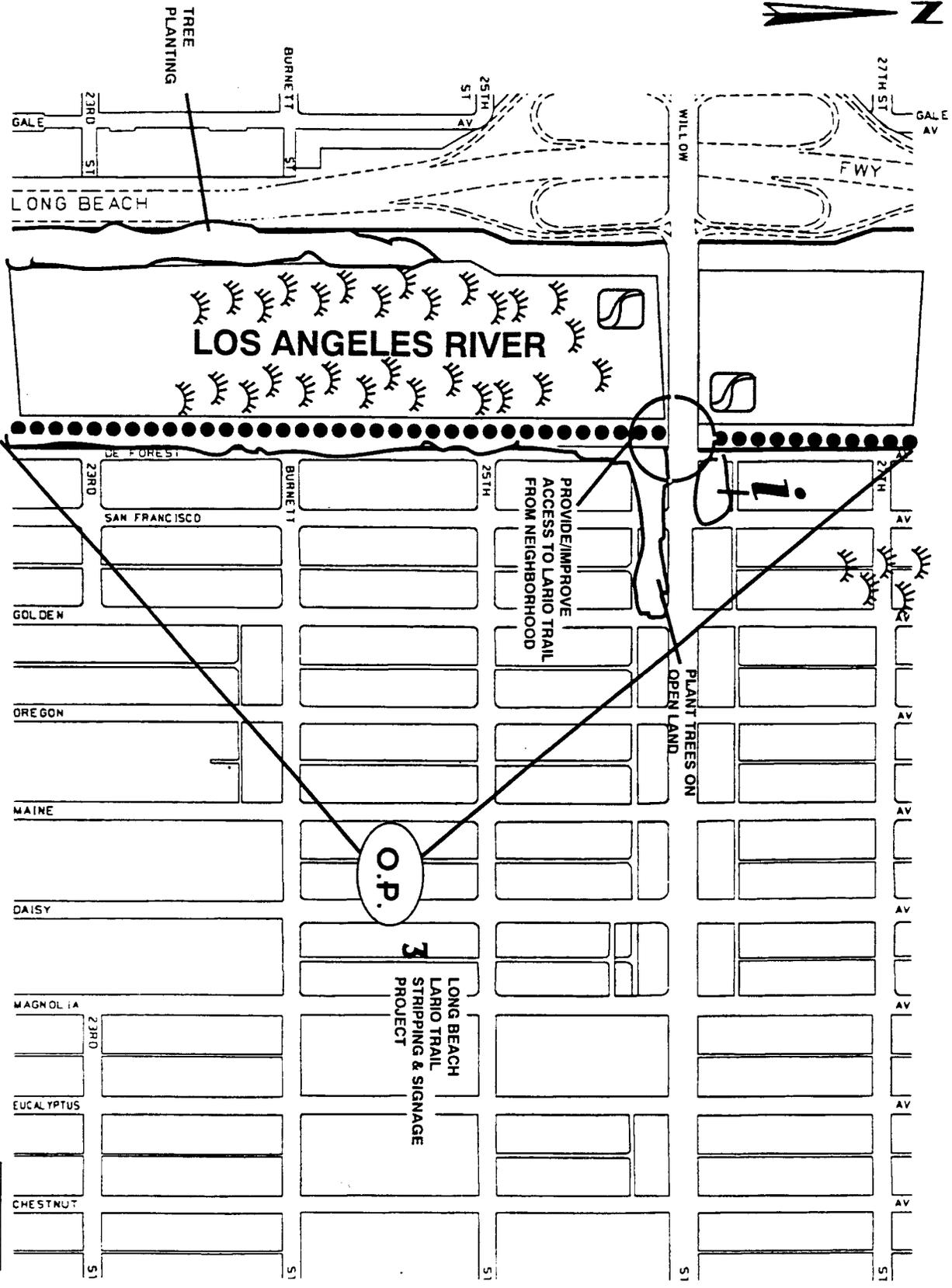
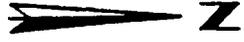
LARIO TRAIL STRIPING & SIGNAGE PROJECT

PLANT TREES ON OPEN LAND

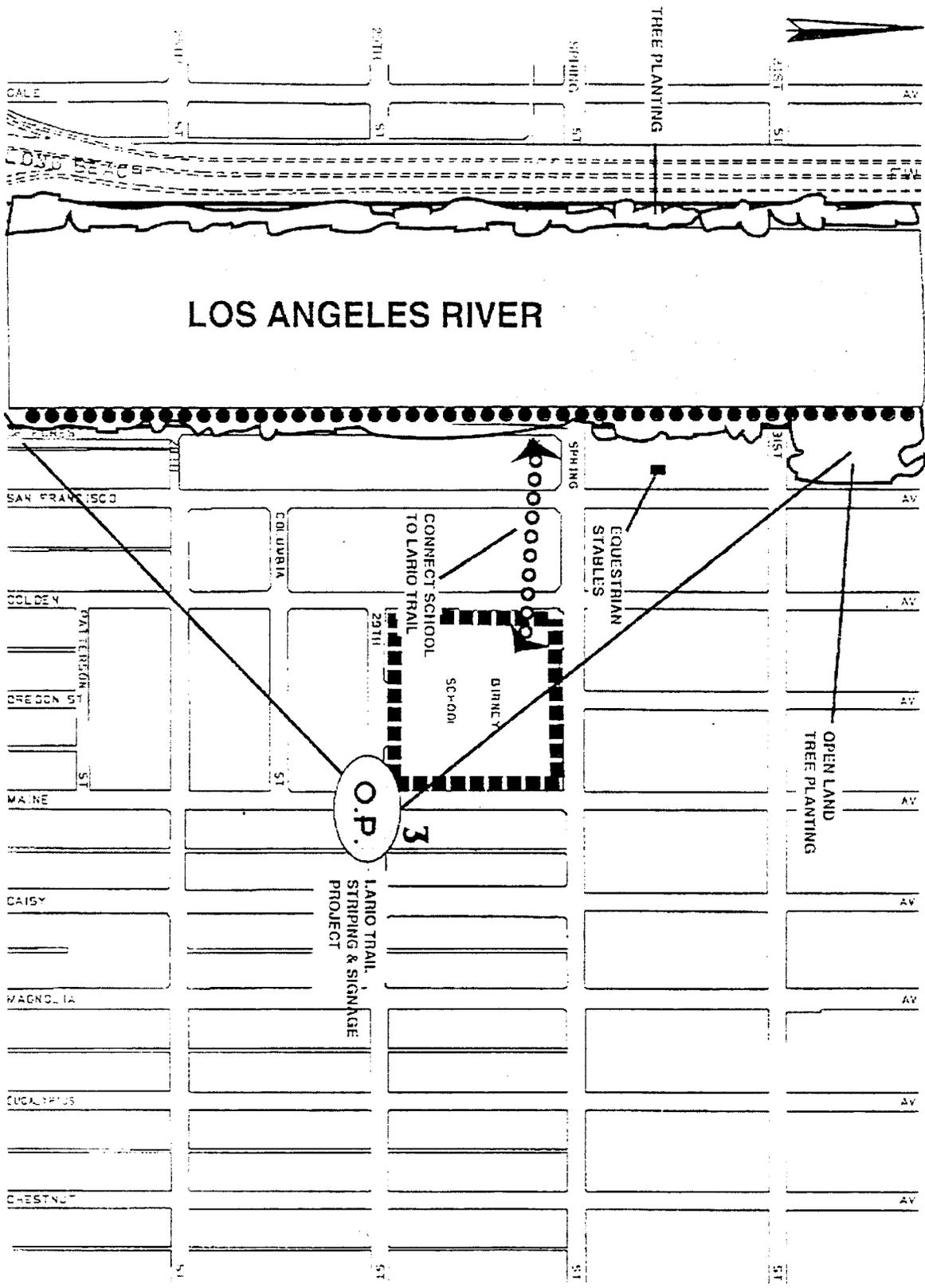
PROVIDE ACCESS TO LARIO TRAIL FROM NEIGHBORHOOD

IMPROVE/PROVIDE ACCESS TO LARIO TRAIL

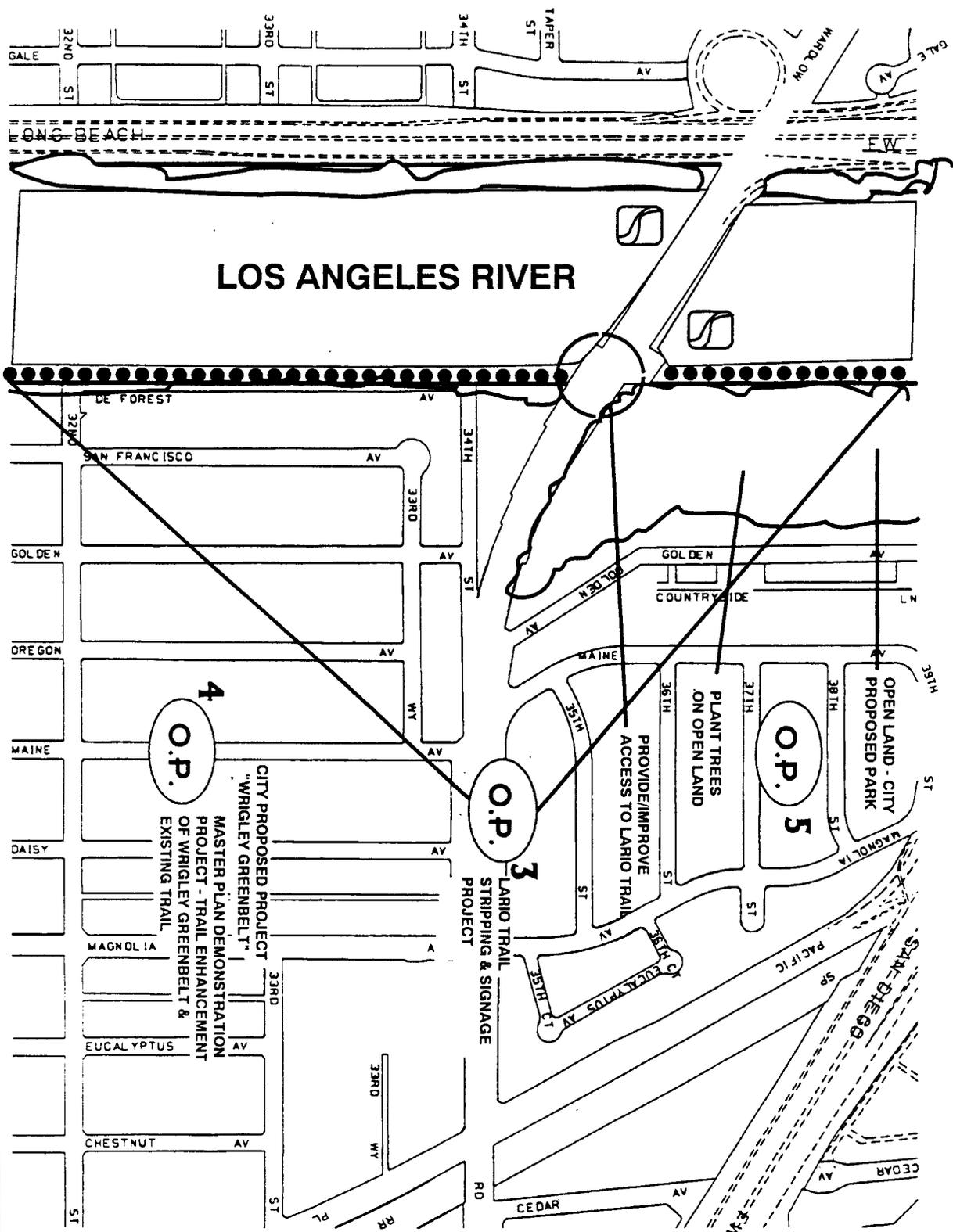
SCALE
 1 inch equals
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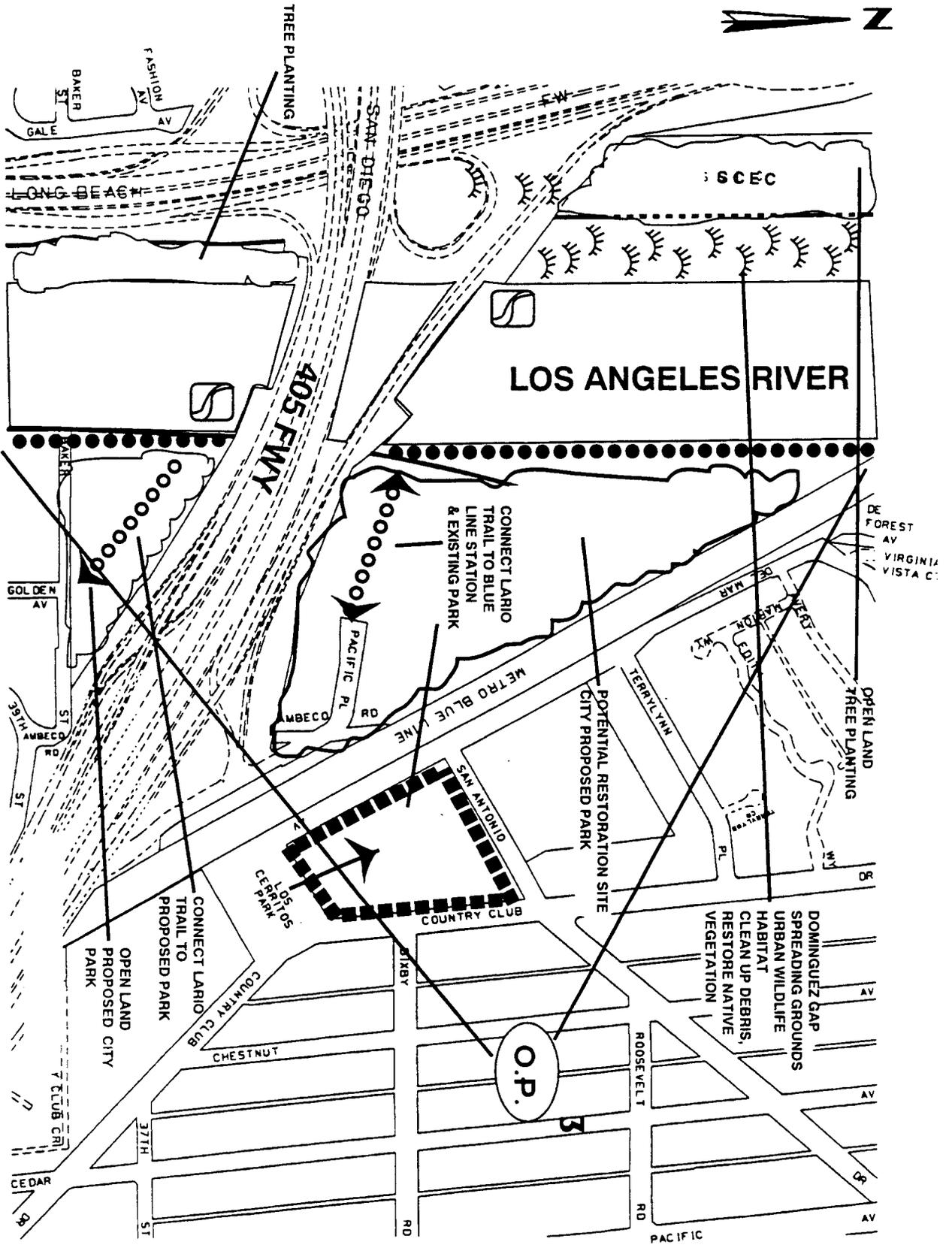
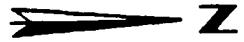
SCALE
1 inch equals
500 feet



SCALE
1 inch equals 500 feet

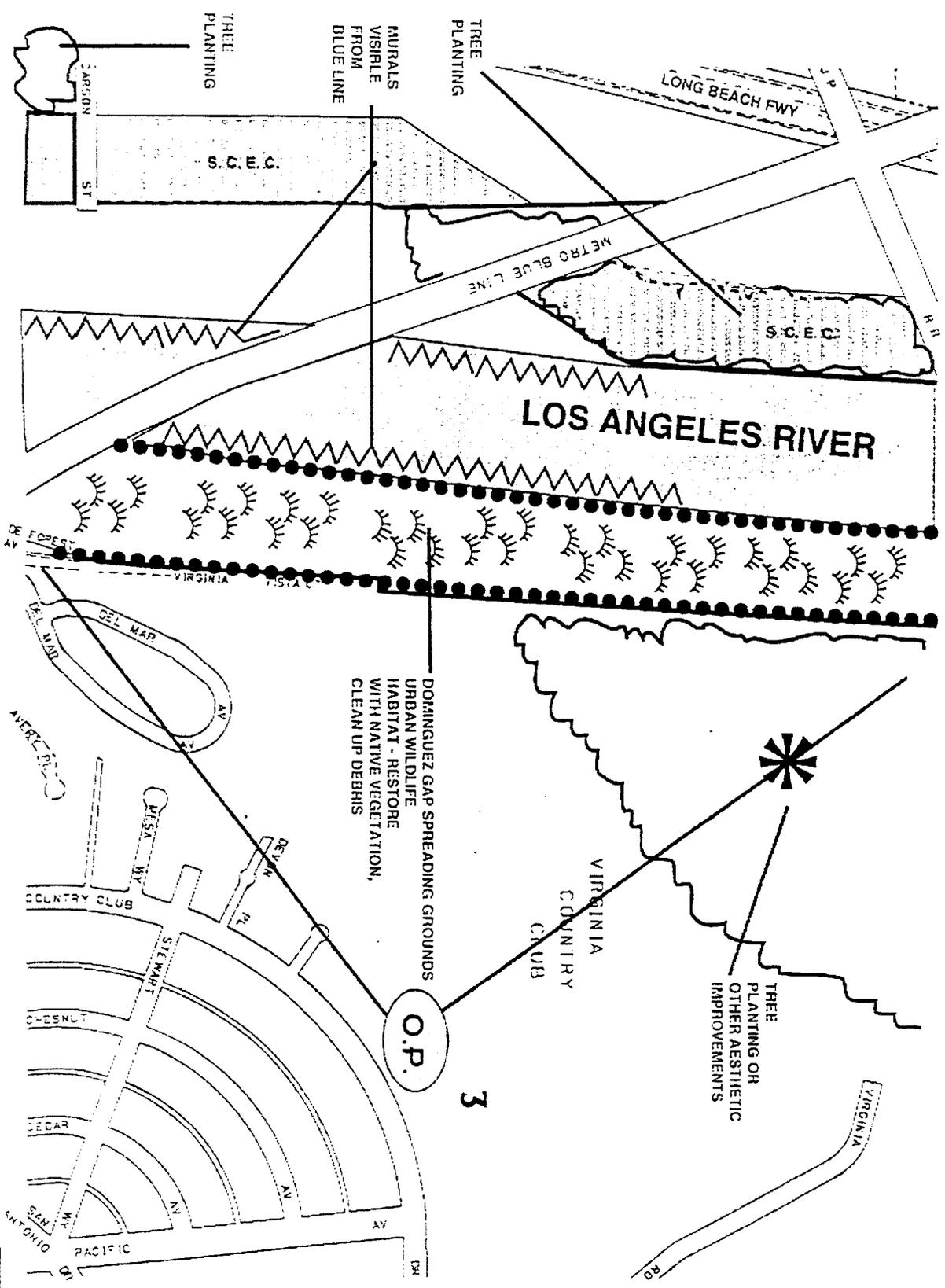


SCALE
1 inch equals
500 feet



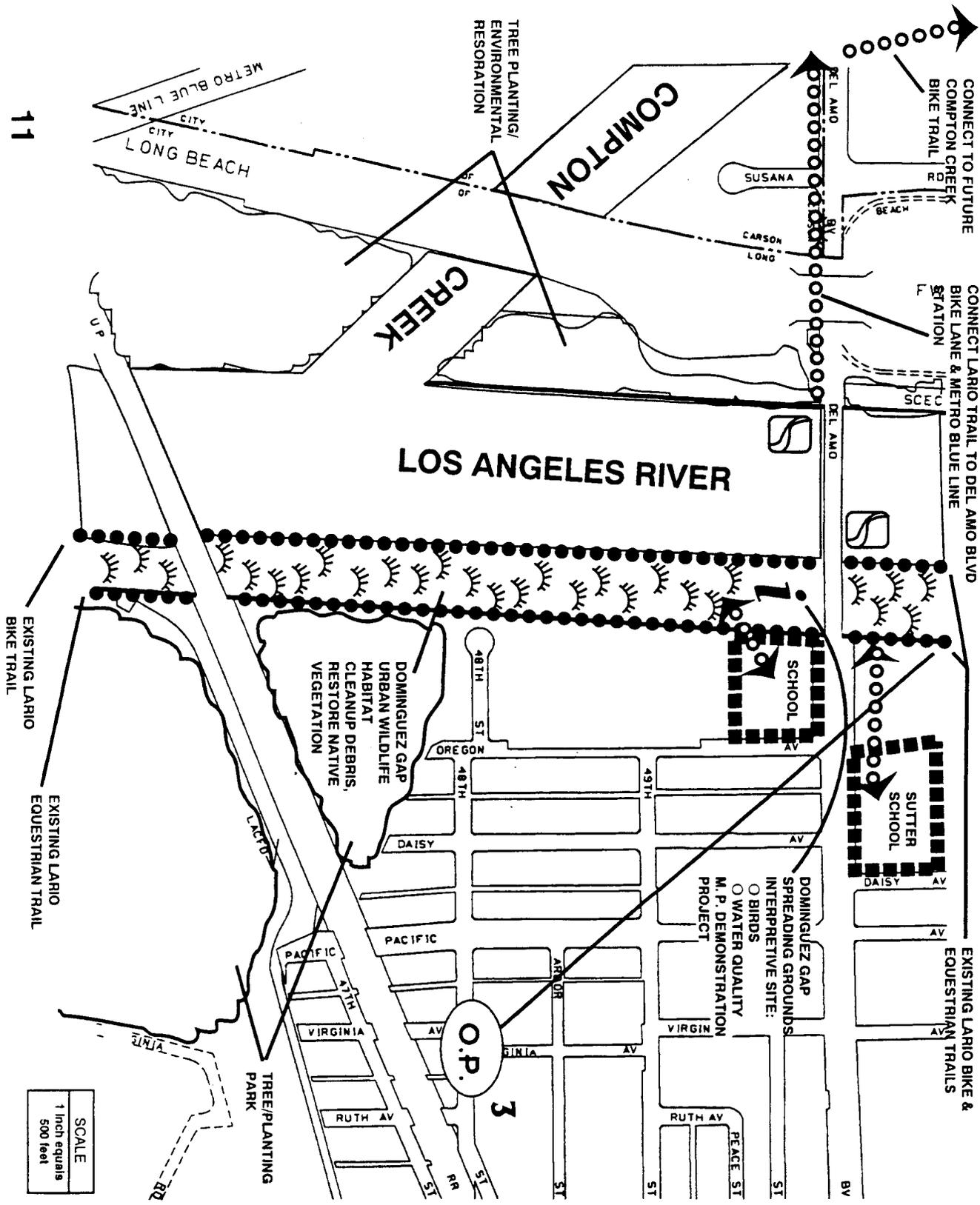
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9

SCALE
1 inch equals
500 feet

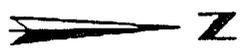
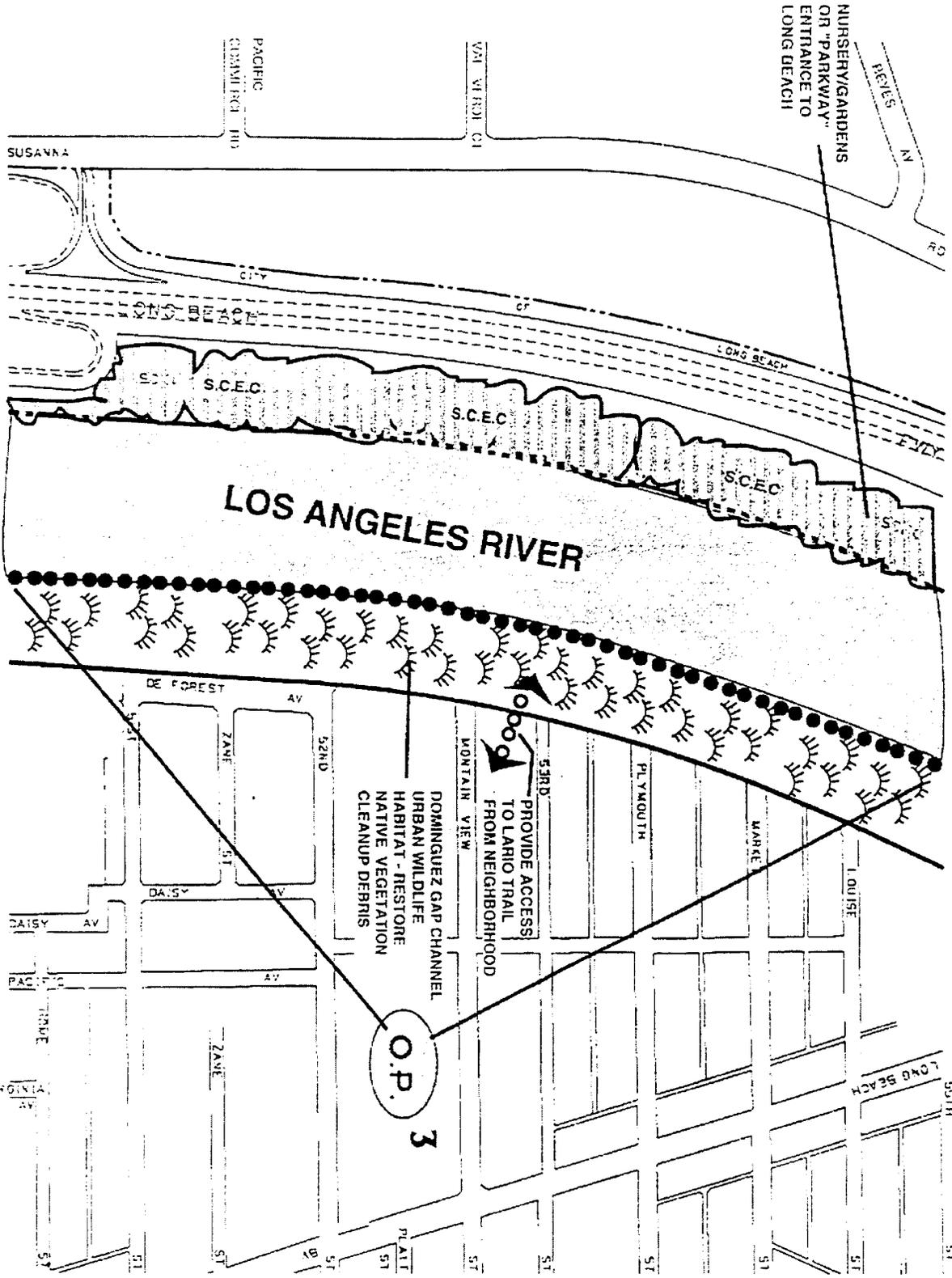


SCALE
1 inch equals
500 feet

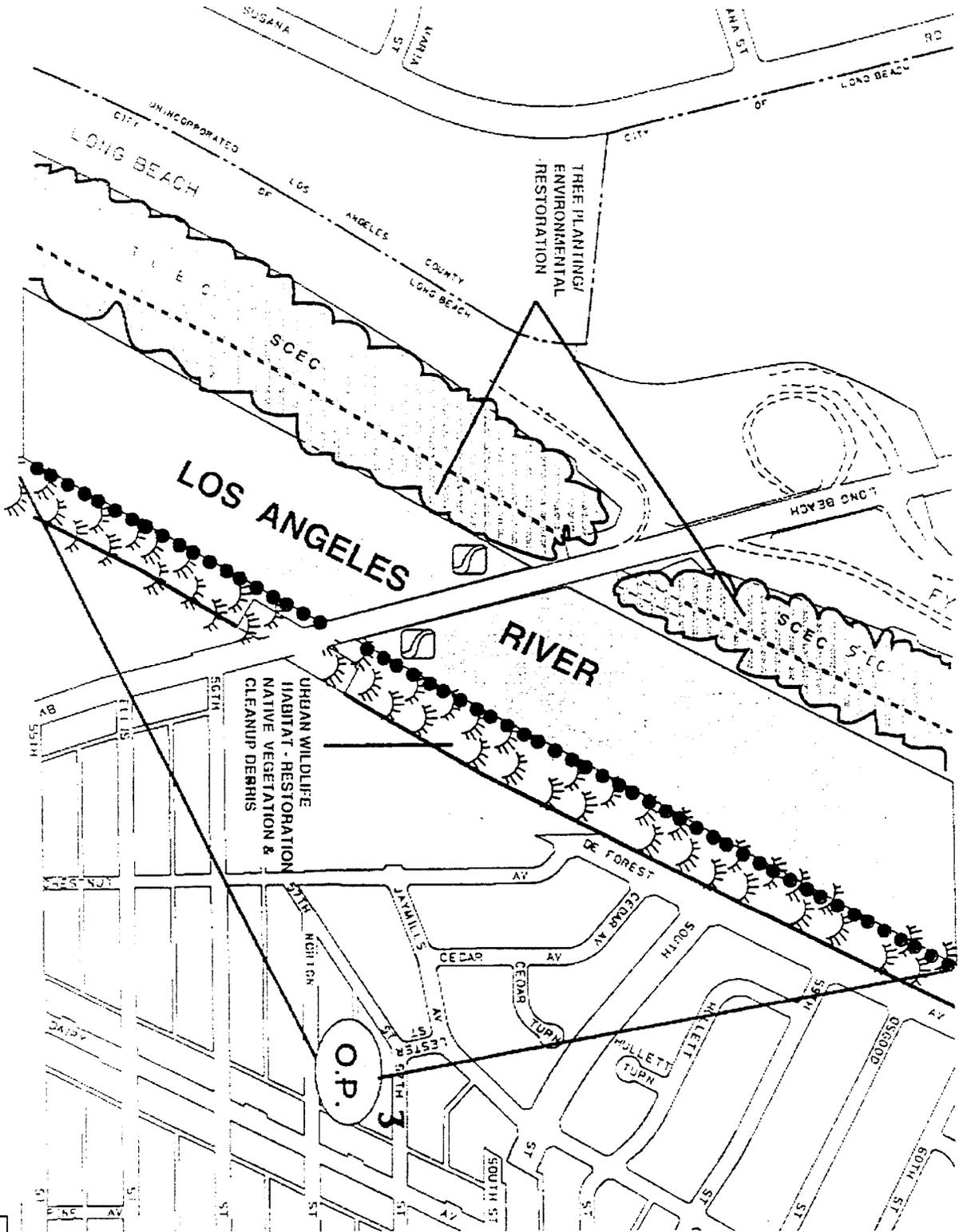




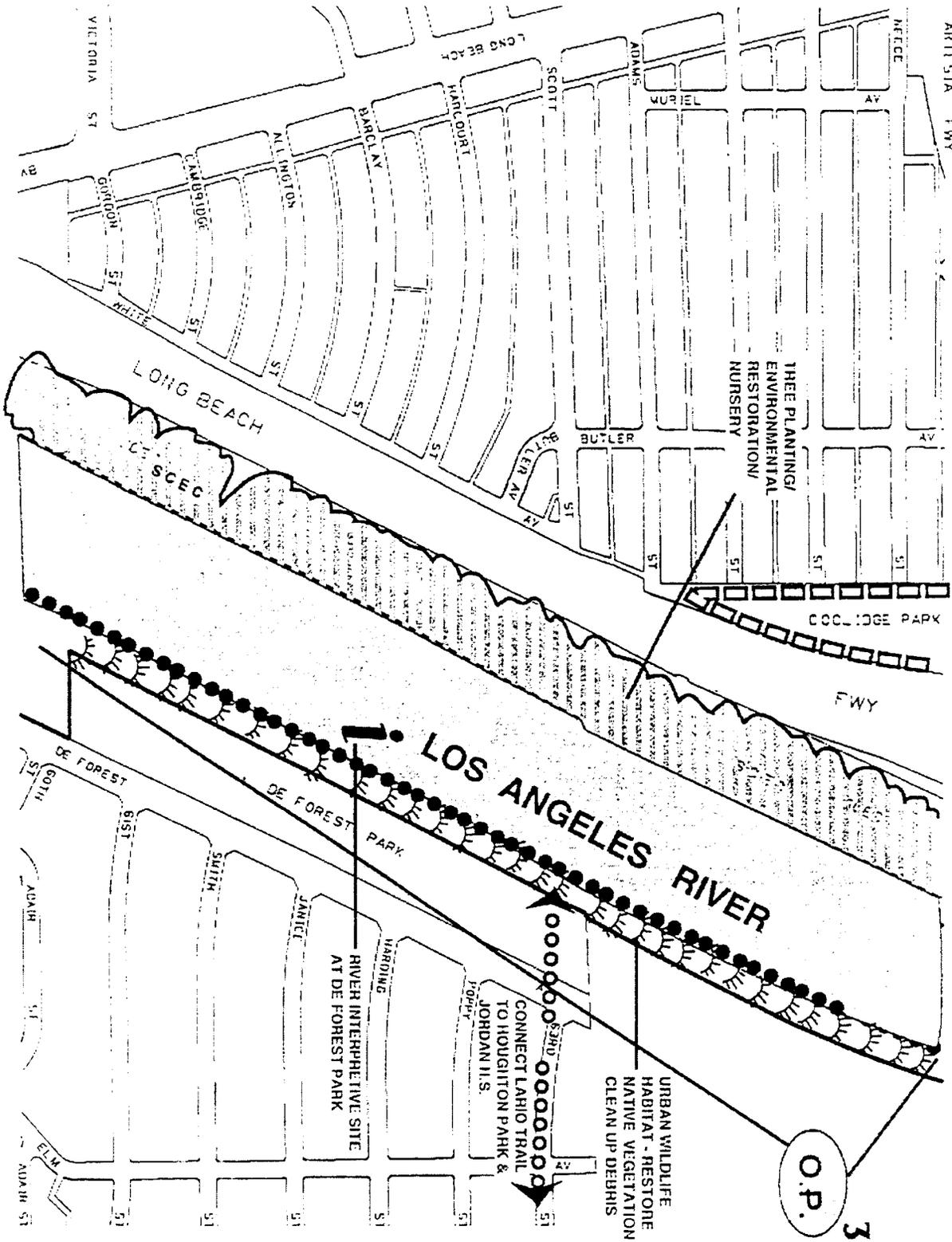
SCALE
1 inch equals 500 feet



SCALE	
1	Inch equals
500	feet



SCALE
1 inch equals 500 feet



THEE PLANTING/
ENVIRONMENTAL
RESTORATION/
NURSERY

COOLIDGE PARK

FWY

LOS ANGELES RIVER

RIVER INTERPRETIVE SITE
AT DE FOREST PARK

URBAN WILDLIFE
HABITAT - RESTORE
NATIVE VEGETATION &
CLEAN UP DEBRIS

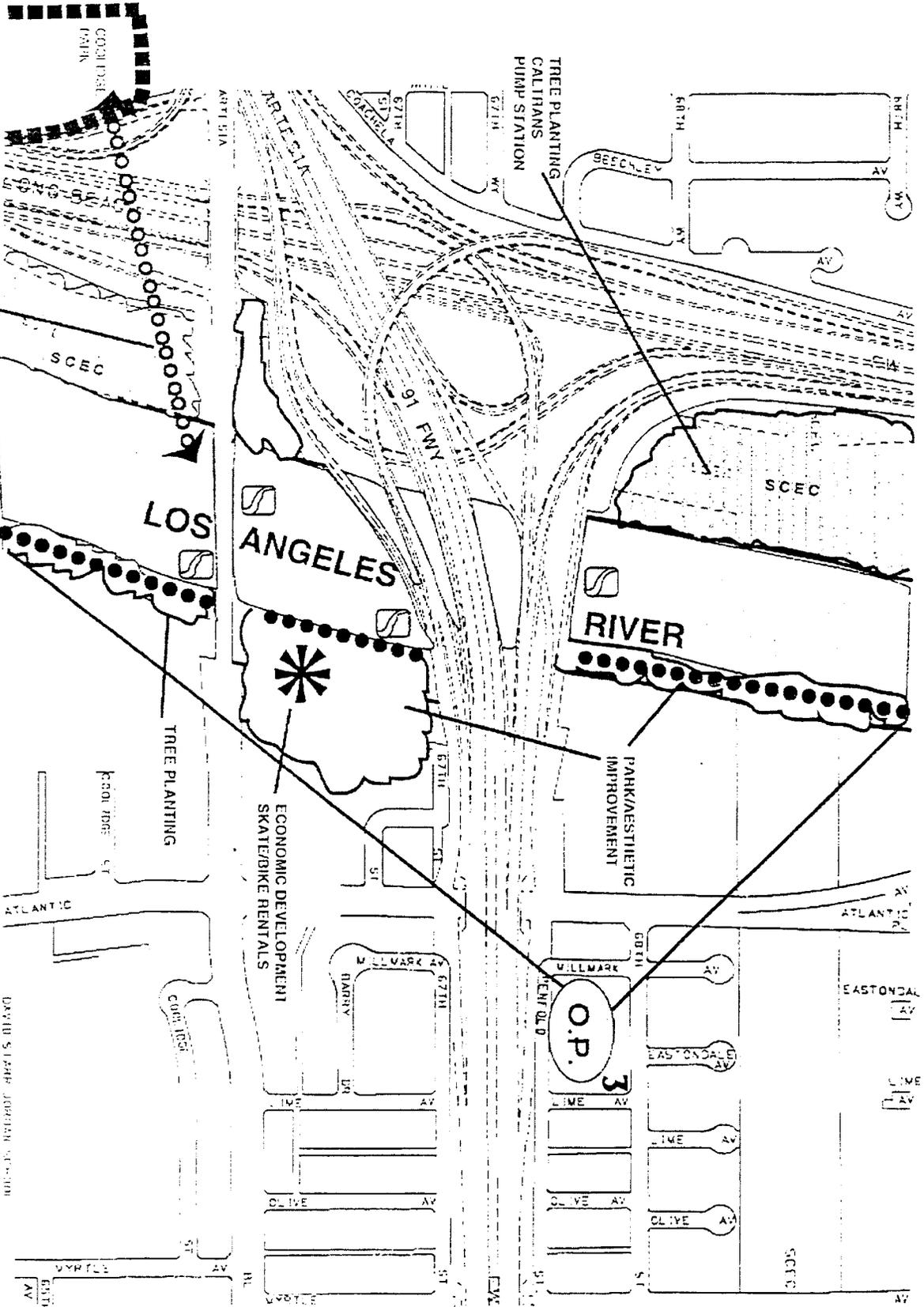
CONNECT LARIO TRAIL
TO HOUGHTON PARK &
JORDAN I.I.S.

O.P. 3



SCALE
1 inch equals
500 feet

CONNECT CITY BIKE TRAIL TO LARIO TRAIL



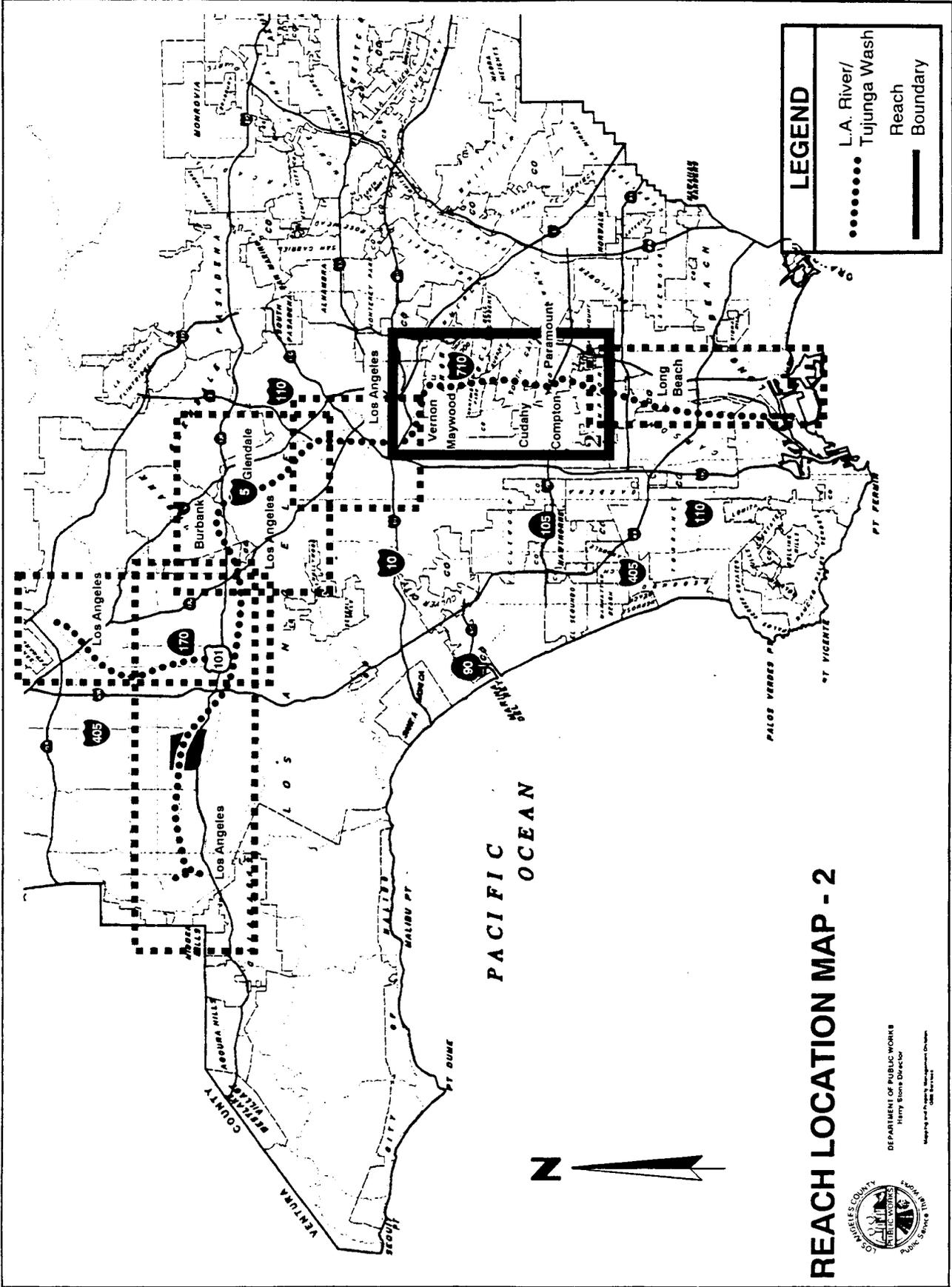
DAVID SLABER JOSEPHAN ARCHITECTS

SCALE
1 inch equals 500 feet

REACH 2: MID-CITIES

PARAMOUNT	129-136
COMPTON	137-142
LYNWOOD	143-150
SOUTH GATE	151-159
CUDAHY	161-165
BELL GARDENS	167-175
MAYWOOD	177-182
COMMERCE	183-187
BELL	189-198
VERNON	199-207





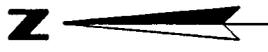
LEGEND

- L.A. River/ Tujunga Wash
- Reach
- - - - - Boundary

REACH LOCATION MAP - 2



DEPARTMENT OF PUBLIC WORKS
 Harry Stone Director
 Mapping and Planning Management Division
 1100 Broadway



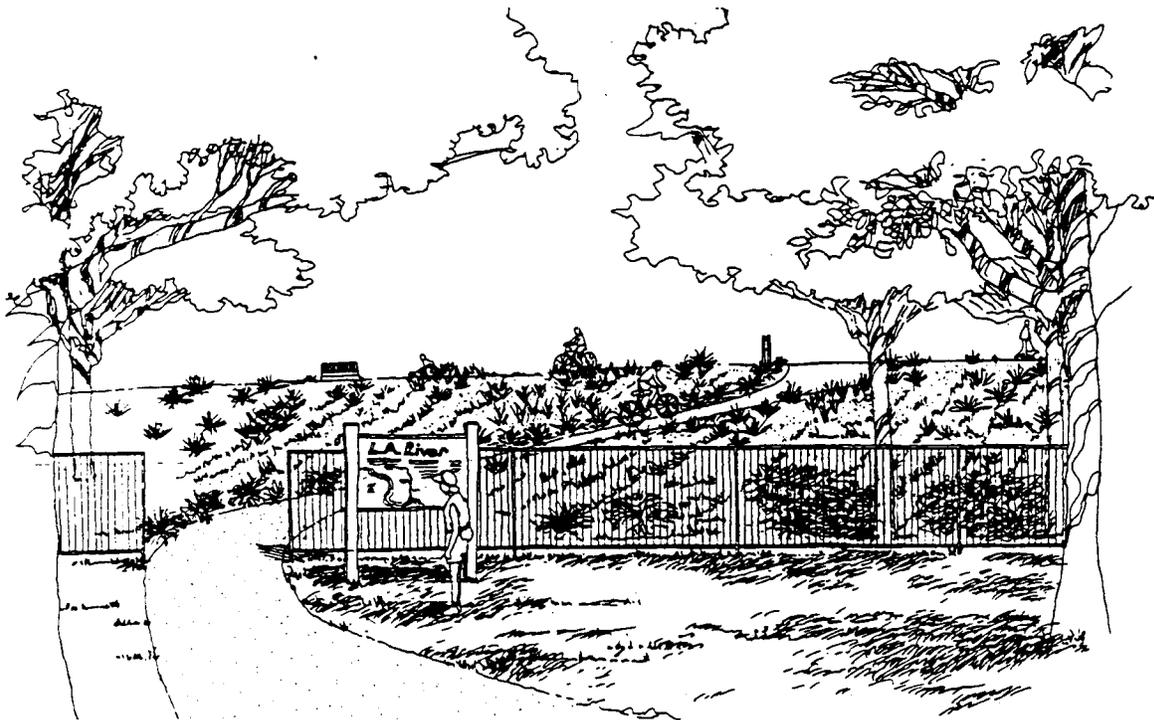
PACIFIC OCEAN

REACH 2: MID-CITIES

The Mid-Cities reach runs for 11 1/2 miles from Washington Boulevard south to Atlantic Avenue. It includes the cities of Vernon, Maywood, Bell Gardens, Bell, Commerce, Cudahy, South Gate, Downey, Lynwood, Paramount and Compton.

In the City of Vernon, the concrete river channel changes from rectangular to trapezoidal, widening to 275-feet wide at the top, with levees on both sides. This change also marks the river's outlet into the coastal plain where, before development, the mouth of the river would widen across the land for a mile or more. Now, the river is controlled by concrete-lined levees that rise above the surrounding land.

A wide utility easement (City of Los Angeles Department of Water and Power) parallels the river on the east side within the cities of Vernon, Bell, Paramount and South Gate. Through the northern half of this reach, the 710 Freeway follows the east bank of the river, through portions of Bell, Commerce, Bell Gardens and South Gate. Just north of the confluence with the Rio Hondo, the freeway crosses to the west side of the Los Angeles River, continuing south through the cities of Lynwood and Compton. The freeway serves as a barrier to river access in these cities.





Adjacent land uses in Vernon, Bell and Commerce are predominantly industrial. The history of industrial use here may mean that many sites suffer from some level of soil contamination. The remaining cities have high-density residential and mixed use adjacent to the river. Many people who work in Vernon, Bell and Commerce live on the other side of the river and travel across it several times a day. There are several moderate to large (5 to 20 acres) unused parcels of land adjacent to the river in this reach.

Both planned and unplanned recreational uses of the river occur in this reach. The western levee is available for trail use from approximately Atlantic Boulevard in Vernon, south to the railroad bridge just north of Firestone Boulevard in South Gate. This trail is accessible from the cities of Vernon, Maywood, Bell and Cudahy. Access to this trail from the east side is limited by the 710 Freeway. Cudahy Park is adjacent to the river channel and has access to the trail. On the eastern levee, from the Rio Hondo Channel south (Imperial Highway), a county bike path is open and signed. A county equestrian and hiking trail lies adjacent to the levee. Together these are known as the LARIO Trail.

In the City of Vernon, workers use the channel invert for lunchtime soccer games; other employees walk or jog on the river maintenance roads. The utility easement in Bell is occasionally used for small, informal vegetable gardening. Unplanned recreational use takes place on all accessible levees.

No vegetation grows in the channel in this reach. Adjacent open land along the utility easement has occasional groupings of trees. Another large open area is found at the confluence of the Los Angeles River and the Rio Hondo Channel in South Gate. This approximately ten-acre site is owned by the City of South Gate and contains an abandoned landfill which is vegetated with grasses, shrubs and trees. From the confluence south, increasing numbers of birds can be seen using the channel and adjacent lands.



OTHER PROJECTS

1. Los Angeles River/Rio Hondo (LARIO) Trail - Striping & Signage Project

Los Angeles County Department of Public Works completed a striping and signage project on the LARIO bike trail from Long Beach to Whitter Narrows Dam.

2. City of Paramount Tree Planting

City of Paramount is planning to landscape along Ralph Dills Park and have applied for Proposition A funds.

3. MTA Greenway Project

A master plan for a potential greenway along MTA owned property south of 105 prepared in 1992-93 in conjunction with the Mountains Conservancy Foundation.

4. Los Angeles County Department of Public Works Bike Underpass

The Department constructed a safe bikeway underpass on west levee, north of Imperial Highway. This underpass replaces the ramps that were inaccessible when the river is full of water.

5. City of Lynwood Median Strip Aesthetics Improvements

The city recently constructed median strip improvements from Duncan Street to the river bridge at Imperial Highway.

6. City of Bell Gardens Parks and Recreation Master Plan

The city developed a plan to meet the challenge of satisfying the open space needs for residents to the year 2003.

7. City of Bell Reclaimed Water Line

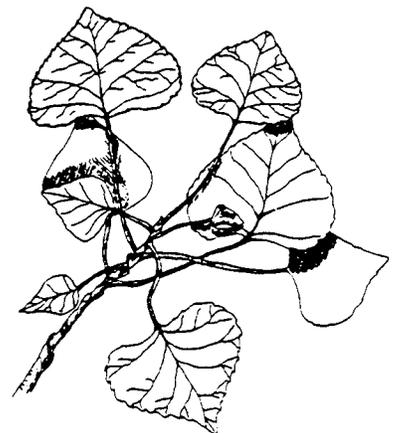
The city planned a reclaimed water line connection at Randolph Street, with potential for landscape irrigation.

8. Reclaimed Water Line Collection

A new main pipeline at Downey Road represents the potential for vegetation enhancement.

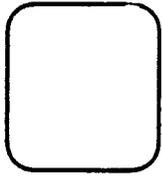
9. Juan Bautista de Anza National Historic Trail

Planned by the National Park Service-follows the river from the Rio Hondo confluence north through this reach.

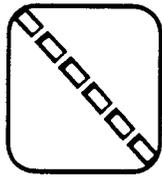


MAP ICON LEGEND

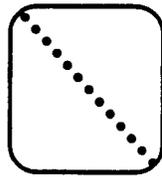
EXISTING FACILITIES



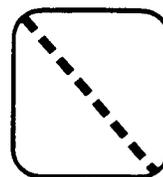
RIVER R.O.W.



PARK, SCHOOL, CHURCH,
EQUESTRIAN FACILITY

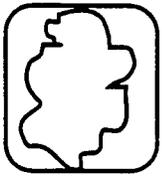


TRAIL

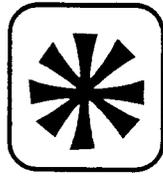


PEDESTRIAN
BRIDGE

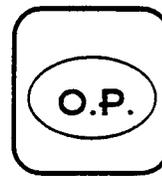
RECOMMENDED IMPROVEMENTS



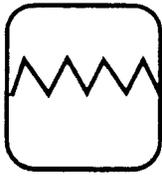
AESTHETIC
IMPROVEMENT



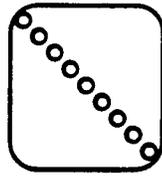
ECONOMIC
DEVELOPMENT



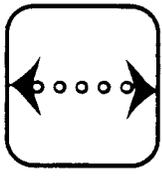
OTHER PROJECT



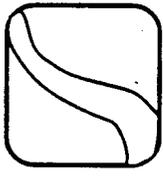
AESTHETIC
IMPROVEMENT
(MURAL)



TRAIL



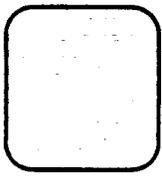
TRAIL/OPEN SPACE
CONNECTION



LOS ANGELES
RIVER SIGNAGE



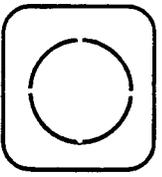
GRAFFITI
ABATEMENT
PROGRAM



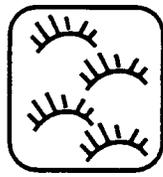
PUBLIC UTILITY
R.O.W.



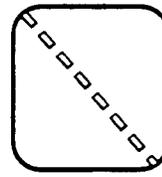
INTERPRETIVE SITE



ACCESS TO RIVER
TRAIL/OVERVIEW



ENVIRONMENTAL
ENHANCEMENT

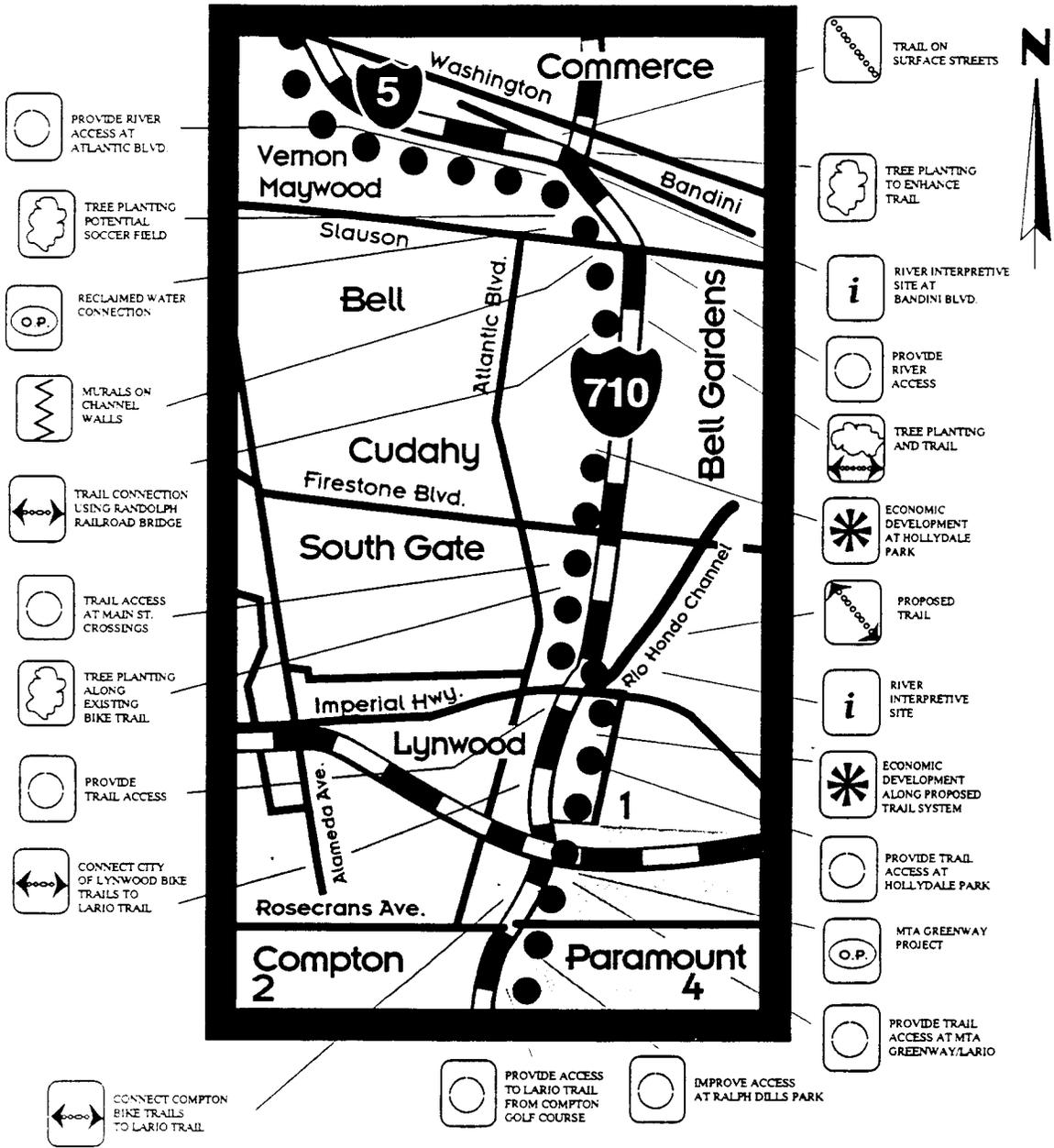


PEDESTRIAN BRIDGE



REACH/PROJECT LOCATION-2

SUPERVISORIAL DISTRICTS 1,2,4



DEPARTMENT OF PUBLIC WORKS
Harry Stone, Director

Mapping and Property Management Division
GIS Services

N. T. S.

LEGEND	
● ● ●	L.A. River/ Tujunga Wash
▬	Freeway
—	Streets

P A R A M O U N T





CITY OF PARAMOUNT

POPULATION (1994): 52,700; LAND AREA: 4.66 SQ. MI.

Paramount (incorporated in 1957) lies 16.5 miles south-southeast of downtown Los Angeles, just east of the (710) Freeway. Its population ranks 36th largest among Los Angeles County cities. It has a large job base heavily concentrated in the manufacturing and service industries. Land uses are mixed-urban with large industrial tracts dominating. Median family income in 1989 was \$30,540, while the average household size was 3.8. Sixty percent of the population is Hispanic.

ISSUES

- There is a need for improved flood protection.
- Public safety issues, including crime, gangs, rock throwing at homes adjacent to the LARIO Trail, need to be addressed. There is a need for safety patrols along the trails.
- Signage is needed along bike and horse trails.
- Amenities, such as restrooms and water fountains, need to be built.
- There is a need to provide equestrian access to the County Riding Trail.
- Access to LARIO Trail needs to be improved.

ADOPTED GENERAL OR RECREATIONAL PLANS

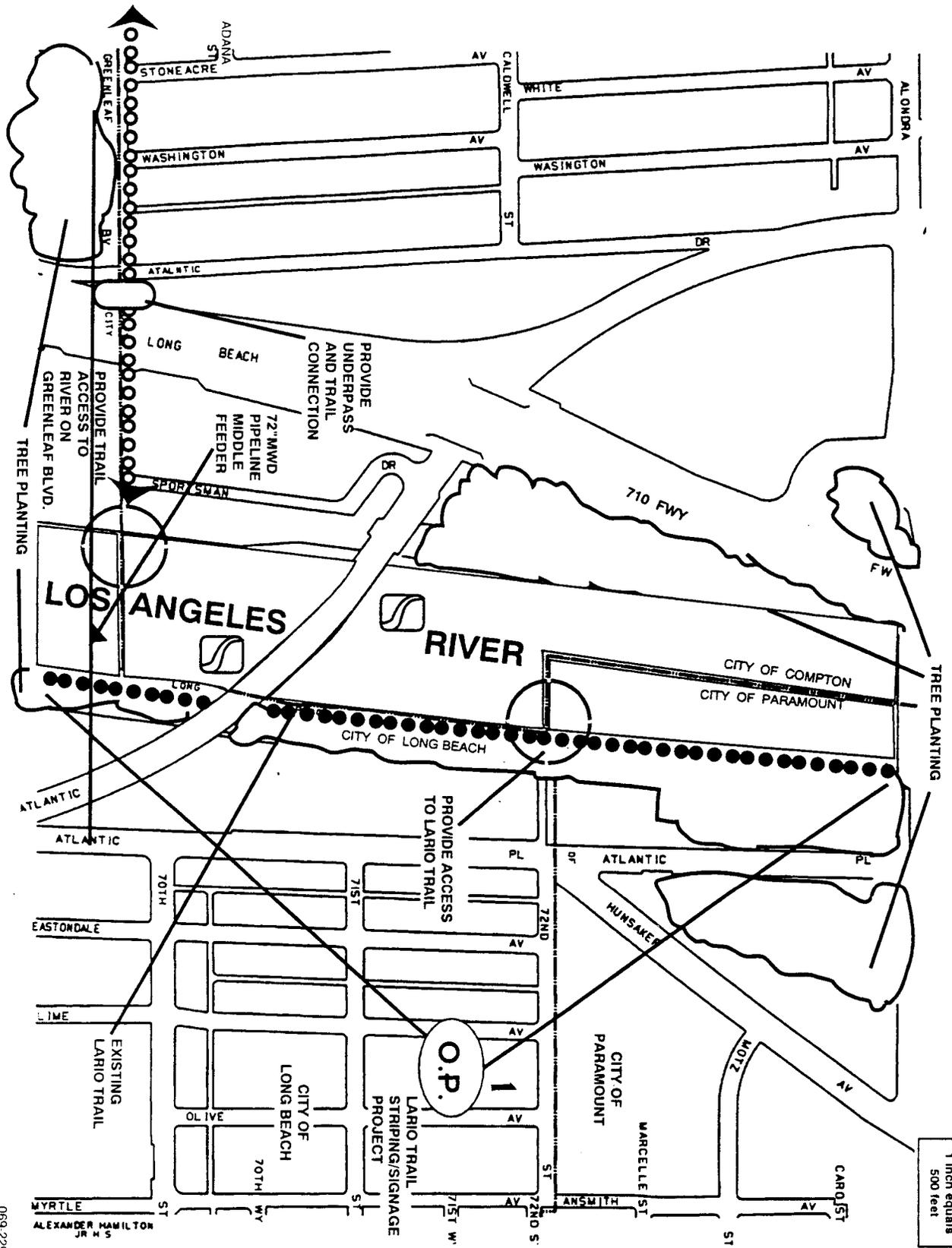
- The City of Paramount General Plan assigns areas adjacent to the river to the following categories: low-, low/medium- and high-density residential; major industrial, open space; and public/semi-public facilities.

JURISDICTIONAL PLANNED PROJECTS

- Acquisition of property for park purposes.
- Rail-to-trail multiple city trail project.

RECOMMENDATIONS BASED ON MASTER PLAN GOALS

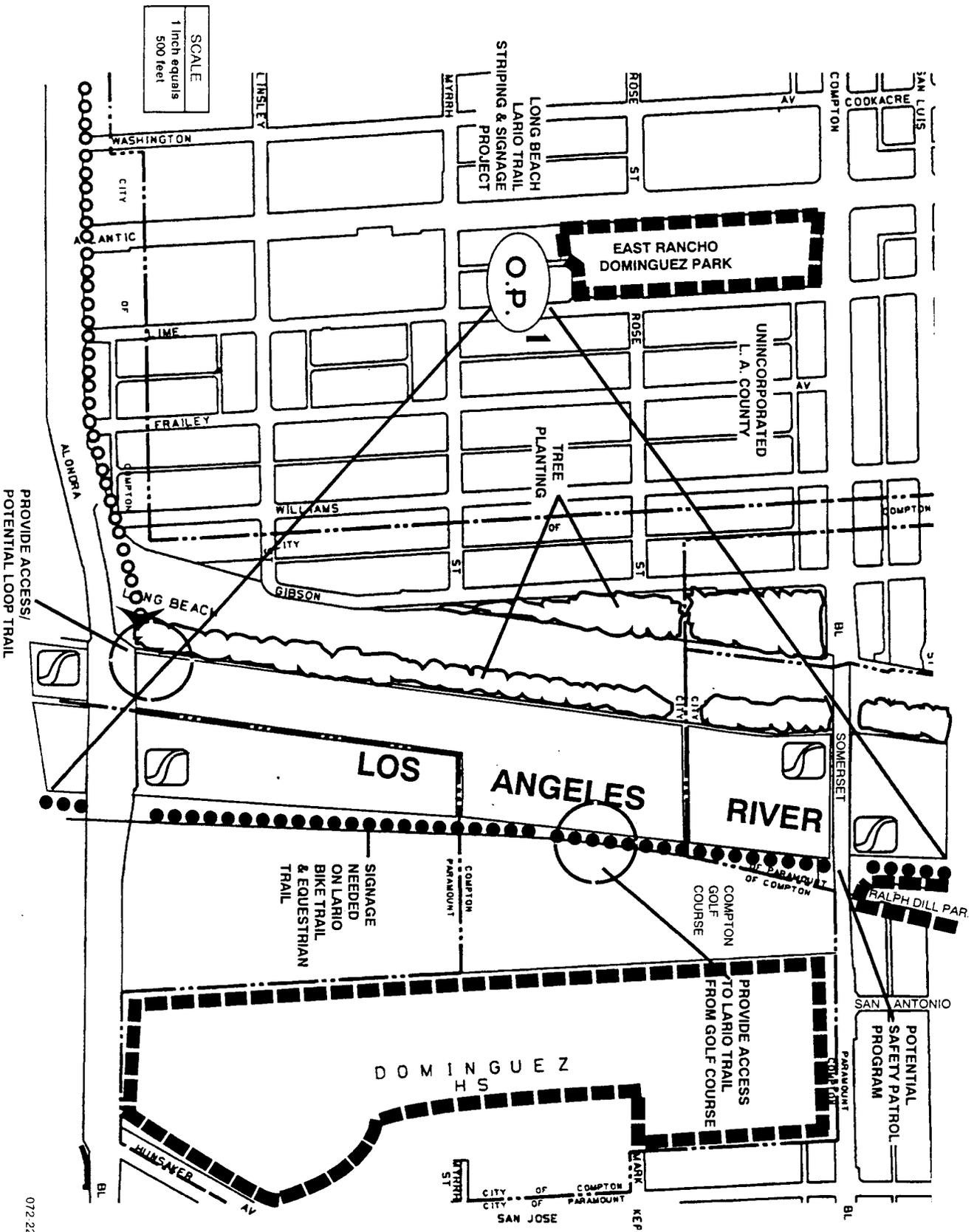
- Provide better access to the existing LARIO Trail from local parks.
 - Institute a safety program.
 - Provide access from the rail trail to the river.
 - Develop recreation-related sales for local businesses.
 - Begin an extensive tree planting program on the east bank
- 



SCALE
1 inch equals
500 feet



SCALE
1 inch equals
500 feet



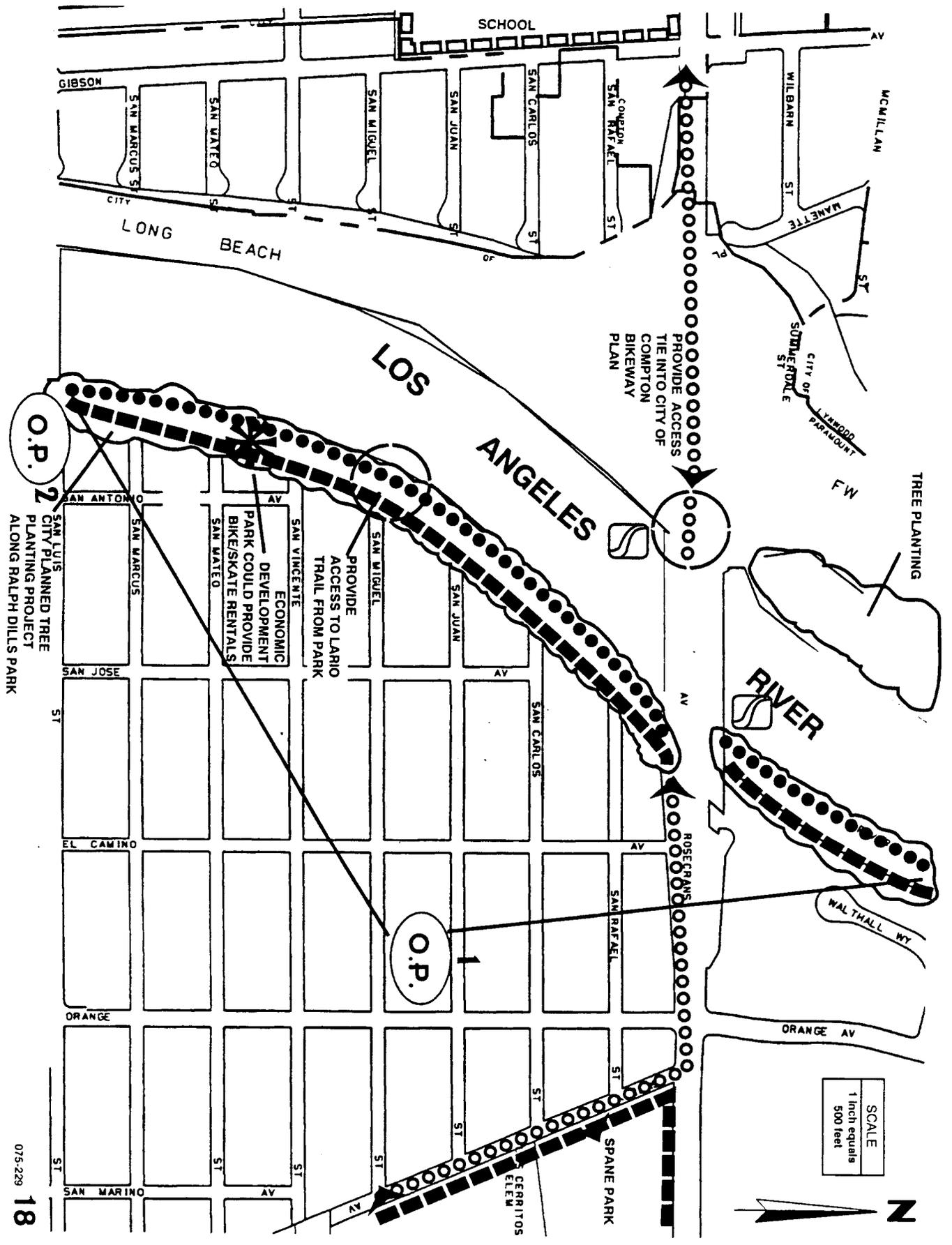
PROVIDE ACCESS/
POTENTIAL LOOP TRAIL

SIGNAGE
NEEDED
ON LARIO
BIKE TRAIL
& EQUESTRIAN
TRAIL

PROVIDE ACCESS
TO LARIO TRAIL
FROM GOLF COURSE

POTENTIAL
SAFETY PATROL
PROGRAM



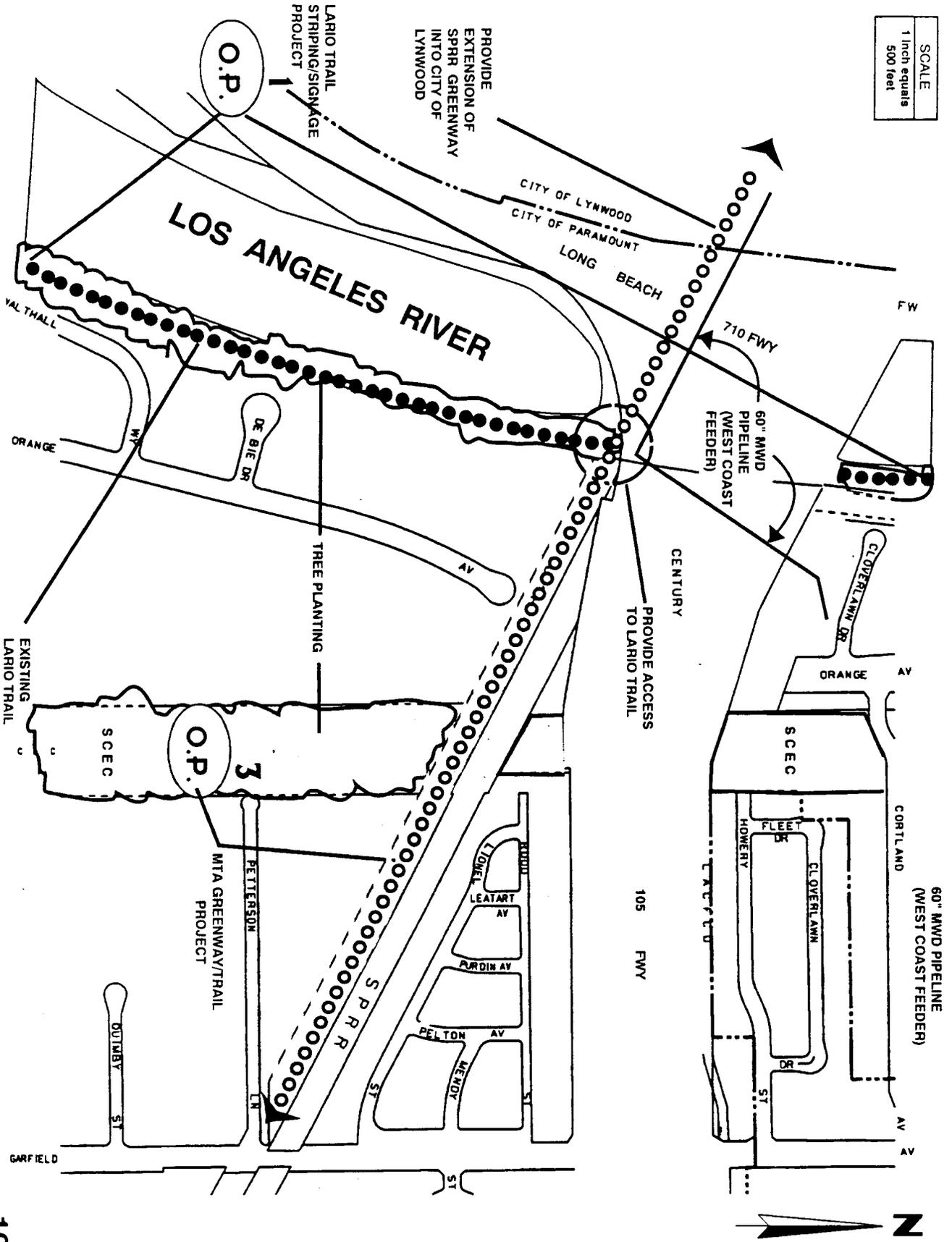


O.P.
 2
 SAN LUIS CITY PLANNED TREE PLANTING PROJECT ALONG RALPH DILLS PARK

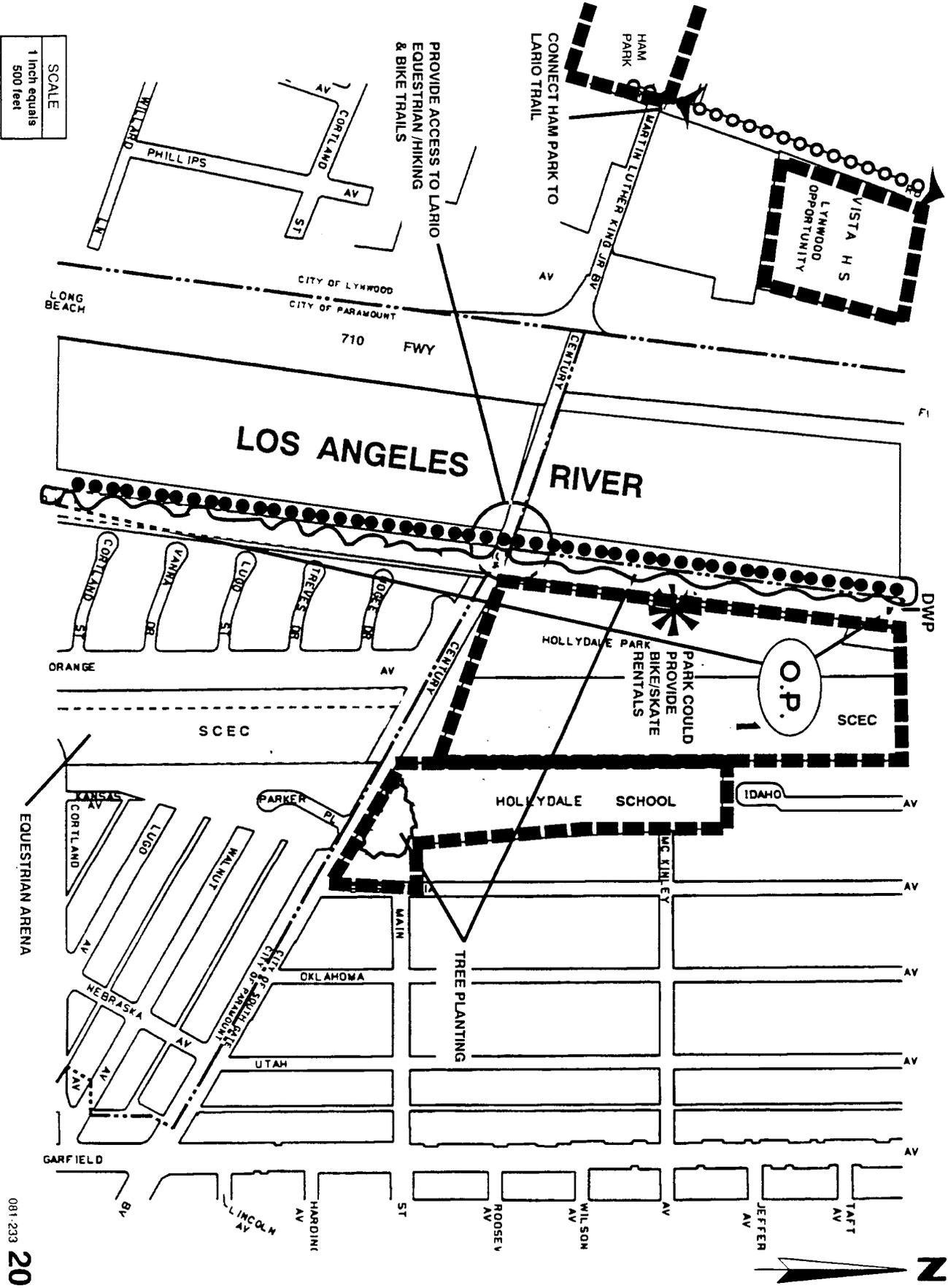
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COMPTON





CITY OF COMPTON

POPULATION (1994): 91,600; LAND AREA: 10.11 SQ. MI.

Compton (incorporated in 1888) lies 11.6 miles south of downtown Los Angeles, north of the 91 Freeway 710 and 110 Freeways. Its population makes it the 16th largest city in Los Angeles County. The city has a large job base with the largest employers being manufacturing, trade and services. Land uses are mainly residential and industrial, with some commercial. The median family income in 1989 was \$25,699. The population is approximately 55% African-American and 43% Hispanic.

ISSUES

- Provide river access.
- The city would like to aesthetically improve Compton Creek.
- Develop a bikeway connecting Compton Creek with the river.

ADOPTED GENERAL OR RECREATIONAL PLANS

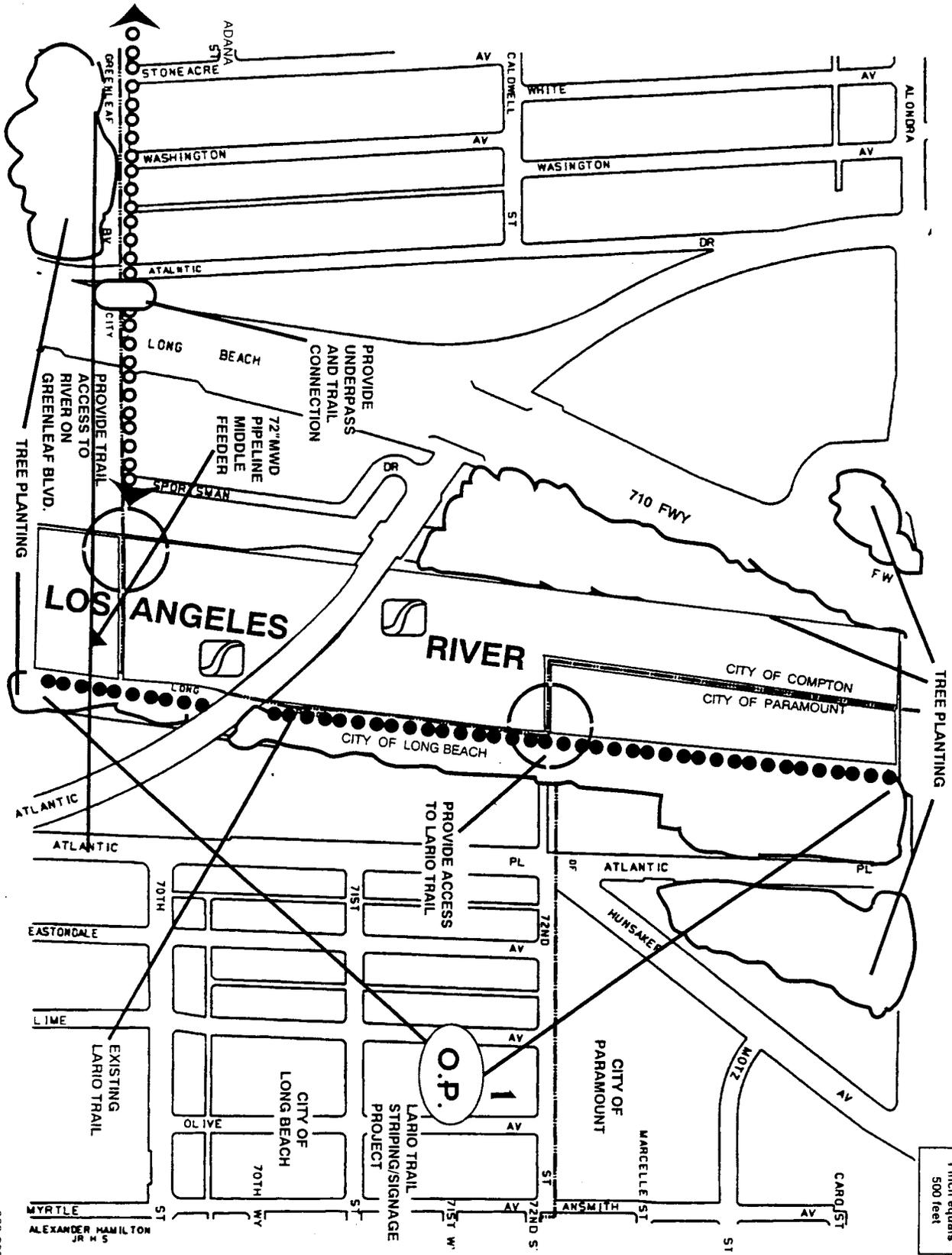
- The city's General Plan depicts areas west of the Los Angeles River as low-density, single-family residential.

JURISDICTIONAL PLANNED PROJECTS

- Bikeway Plan.

RECOMMENDATIONS BASED ON MASTER PLAN GOALS

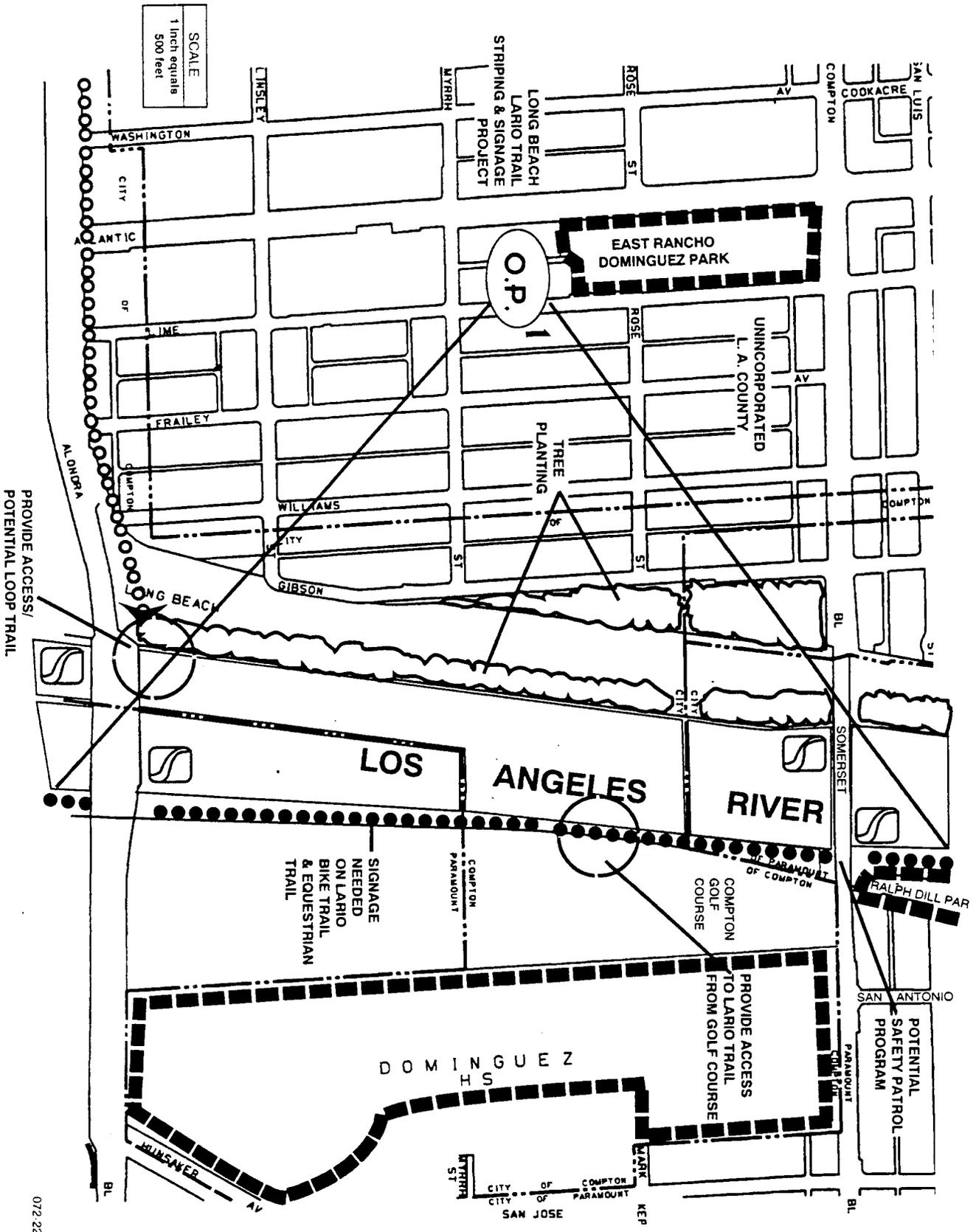
- Connect the bikeway via Rosecrans Avenue (this would also connect the local junior high school to the river).
- Make riverfront aesthetic improvements at Compton Golf Course.
- Connect East Compton Park to the river trail via Compton Boulevard.
- Provide access to LARIO Trail from the Compton Golf Course.



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500 feet



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500 feet



LYNWOOD





CITY OF LYNWOOD

POPULATION (1994): 64,300; LAND AREA: 4.85 SQ. MI.

Lynwood (incorporated in 1921) is located 10.6 miles south of the Los Angeles Civic Center, crossed by the 105 Freeway, immediately to the west of 710 Freeway and the Los Angeles River. Lynwood is the 25th most populous city in the county. It has a small job base concentrated in retail trade, services and manufacturing. Land uses in the city are mixed-urban dominated by residential. The median family income in 1989 was \$26,439. Hispanics make up 70% of the population; African-Americans make up 21%.

ISSUES

- A bike trail is needed from Ham Park to the river.
- There is a need for access to existing riding trails (LARIO) at Imperial Highway.
- The open space between the river and the 710 Freeway needs landscaping.

JURISDICTIONAL PLANNED PROJECTS

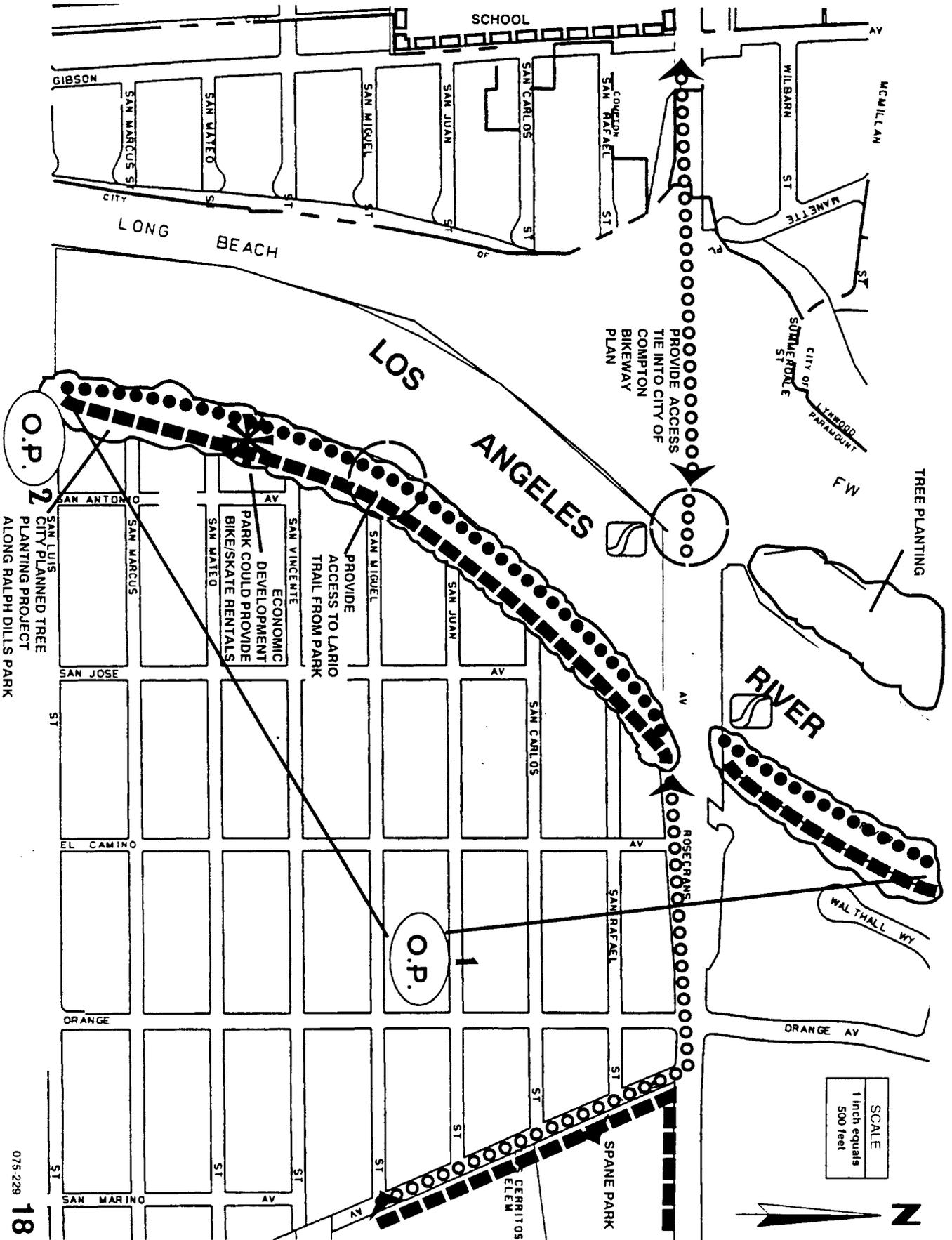
- The Lynwood General Plan depicts low-density residential and major industrial land use categories for areas within one mile west of the river. Major intersections along Atlantic Avenue are designaed as commercial.

ADOPTED GENERAL OR RECREATIONAL PLANS

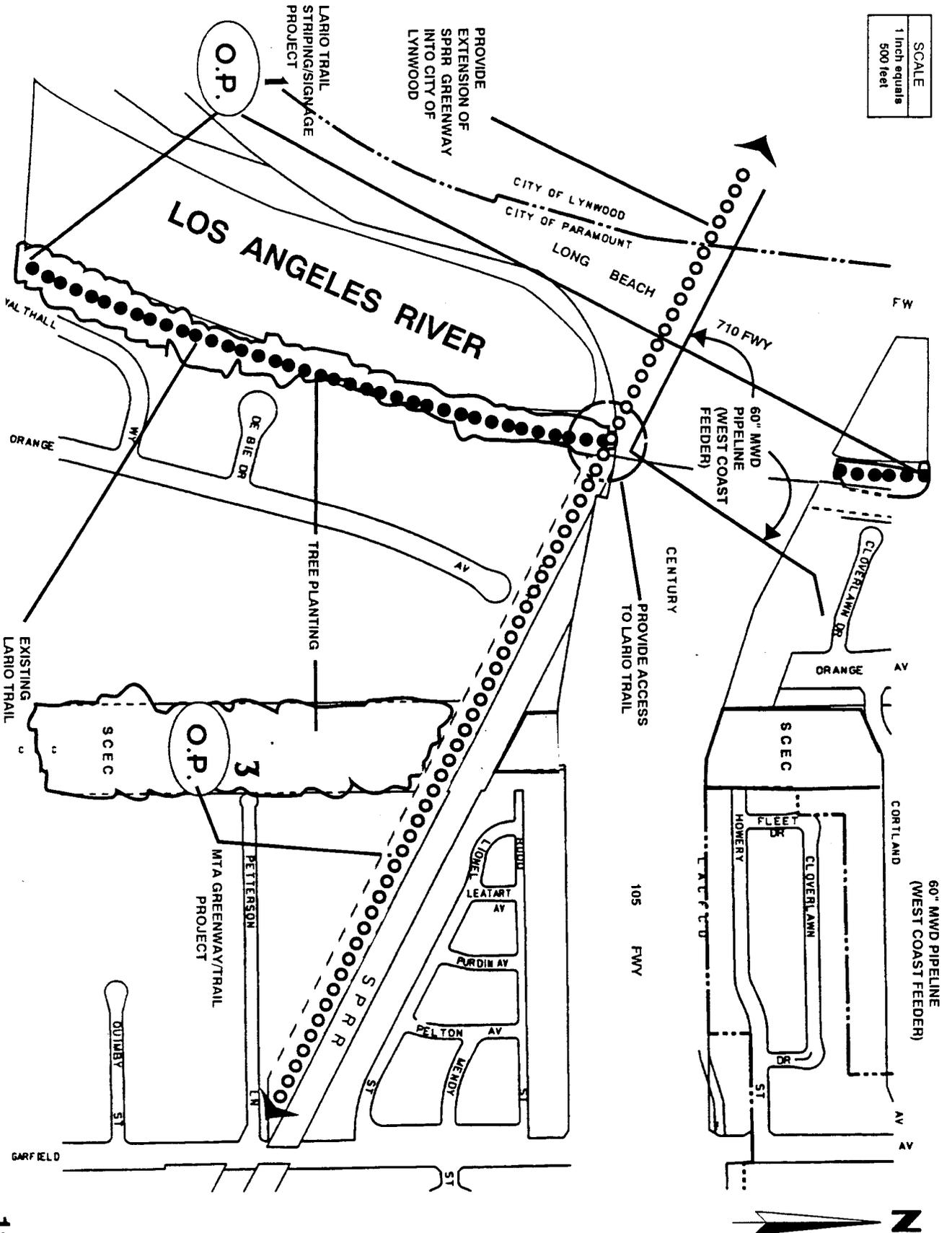
- Median Strip landscaping projects within Imperial Highway from Duncan Street east to the 710 Freeway bridge overpass.

RECOMMENDATIONS BASED ON MASTER PLAN GOALS

- Extend the rail trail project across the river from Paramount.
 - Connect the high school to the river via Martin Luther King Boulevard.
- 



SCALE
1 inch equals 500 feet



PROVIDE EXTENSION OF SPRR GREENWAY INTO CITY OF LYNNWOOD

LARIO TRAIL STRIPING/SIGNAGE PROJECT

LOS ANGELES RIVER

CITY OF LYNNWOOD
CITY OF PARAMOUNT

LONG BEACH

710 FWY

FW

60" NWD PIPELINE (WEST COAST FEEDER)

CENTURY

PROVIDE ACCESS TO LARIO TRAIL

CLOVERLAWN DR

ORANGE

AV

SCEC

CORTLAND

60" NWD PIPELINE (WEST COAST FEEDER)

AV

AV

ST

ST

ST

ST

ST

105 FWY

SPRR

LEATART AV

PURDIN AV

PELTON AV

MENDY

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MTA GREENWAY/TRAIL PROJECT

PETERSON LN

ST

GARFIELD

O.P.

3

SCEC

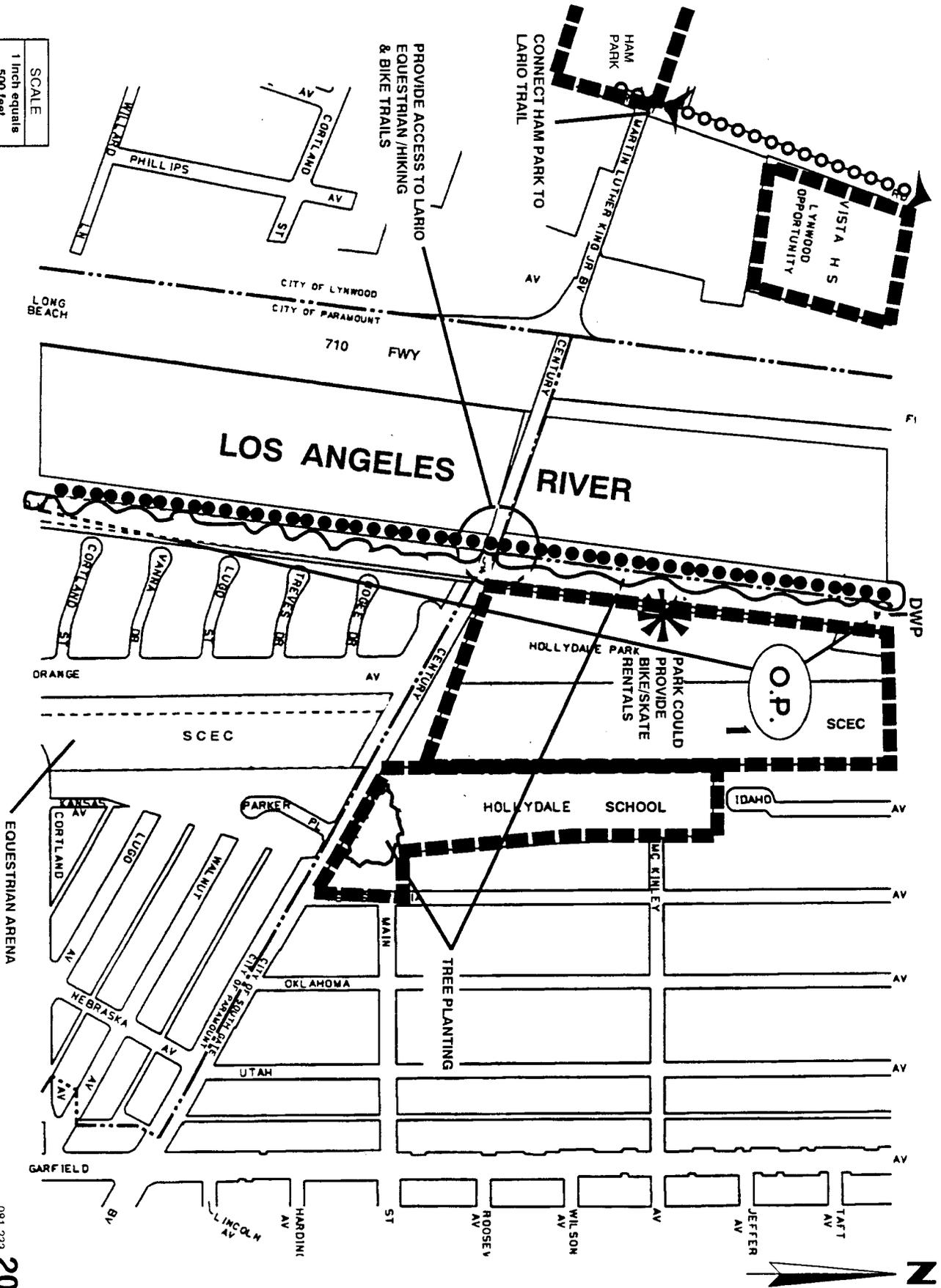
EXISTING LARIO TRAIL

ORANGE

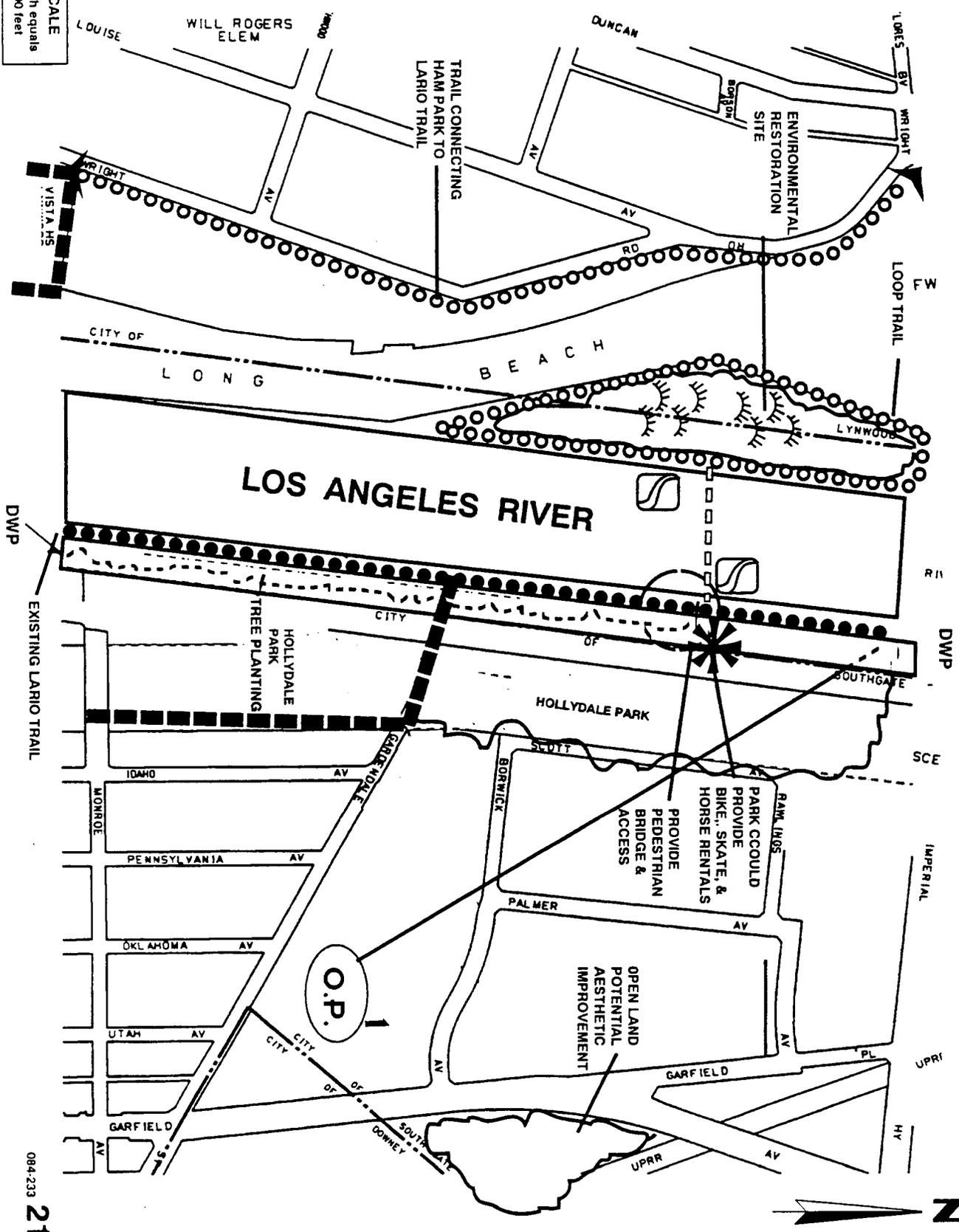
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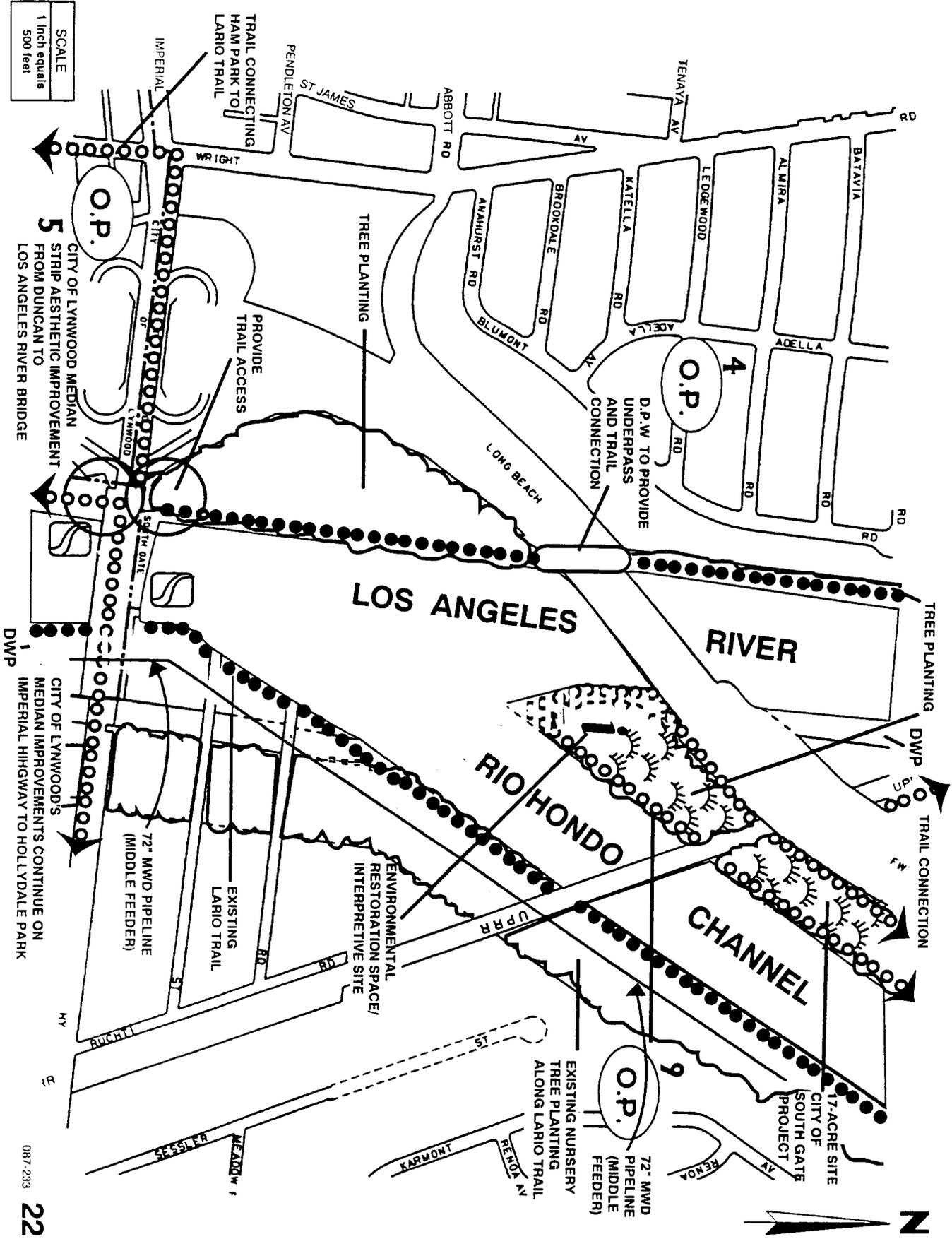
PARK COULD
PROVIDE
BIKE, SKATE, &
HORSE RENTALS
PEDESTRIAN
BRIDGE &
ACCESS

OPEN LAND
POTENTIAL
AESTHETIC
IMPROVEMENT

O.P.



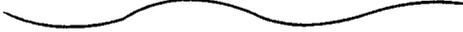
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087-293

SOUTH GATE





CITY OF SOUTH GATE

POPULATION (1994): 88,900; LAND AREA: 7.32 SQ. MI.

South Gate (incorporated in 1923) is 9.7 miles southeast of downtown Los Angeles. It ranks 18th in population size among Los Angeles County cities. Major thoroughfares include Firestone Boulevard and the 710 and 105 Freeways. Two rivers, the Los Angeles and the Rio Hondo, pass through South Gate. The job base is small. Manufacturing accounts for over one-third of the jobs, followed by services and retail trade. The median family income was \$28,980 in 1989. The city's population is young (68% under the age of 35) and predominately Hispanic (83%).

ISSUES

- There is a need for improved flood protection.
- Crime prevention issues need to be addressed.
- There is a need for improved recreational opportunities.
- There is a need for greater sensitivity to land-use issues.

JURISDICTIONAL PLANNED PROJECTS

- In the city's General Plan, areas adjacent to the Los Angeles River have been designated low-and low/medum-density residential, major commercial and industrial. Both the Los Angeles and Rio Hondo rivers are deignated as open space.

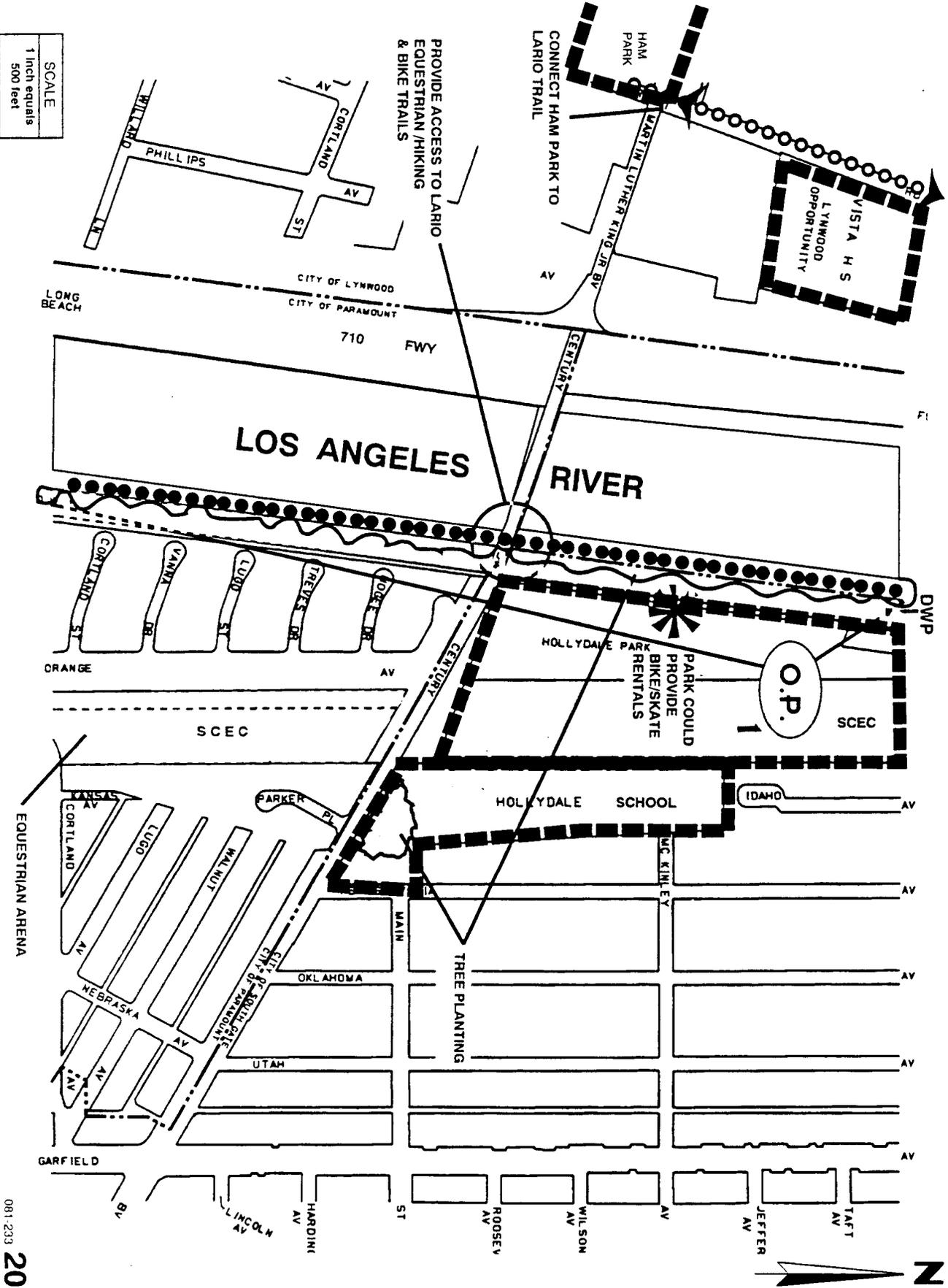
ADOPTED GENERAL OR RECREATIONAL PLANS

- Residential development just south of Firestone along the river.
- Commercial development at Firestone and possibly at the river confluence.

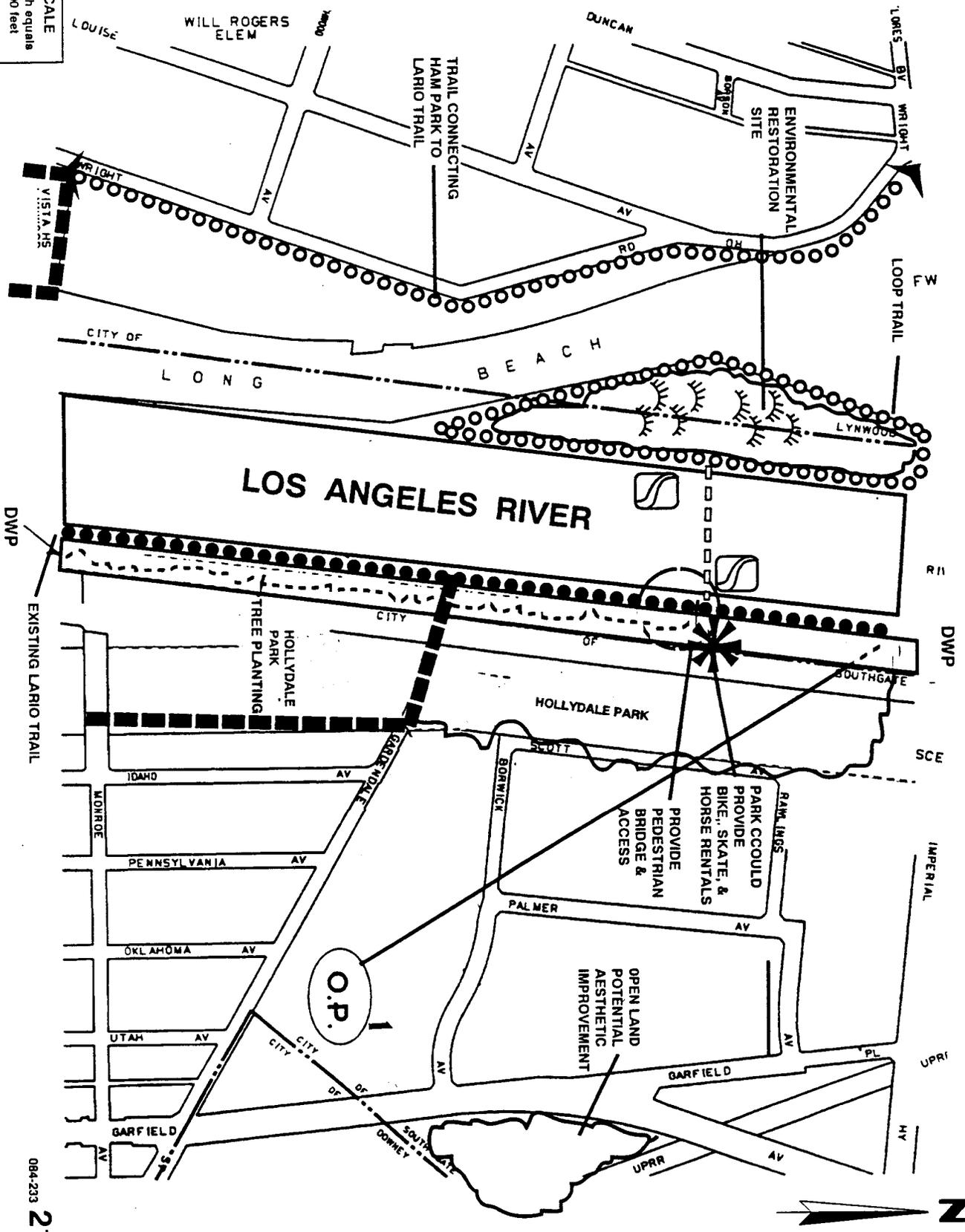
RECOMMENDATION BASED ON MASTER PLAN GOALS

- Develop confluence acreage into a park and community center with tree planting and an interpretive site. Commission a large work of art that can be seen from the 710 Freeway.
 - Begin restoration efforts and environmental enhancements at various sites.
 - Connect Hollydale Park to the river.
 - Plant trees along the entire length of river through the city.
 - Develop a rail-to-trail project between South Gate, Cudahy and Bell Gardens.
 - Create a park on the open land at the railroad.
- 

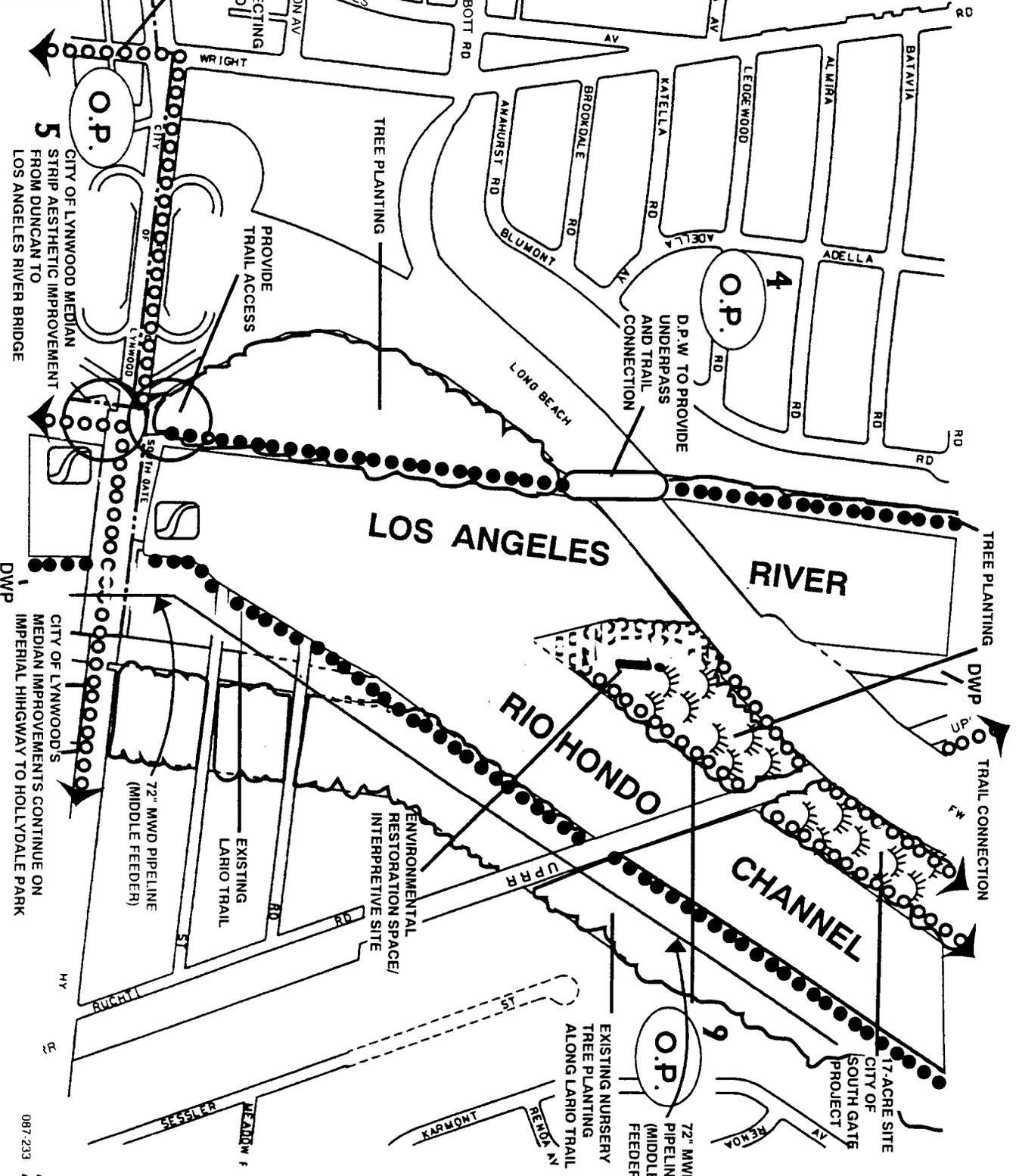
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O.P. 5
STRIP AESTHETIC IMPROVEMENT
FROM DUNCAN TO
LOS ANGELES RIVER BRIDGE

O.P. 9
72" MWD PIPELINE
(MIDDLE FEEDER)
EXISTING NURSERY
TREE PLANTING
ALONG LARIO TRAIL

O.P. 4
D.P.W. TO PROVIDE
UNDERPASS
AND TRAIL
CONNECTION

087-233
22



SOUTH GATE





CITY OF SOUTH GATE

POPULATION (1994): 88,900; LAND AREA: 7.32 SQ. MI.

South Gate (incorporated in 1923) is 9.7 miles southeast of downtown Los Angeles. It ranks 18th in population size among Los Angeles County cities. Major thoroughfares include Firestone Boulevard and the 710 and 105 Freeways. Two rivers, the Los Angeles and the Rio Hondo, pass through South Gate. The job base is small. Manufacturing accounts for over one-third of the jobs, followed by services and retail trade. The median family income was \$28,980 in 1989. The city's population is young (68% under the age of 35) and predominately Hispanic (83%).

ISSUES

- There is a need for improved flood protection.
- Crime prevention issues need to be addressed.
- There is a need for improved recreational opportunities.
- There is a need for greater sensitivity to land-use issues.

JURISDICTIONAL PLANNED PROJECTS

- In the city's General Plan, areas adjacent to the Los Angeles River have been designated low-and low/medum-density residential, major commercial and industrial. Both the Los Angeles and Rio Hondo rivers are deignated as open space.

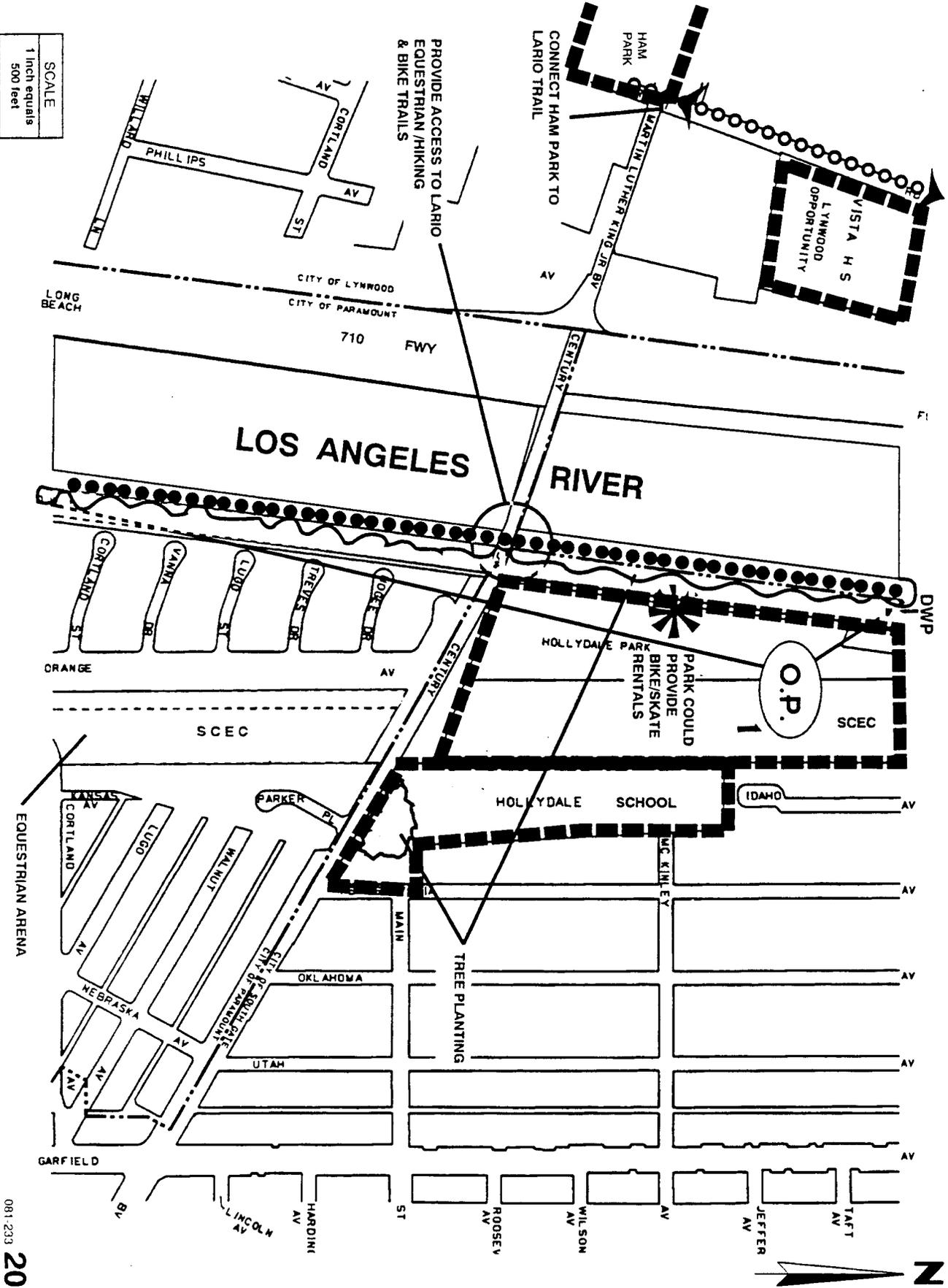
ADOPTED GENERAL OR RECREATIONAL PLANS

- Residential development just south of Firestone along the river.
- Commercial development at Firestone and possibly at the river confluence.

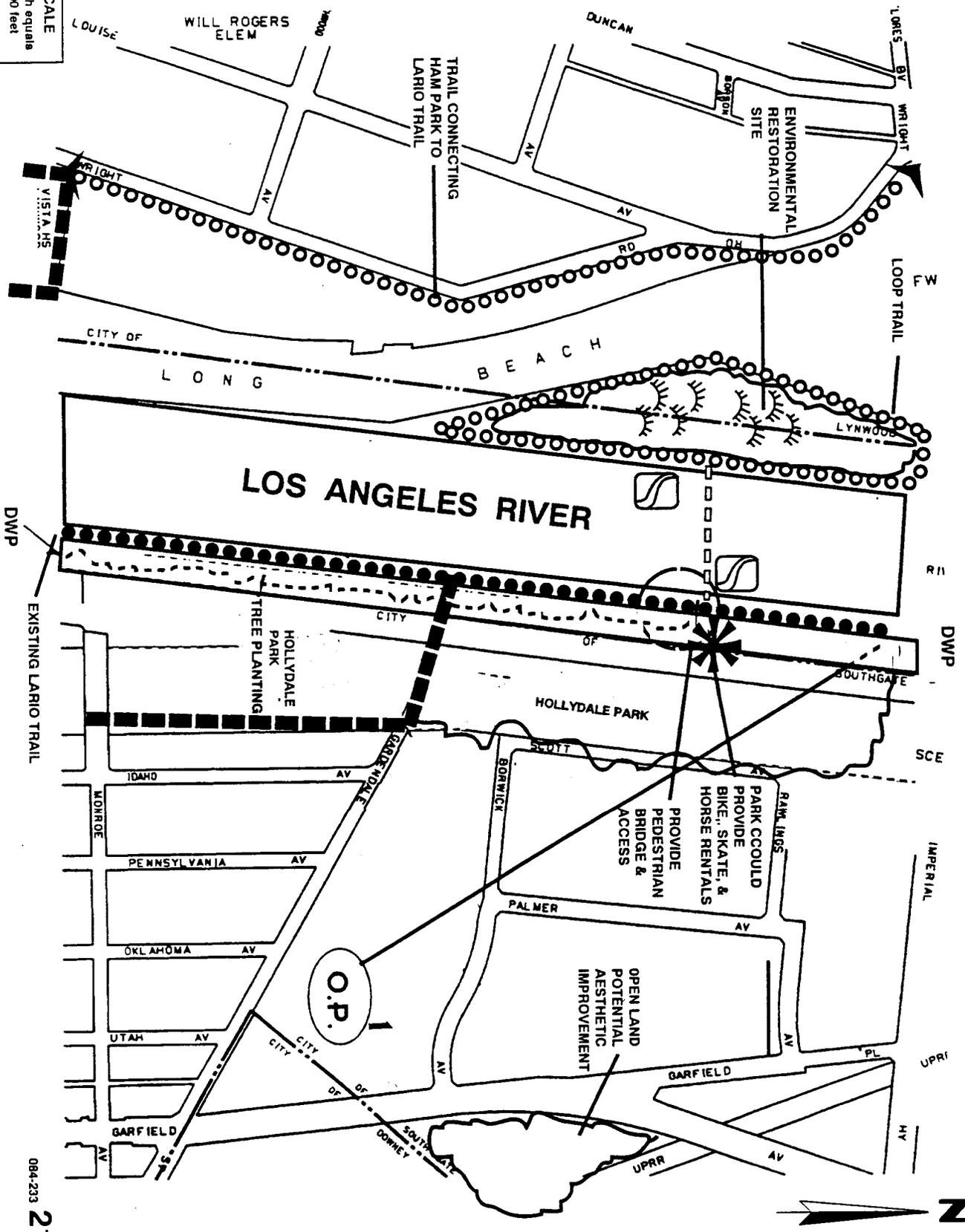
RECOMMENDATION BASED ON MASTER PLAN GOALS

- Develop confluence acreage into a park and community center with tree planting and an interpretive site. Commission a large work of art that can be seen from the 710 Freeway.
 - Begin restoration efforts and environmental enhancements at various sites.
 - Connect Hollydale Park to the river.
 - Plant trees along the entire length of river through the city.
 - Develop a rail-to-trail project between South Gate, Cudahy and Bell Gardens.
 - Create a park on the open land at the railroad.
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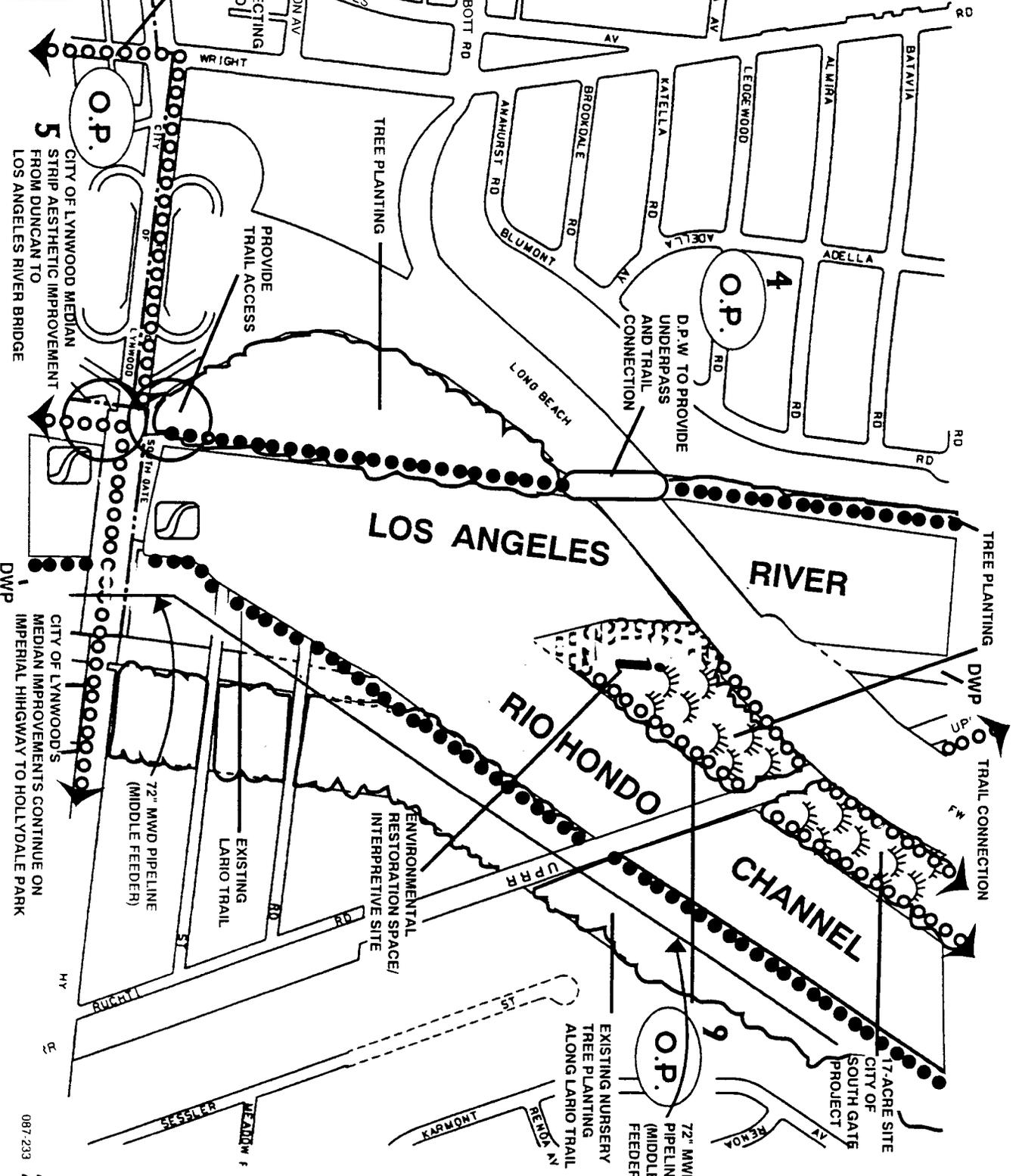
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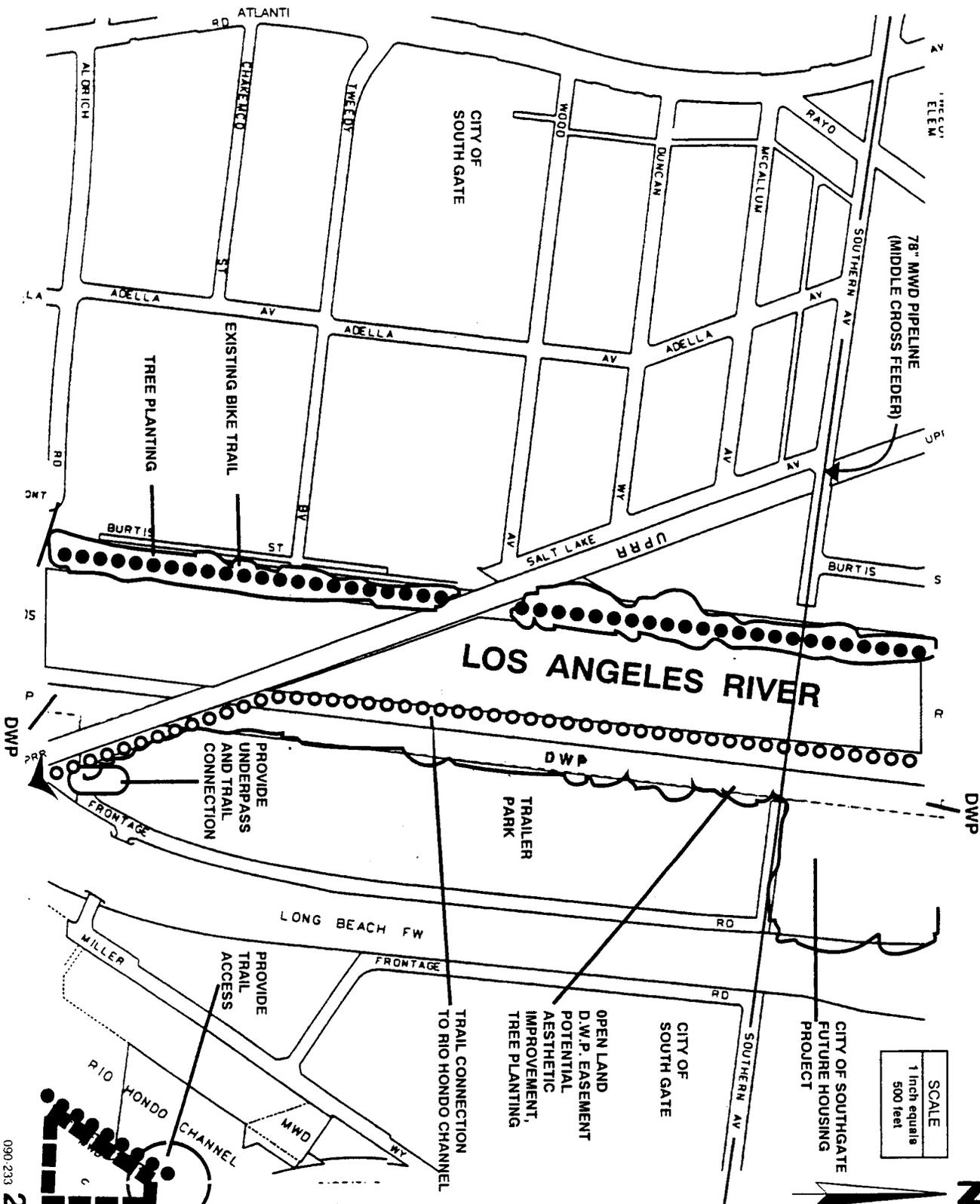
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5 STRIP AESTHETIC IMPROVEMENT FROM DUNCAN TO LOS ANGELES RIVER BRIDGE

CITY OF LYNNWOOD'S MEDIAN IMPROVEMENTS CONTINUE ON IMPERIAL HIGHWAY TO HOLLYDALE PARK

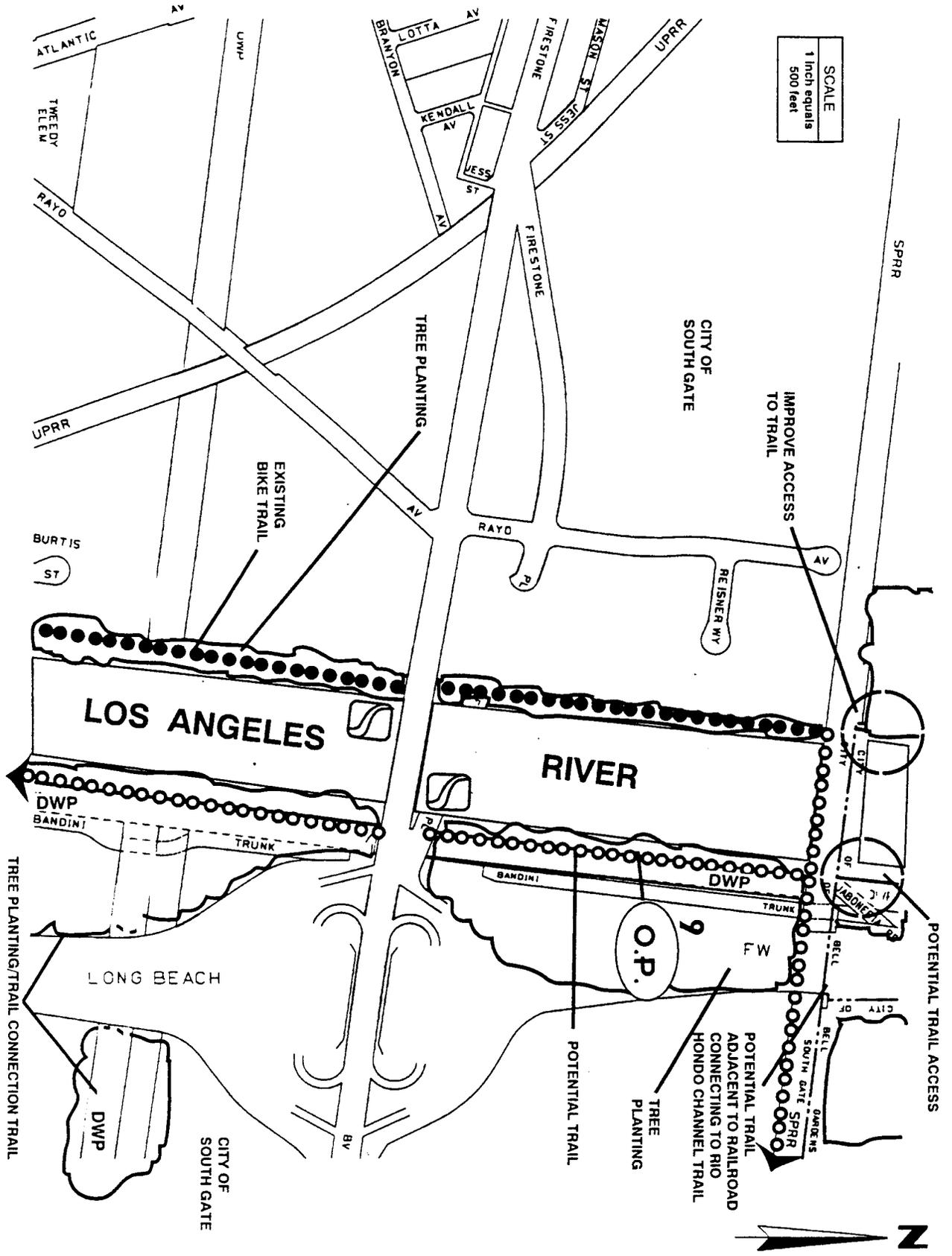
087-233

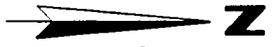


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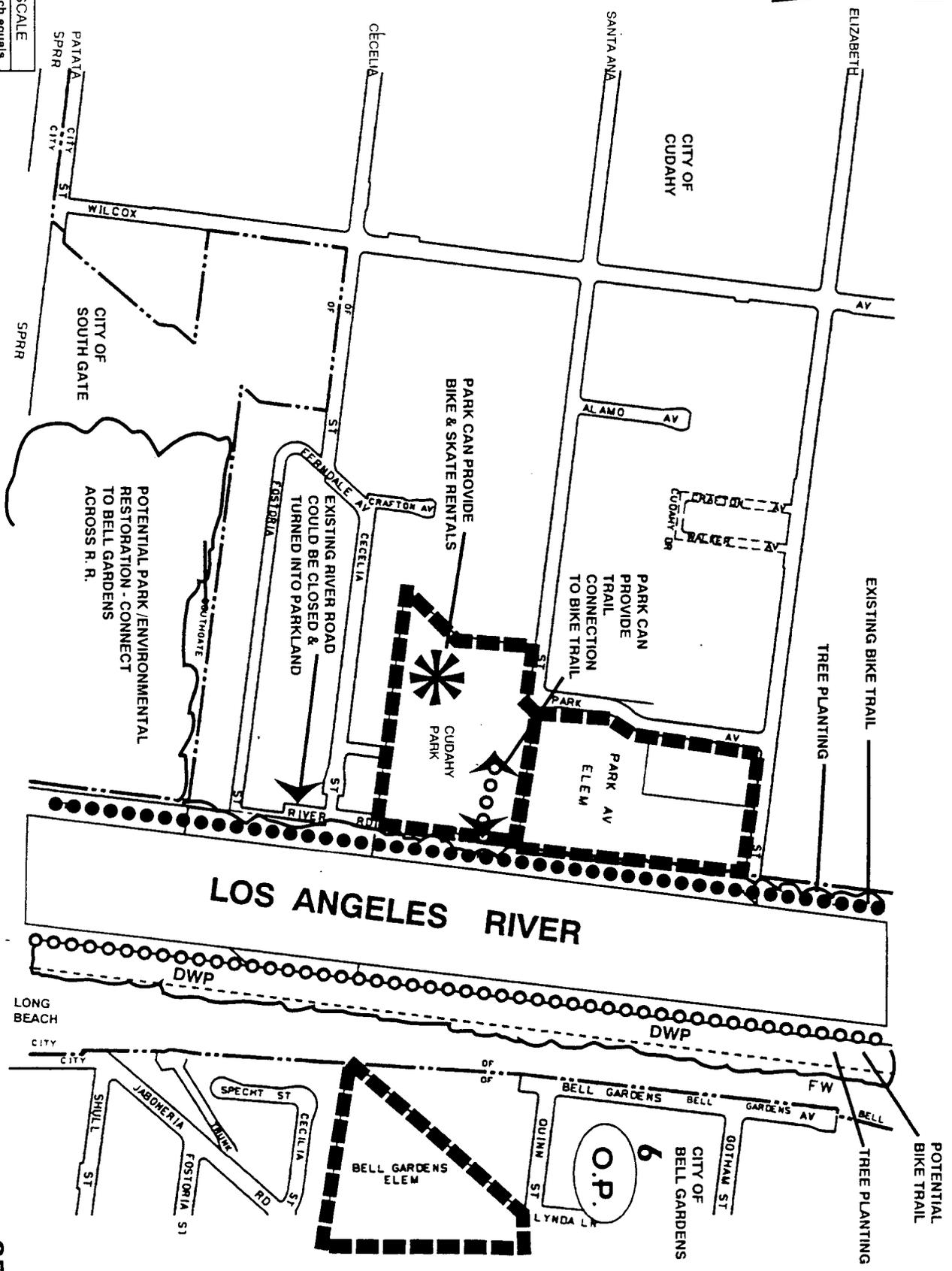
CITY OF SOUTHGATE
FUTURE HOUSING
PROJECT







SCALE
1 Inch equals 500 feet



CUDAHY





CITY OF CUDAHY

POPULATION (1994): 23,750; LAND AREA: 1.09 SQ. MI.

Cudahy (incorporated in 1960) is located 12.2 miles south-southeast of the Los Angeles Civic Center. The city has a very small job base with less than 10 jobs—primarily in retail trade—per 100 residents. Land uses are primarily medium-density residential with some commercial. The median family income was \$22,245 in 1989. Hispanics make up approximately 88% of the population. The average household size is 4.3, and 38% of the population is under the age of 18.

ISSUES

- There is a need for flood protection.
- There is a need for additional housing.
- Issues of safety and graffiti need to be addressed.
- There is a need for additional park and recreation space.

JURISDICTIONAL PLANNED PROJECTS

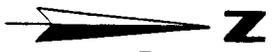
- The General Plan for the City shows areas adjacent to the river as medium-density residential, with major industrial use along Atlantic Avenue.

ADOPTED GENERAL OR RECREATIONAL PLANS

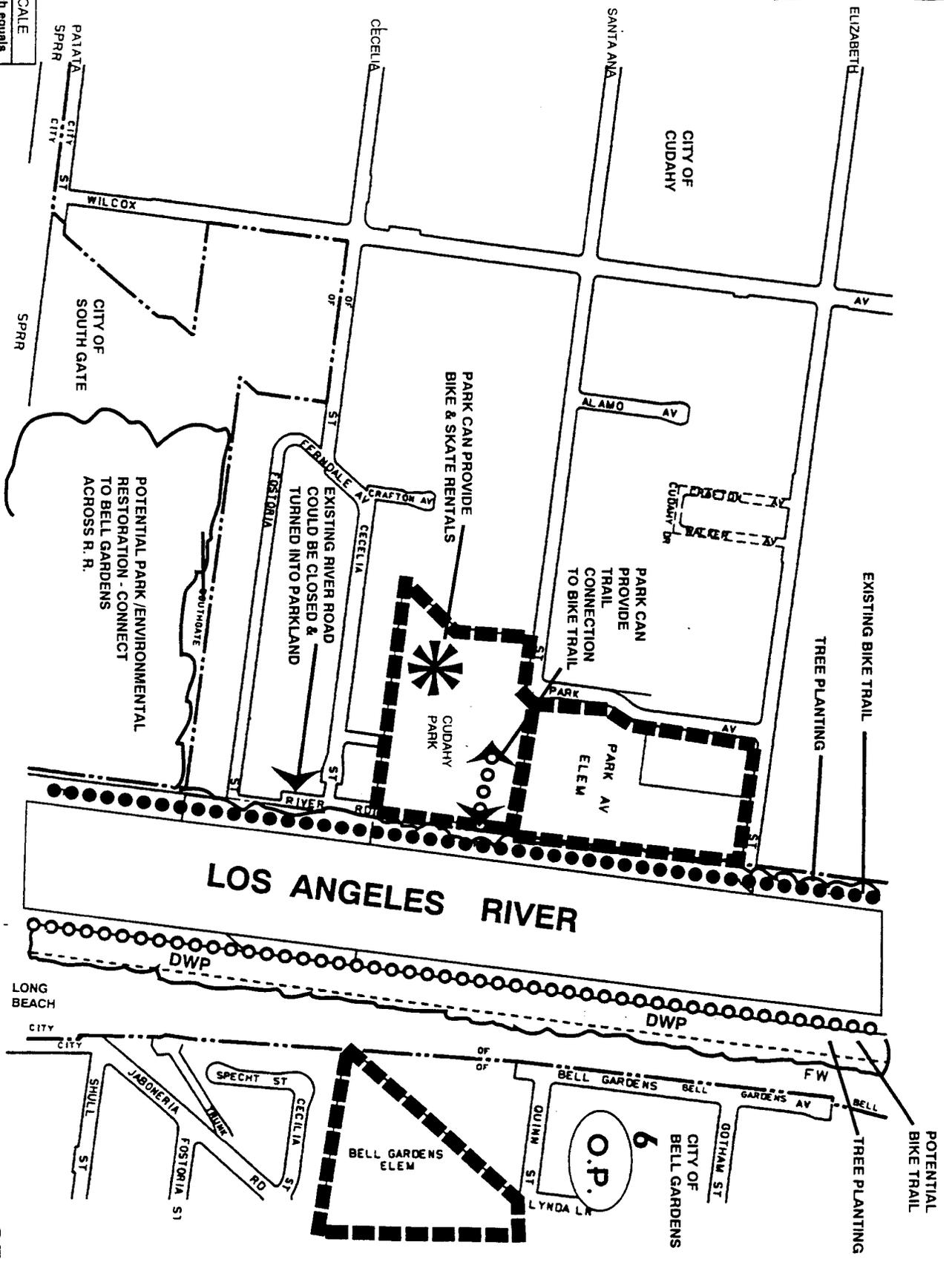
- Acquisition of two vacant parcels for possible park development, including staging areas for the river trail.

RECOMMENDATIONS BASED ON MASTER PLAN GOALS

- The city would like to develop a joint city project for use of land (north of the railroad tracks) at the southern boundary, within South Gate.
 - Close River Road and develop a greenbelt between the vacant land and the school.
 - Commission a mural on the levee retaining wall.
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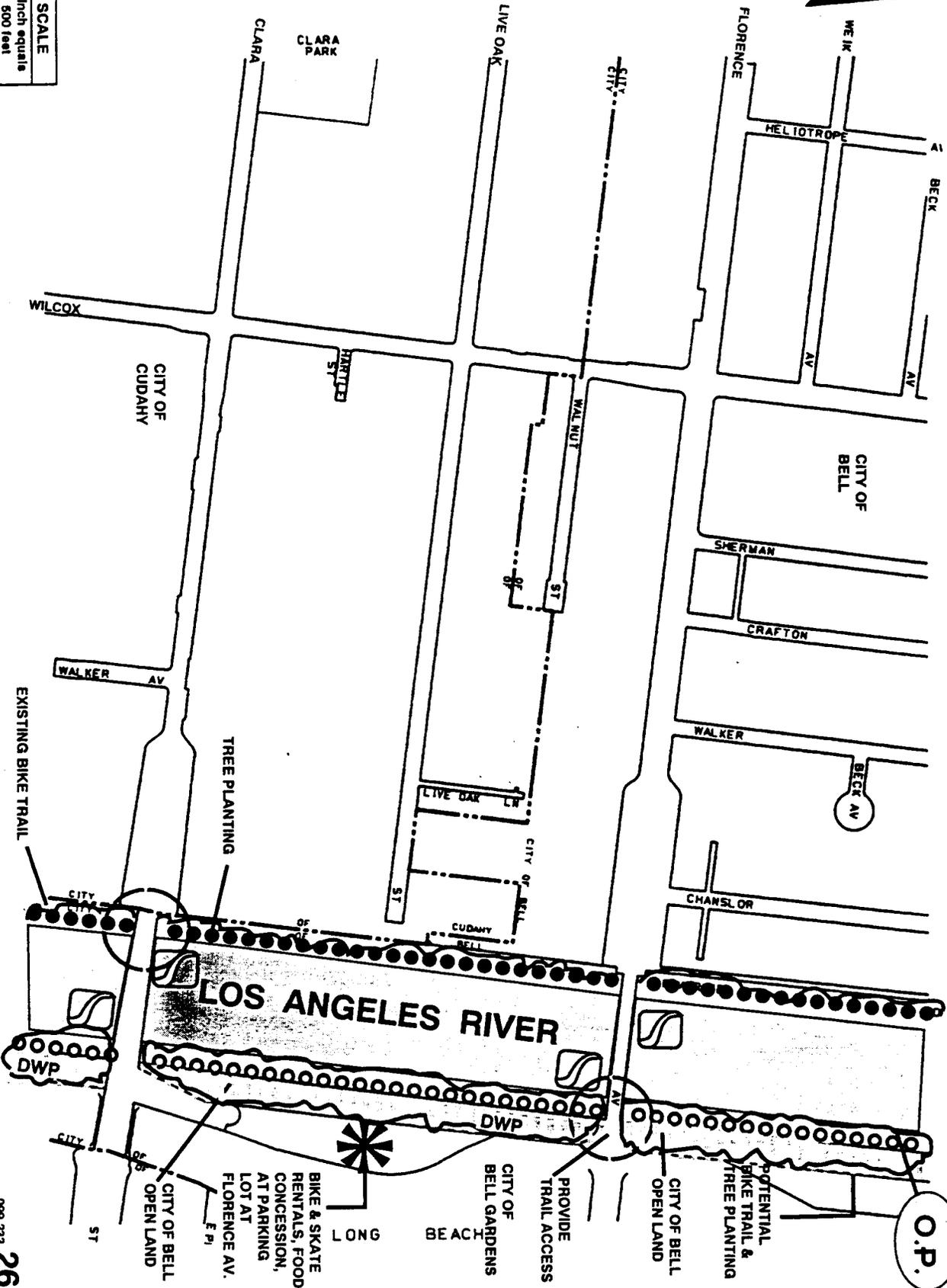


SCALE
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500 feet





SCALE
1 inch equals 500 feet



BELL GARDENS





CITY OF BELL GARDENS

POPULATION (1994): 43,700; LAND AREA: 2.39 SQ. MI.

Bell Gardens (incorporated in 1961) is located 9.1 miles southeast of the Los Angeles City Hall. It ranks 41st in terms of population in Los Angeles County, and had a median family income of \$23,308 in 1989. Like Bell, Bell Gardens sits next to the Los Angeles River in the industrial core of the county. Land use is mixed residential, with some industrial and commercial uses. The job base is moderate in size, dominated by manufacturing and services. Approximately 88% of the city's population is Hispanic, while 10% is White.

ISSUES

- The problems of gangs and graffiti need to be addressed.
- There is a need for improved maintenance of facilities.
- There is a need for increased parkland. The city has only 16 acres of parkland. The recommended National Standard for a city of this size is 220 acres (5 acres/1,000 residents).

ADOPTED GENERAL OR RECREATIONAL PLANS

- The City's General Plan designates most of the residential areas as high-density residential. The major thoroughfares are designated major commercial.
- The city recreational master plan of September 1994 includes the river with a trail connection as an additional element to its open space plan (Section 3-6).

JURISDICTIONAL PLANNED PROJECTS

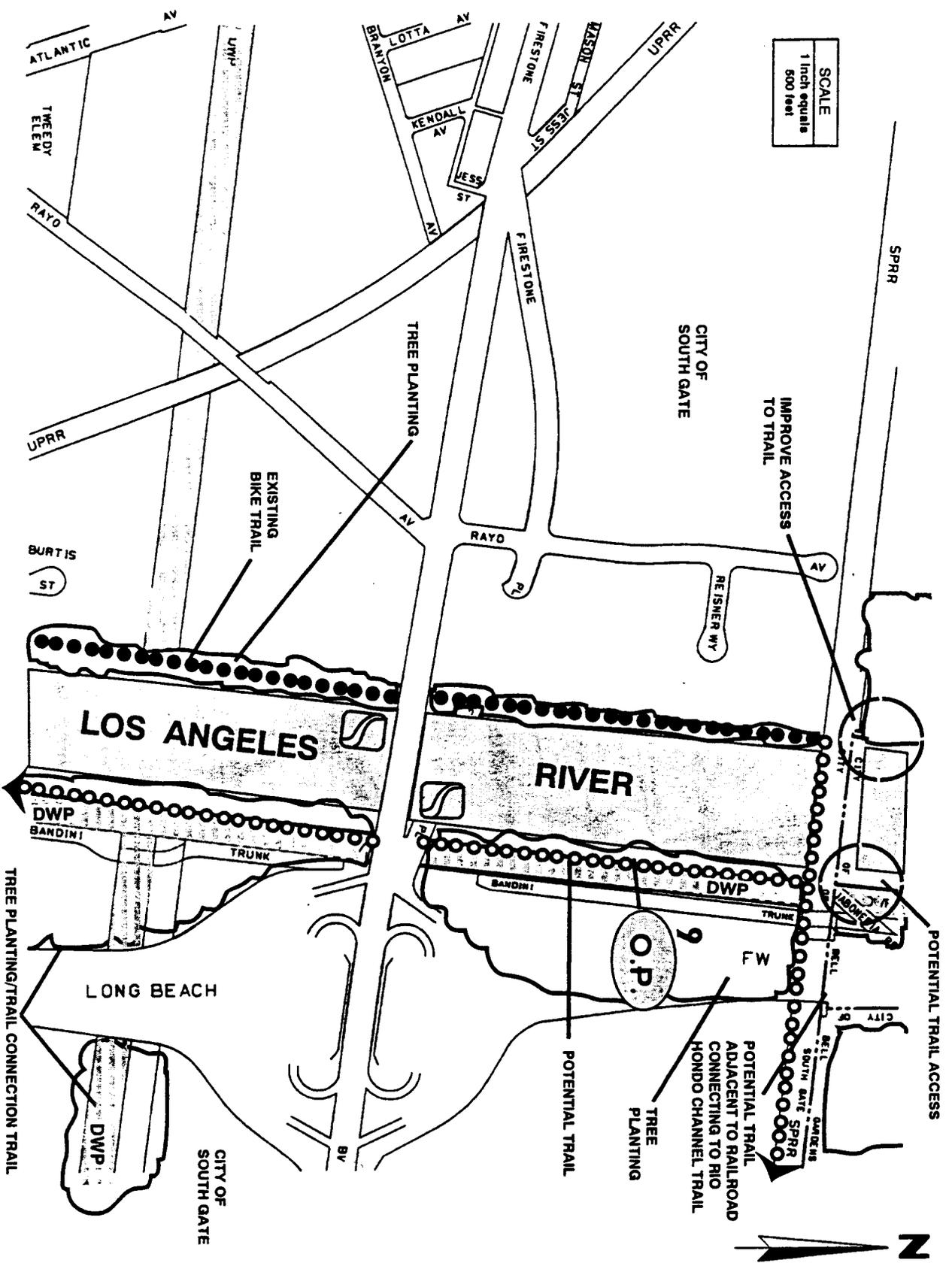
- Redevelopment area adjacent to the river.
- The city has plans to develop Jaboneria/Shull Park, a ten-acre site with connection to the river trail. The project may include a major sports complex.
- The city desires a trail connection from the river to Ford Park on Rio Hondo trail.
- A multiple-city rail-to-trail project at the railroad (at the southern edge of the city).

RECOMMENDATIONS BASED ON MASTER PLAN GOALS

- Provide access points on Florence, Clara and Gage Streets, as well as at the railroad bridge.
- Develop a network of trails along the river with the creation of a loop trail system between existing and planned city parks and schools using the Los Angeles River as the western branch and the Rio Hondo as a southern branch.

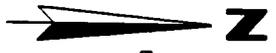
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- Assure public safety through site design and educational programs at parks and schools.
 - Improve native vegetation along river by planting a greenway along the eastern bank.
 - Improve wildlife habitat through site design at the planned City Park, and by encouraging plantings in the City of Bell easement and South Gate property.



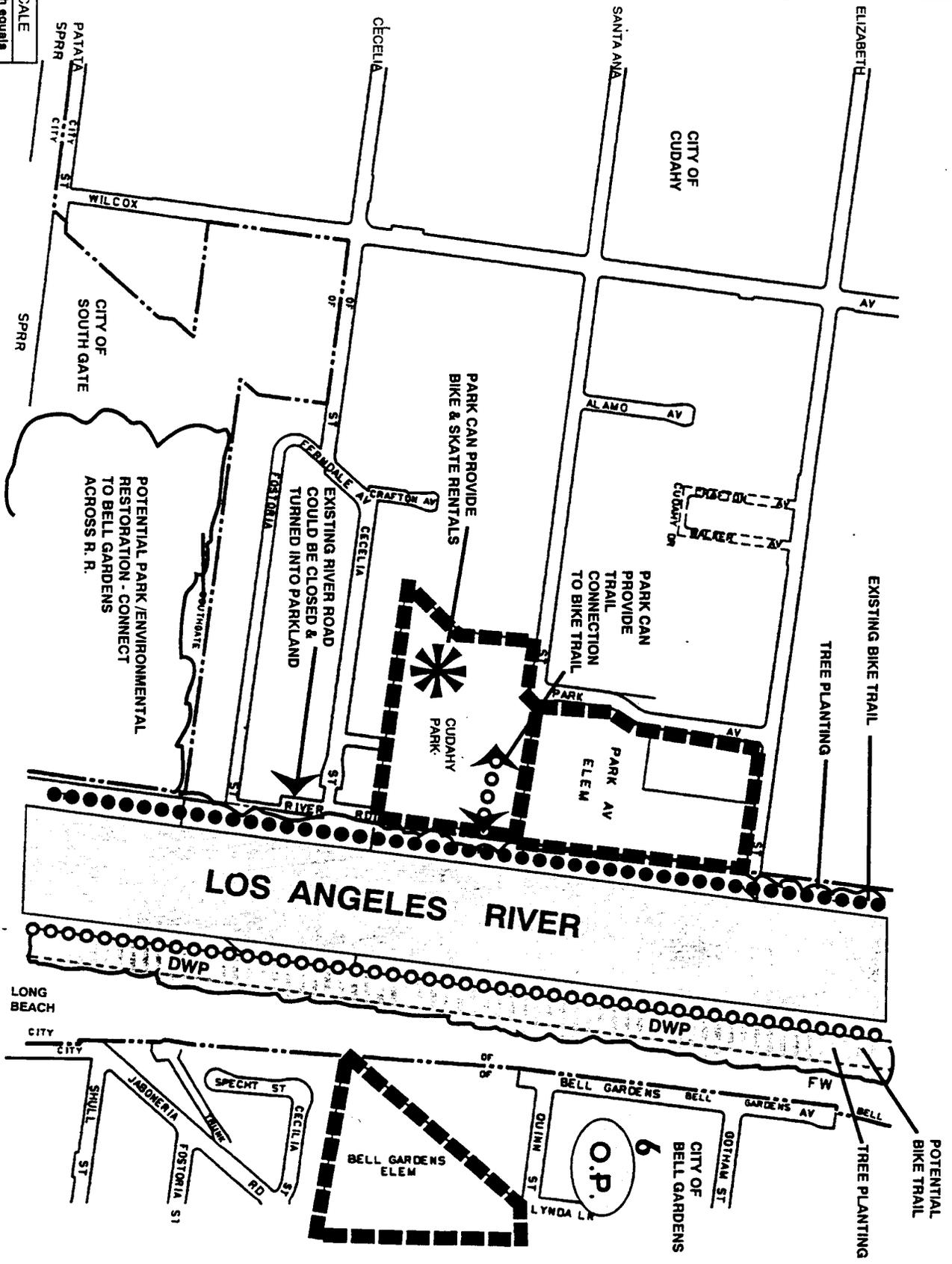


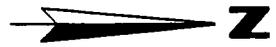
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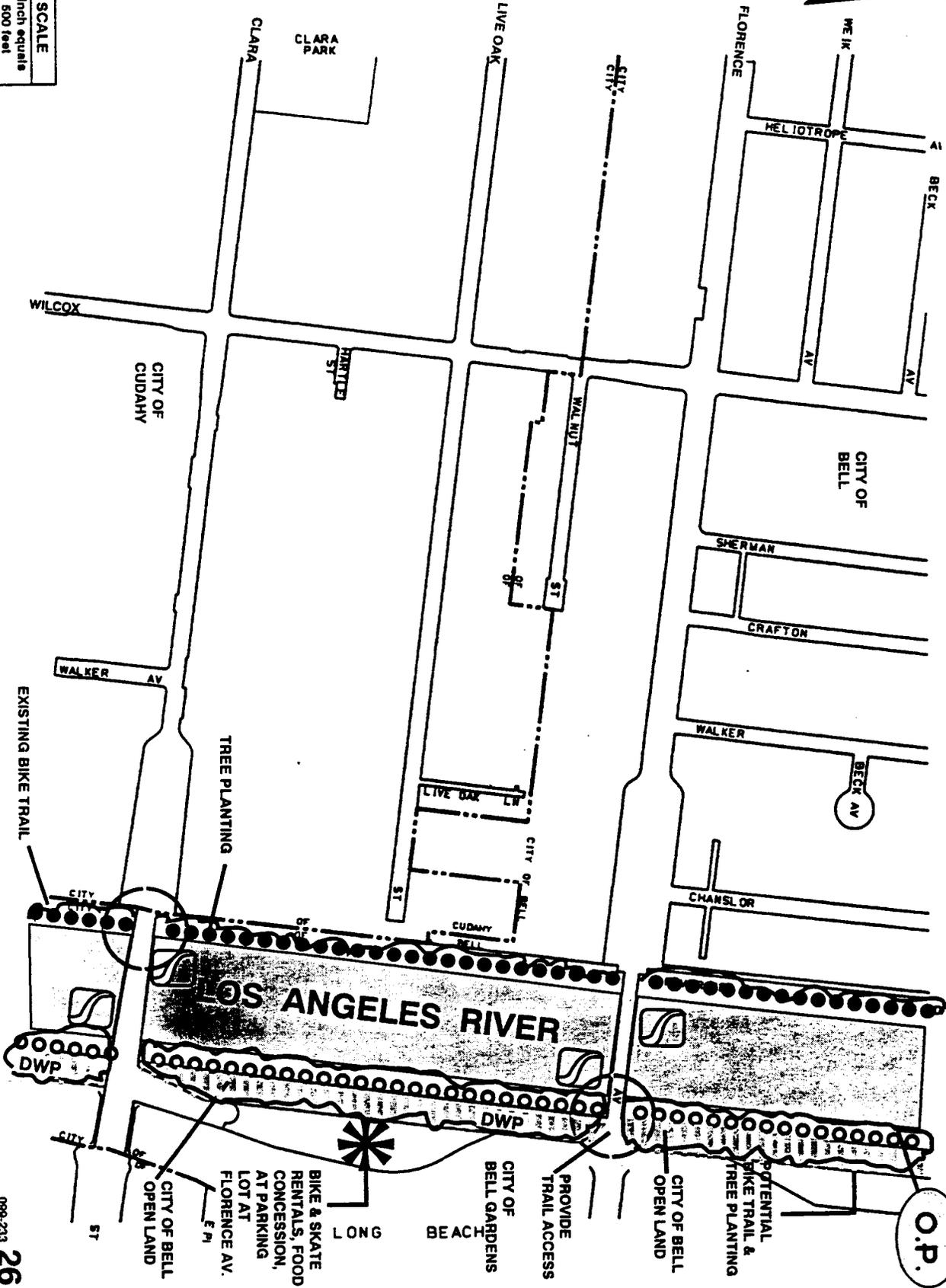


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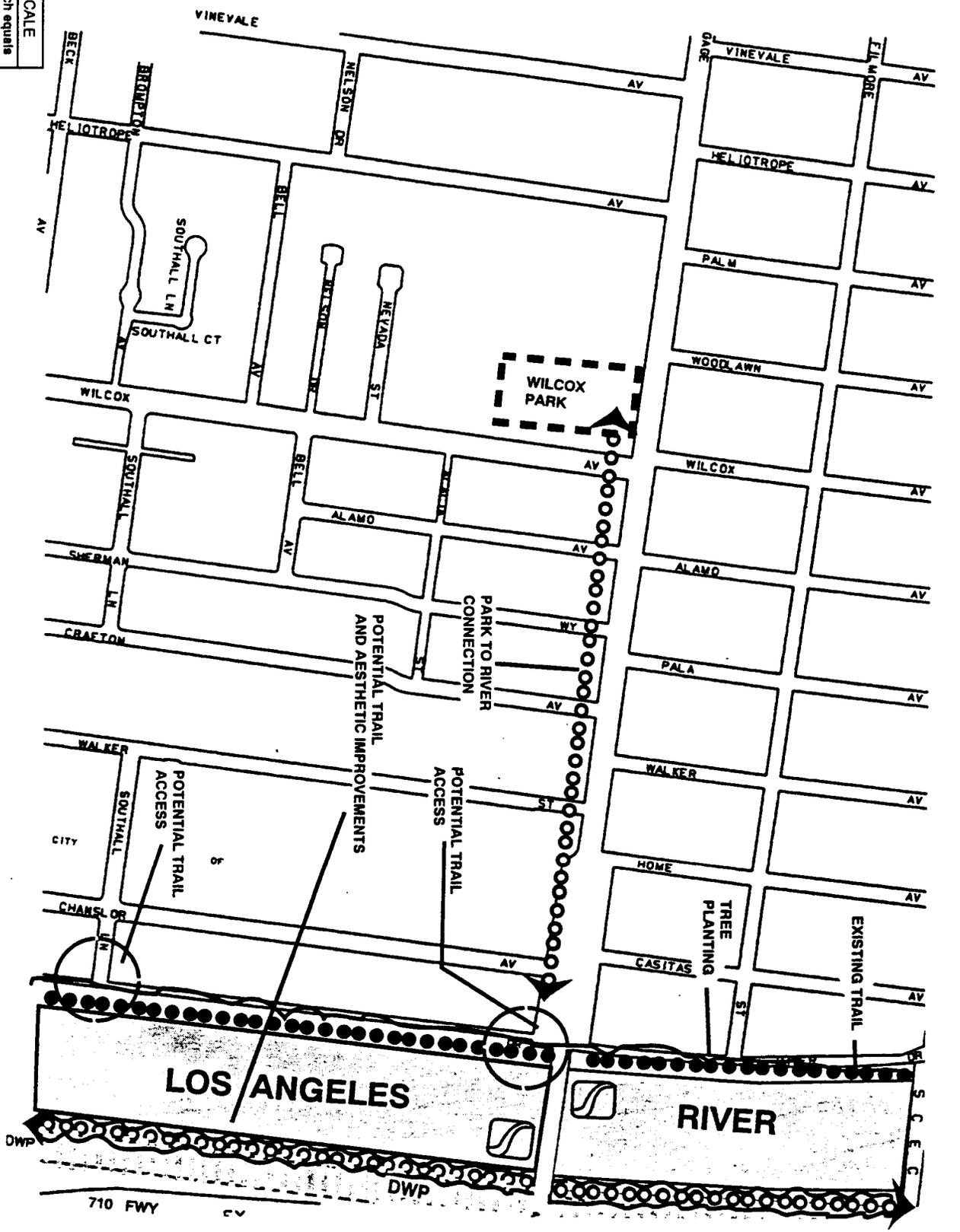


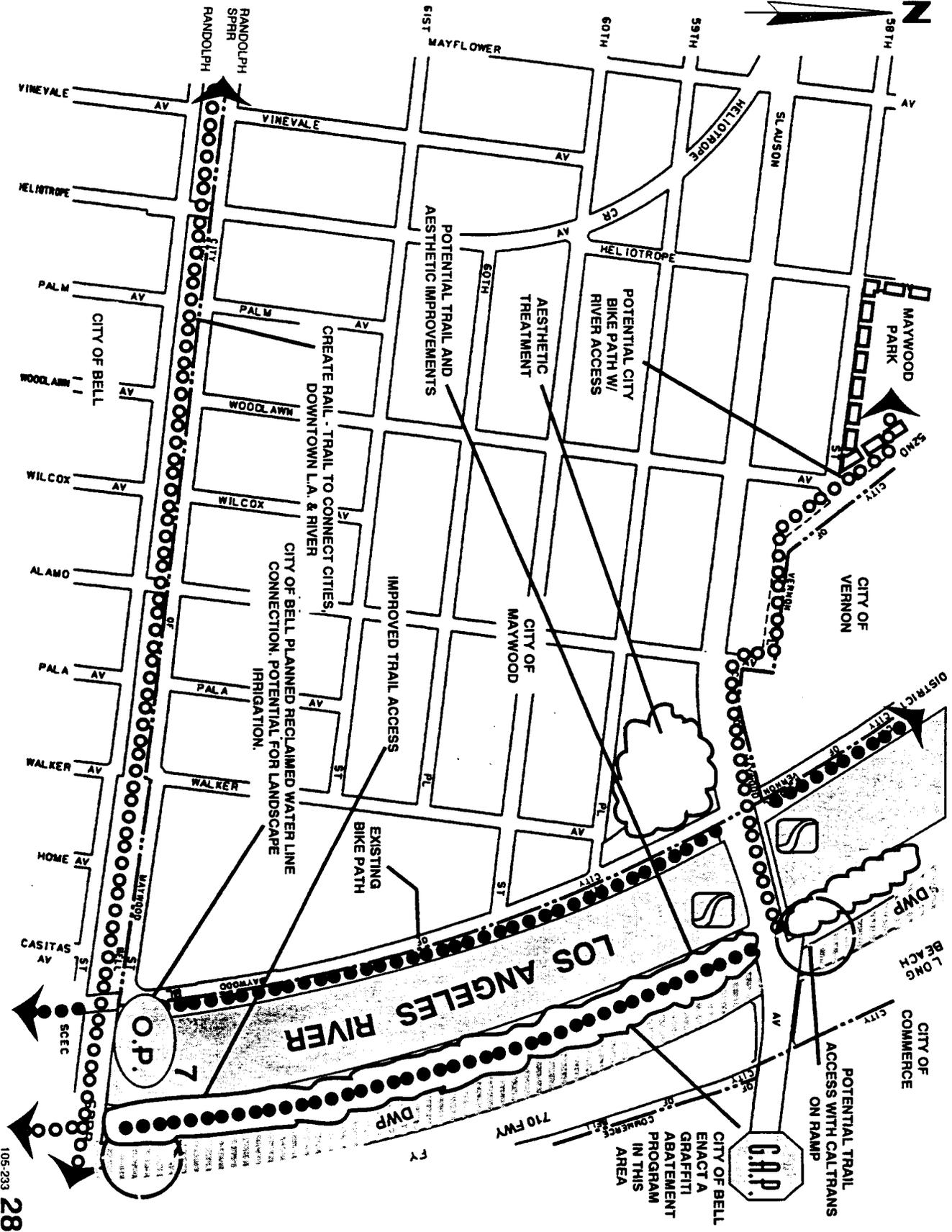


SCALE
1 inch equals 500 feet



SCALE
 1 inch equals
 800 feet





MAYWOOD





CITY OF MAYWOOD

POPULATION (1994): 28,850; LAND AREA: 1.18 SQ. MI.

Maywood (incorporated in 1924) lies 7.9 miles south of central Los Angeles, west of the Los Angeles River.

Maywood is mostly residential, although it is surrounded by industry. Its population ranks 57th among Los Angeles County cities. It has a very small job base, primarily of manufacturing and wholesale industries.

The median family income was \$25,559 in 1989. The city's population is 93% Hispanic and it has one of the highest population densities of any city along the Los Angeles River.

ISSUES

- A need for greater crime control.
- A need for safe access across the river for residents who live on the east side.

ADOPTED GENERAL OR RECREATIONAL PLANS

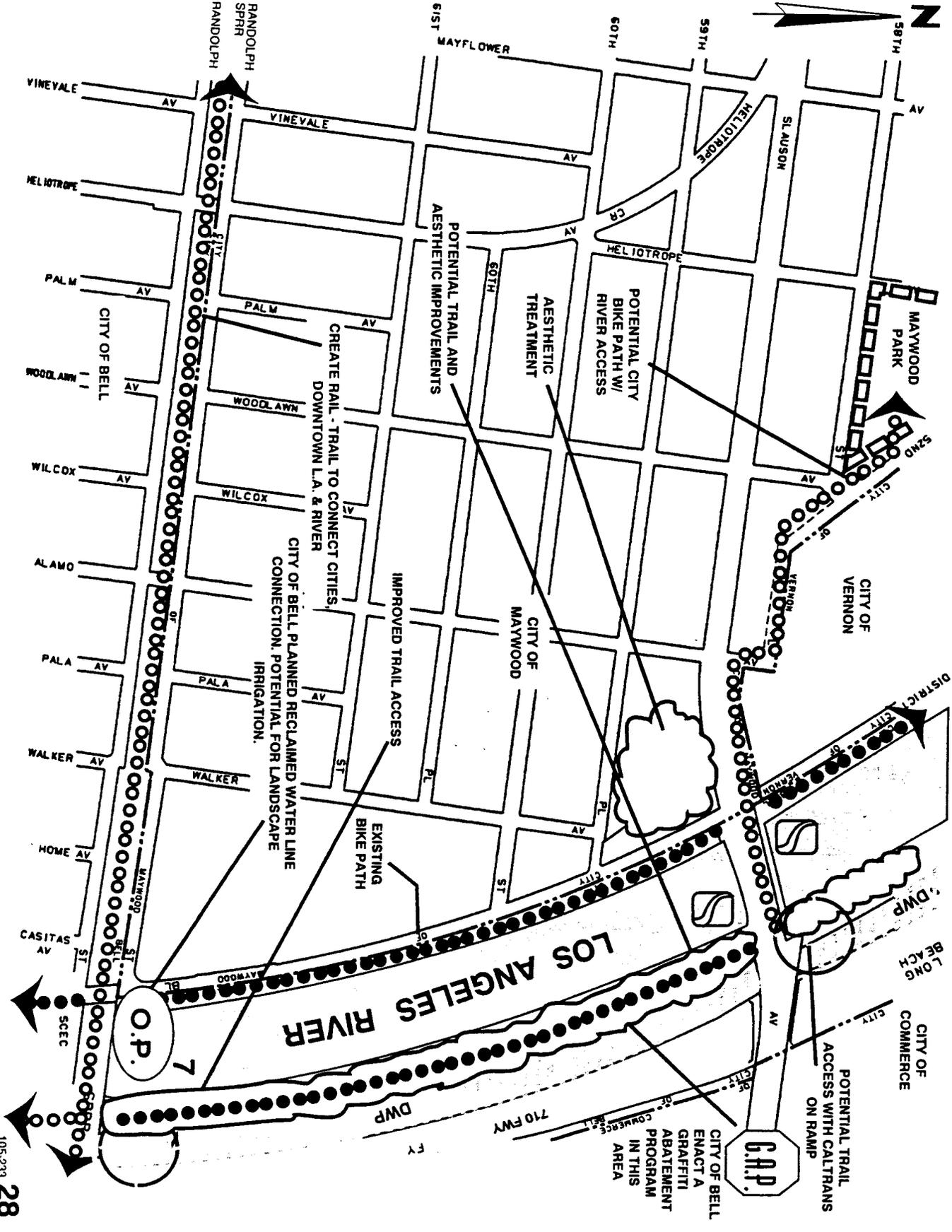
- The adopted General Plan for the city depicts a variety of residential land-use categories, commercial use along major thoroughfares and industry west of the river right-of-way.

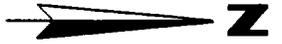
JURISDICTIONAL PLANNED PROJECTS

- Redevelopment area adjacent to the river.

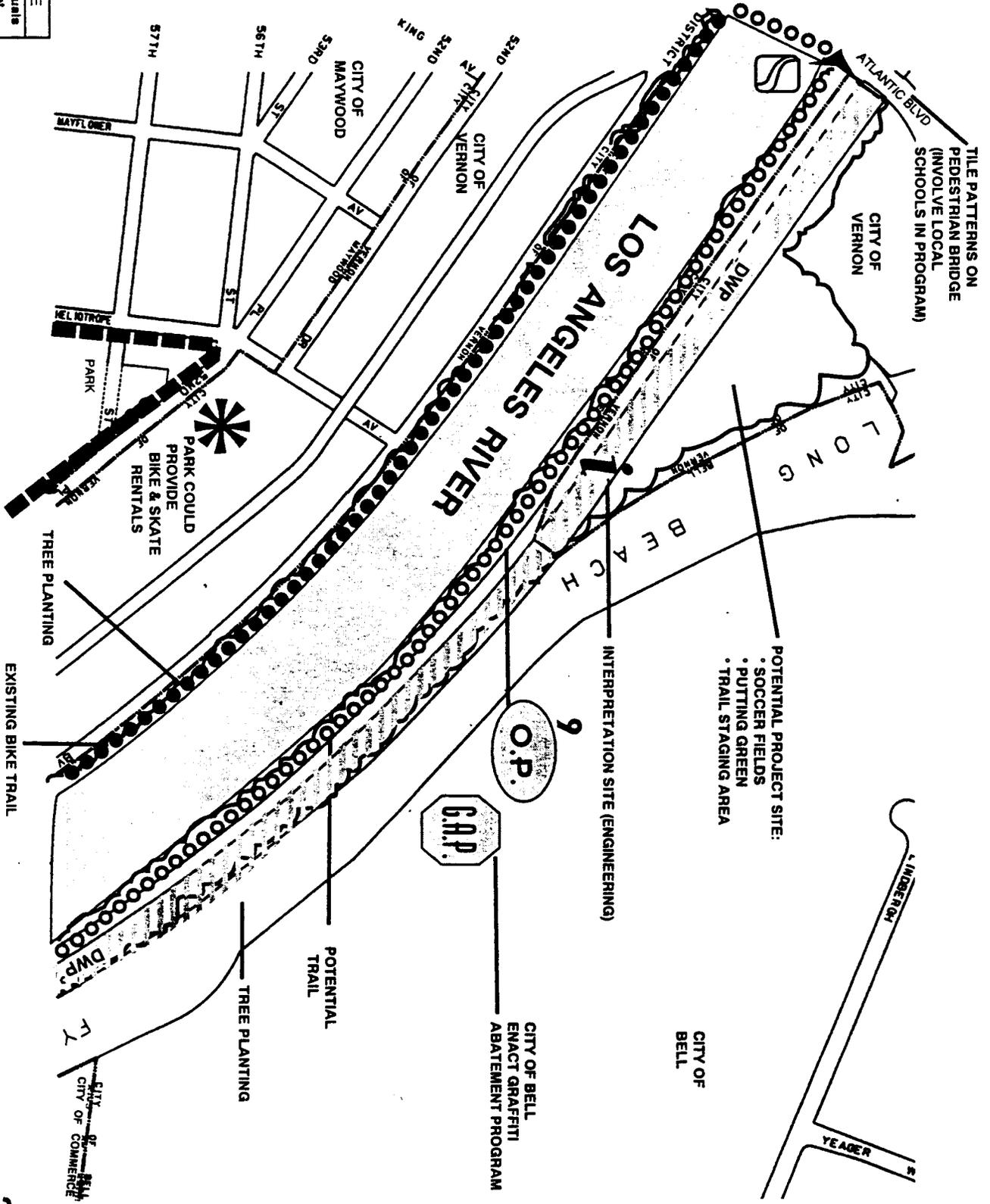
RECOMMENDATIONS BASED ON MASTER PLAN GOALS

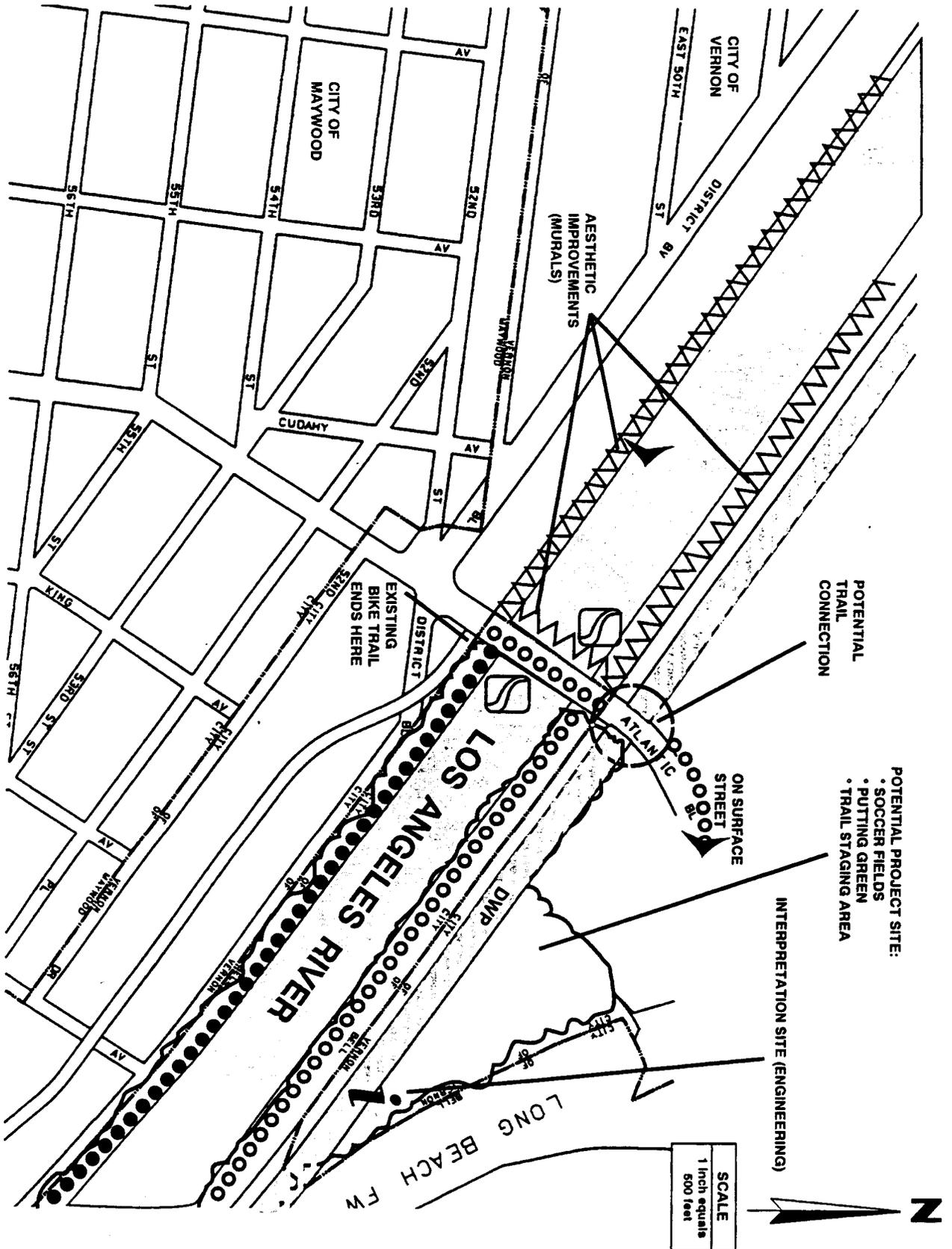
- Connect to the city park via a bike trail.
 - Develop a multiple-city rail-to-trail project at Randolph to form a "loop" trail on the River within the city.
 - Improve the Atlantic and Slauson sidewalk crossings.
 - Plant trees on the west levee.
- 
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SCALE
1 inch equals 500 feet





COMMERCE





CITY OF COMMERCE

POPULATION (1994): 12,400; LAND AREA: 6.55 SQ. MI.

Commerce (incorporated in 1960) is located seven miles east-southeast of the Los Angeles Civic Center, primarily between the Los Angeles River and the I-5 Freeway. This is the heart of the county's industrial base with the predominant land uses being manufacturing, some commercial and some residential.

Commerce has a strong job base with a very high ratio of three jobs for every resident. Manufacturing and wholesale trade are the two dominant industries. The median family income was \$29,331 in 1989. The city ranks 75th in population among Los Angeles County cities.

ISSUES

- The existing access to the LARIO Trail needs improvement.
- Public safety issues along the LARIO and San Gabriel trails need to be addressed.
- The city is separated from the river by the 710 Freeway.
- There is a need for pocket parks.

ADOPTED GENERAL OR RECREATIONAL PLANS

- The Commerce General Plan designates areas adjacent to the river for major commercial use.

JURISDICTIONAL PLANNED PROJECTS

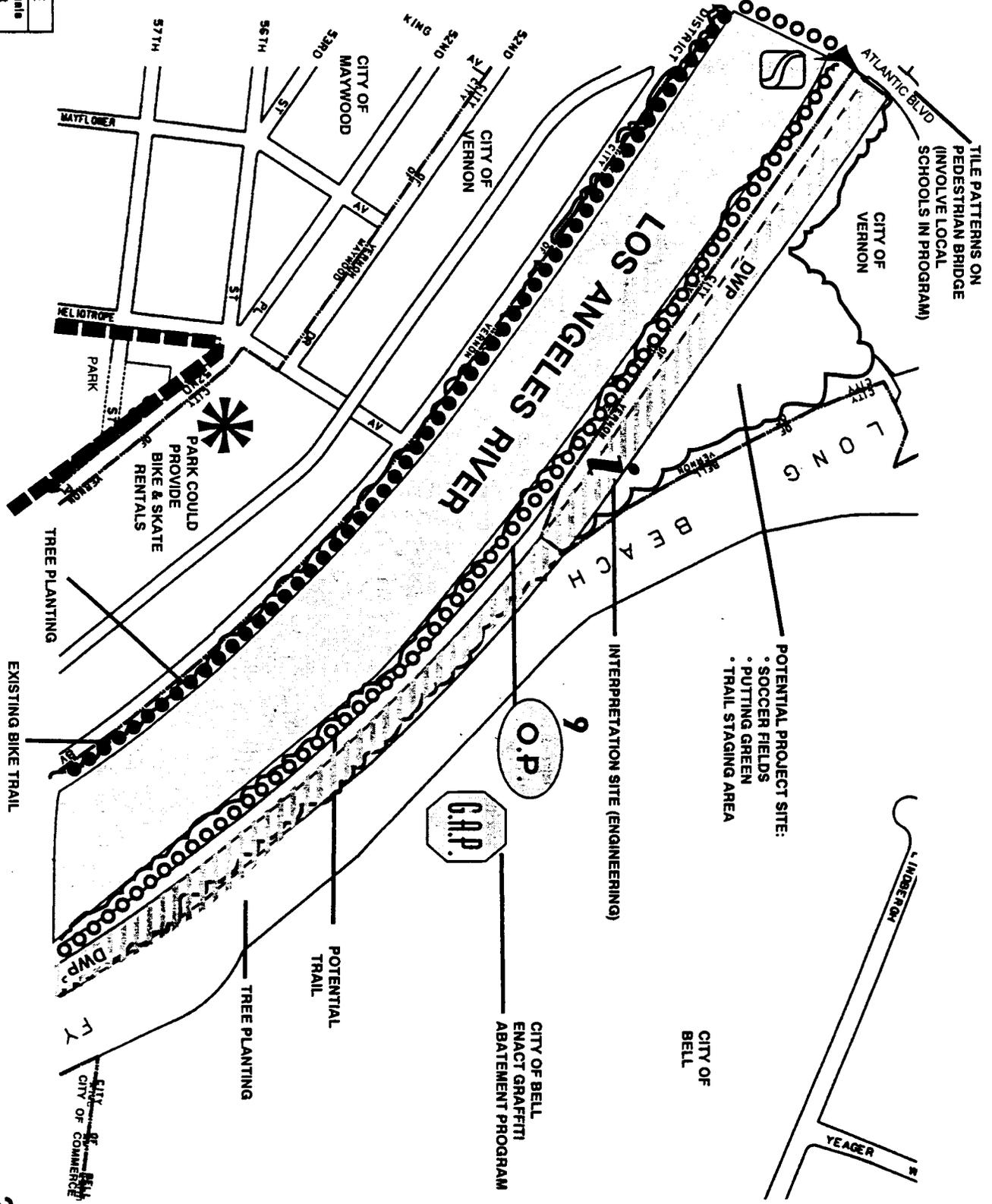
- None.

RECOMMENDATIONS BASED ON MASTER PLAN GOALS

- Explore the potential for a bikeway to the Slauson-710 off-ramp.
 - Develop a connection to the river trail greenbelt via Slauson.
 - Create pocket parks within industrial areas for aesthetic improvement and employee use.
- 



SCALE
1 inch equals 500 feet



BELL





CITY OF BELL

POPULATION (1994): 35,800; LAND AREA: 2.81 SQ. MI.

Bell (incorporated in 1927) is located 8.1 miles southeast of downtown Los Angeles. Its current population ranks 49th in Los Angeles County. Bell is located within the older, central industrial area of Los Angeles County, next to the Los Angeles River. Its land uses are mixed and include residential, commercial and industrial. The job base is moderate, with jobs concentrated in manufacturing, utilities, retail trade and services. The median income in the city was \$23,262 in 1989. The population is 86% Hispanic; the average household size is 3.8.

ISSUES

- There are no designated bike trails in the city.
- Gangs and graffiti are problems which need to be addressed.

ADOPTED GENERAL OR RECREATIONAL PLANS

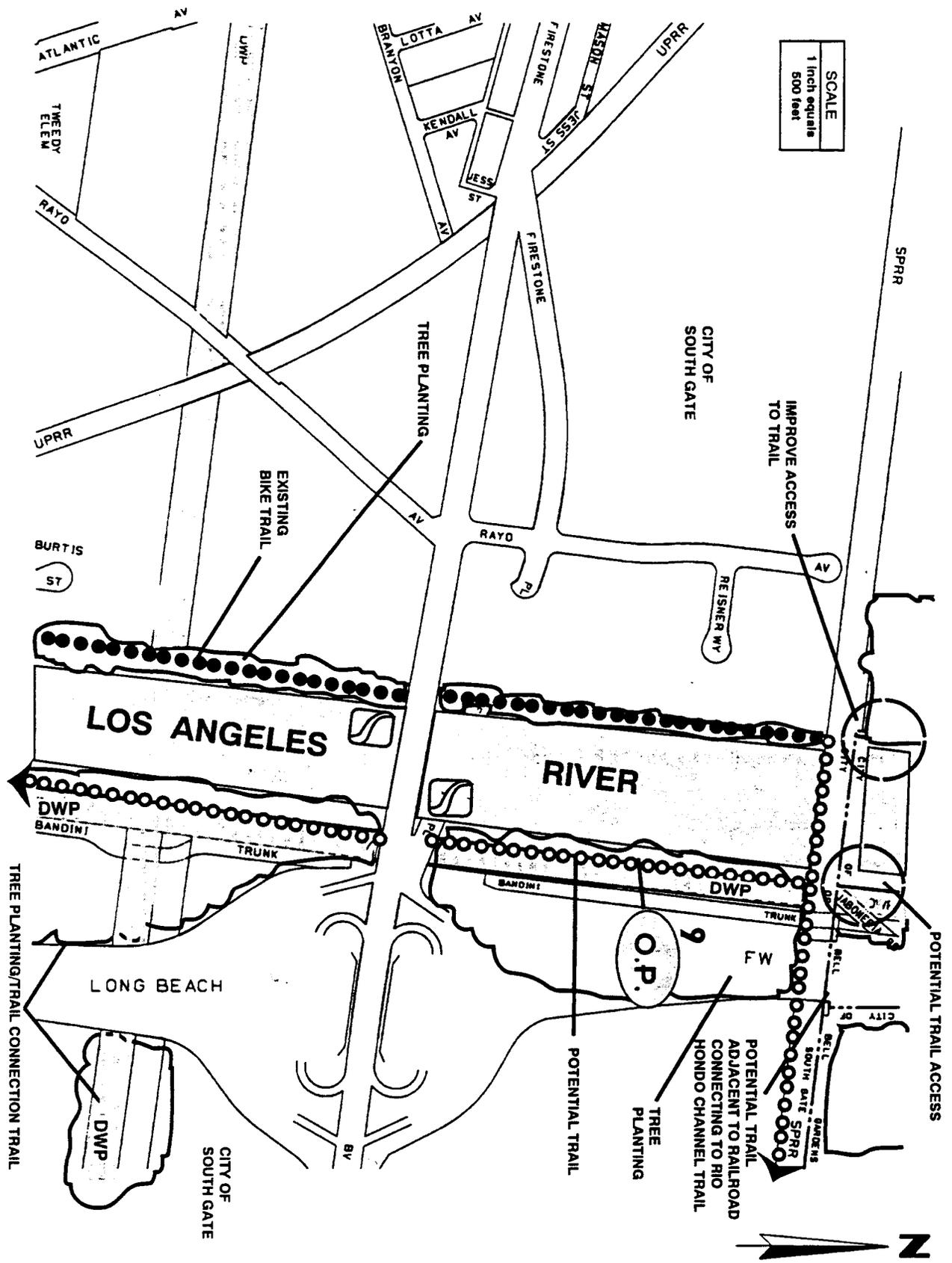
- Almost the entire area within one mile to the east of the Los Angeles River is designated major industrial. Land west of the river is designated medium-density residential.

JURISDICTIONAL PLANNED PROJECTS

- None.

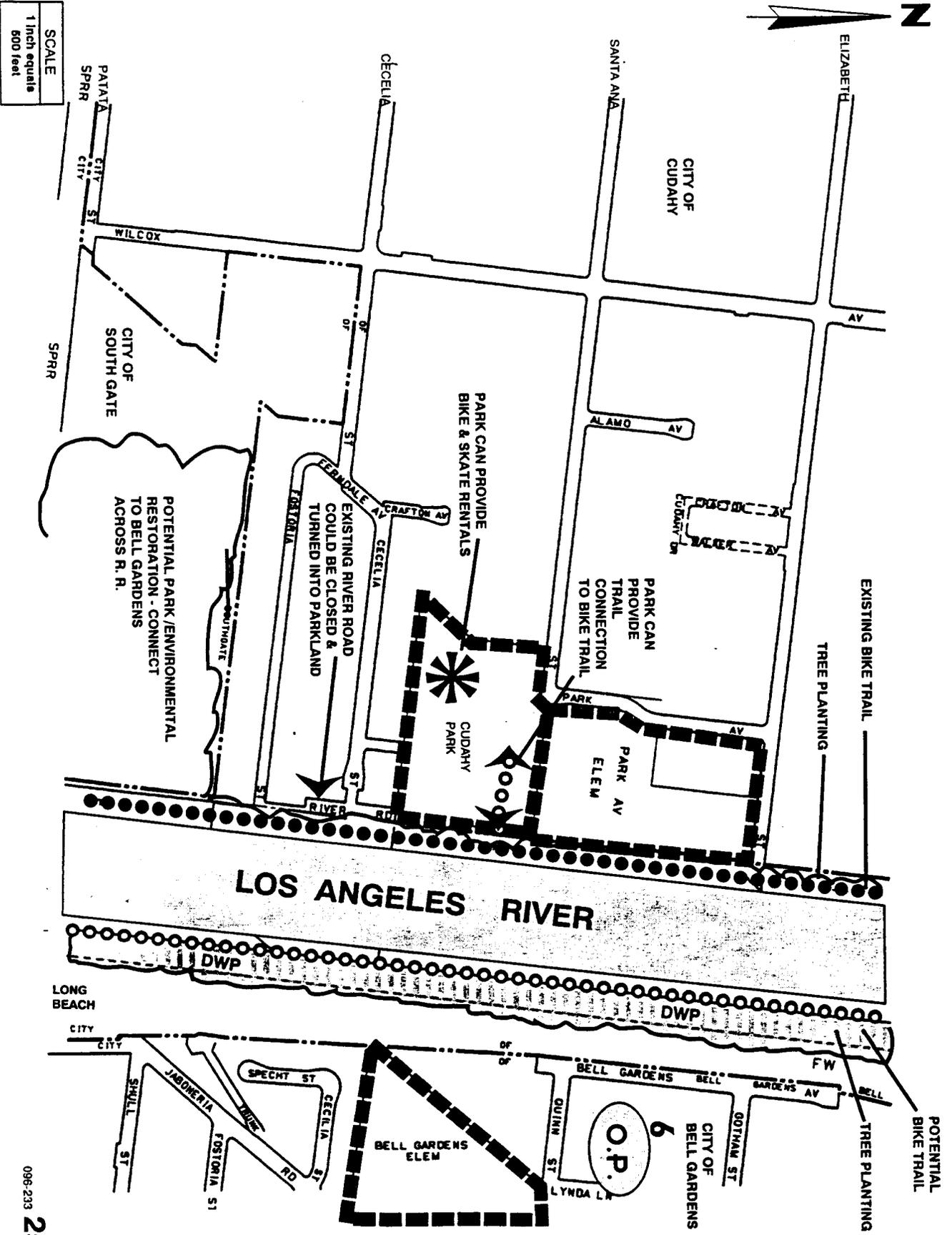
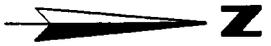
RECOMMENDATIONS BASED ON MASTER PLAN GOALS

- Develop a greenway within the easement along the eastern edge of the river.
- Develop greenway access and recreation-related businesses along parking lot at Florence.
- Connect the city park to the river along Gage.
- Develop a joint city rail-to-trail project along Randolph.
- Tie greenbelt plantings into the reclaimed water line project.
- Develop anti-graffiti programs.
- River Drive could be widened to provide a walking trail along the river.



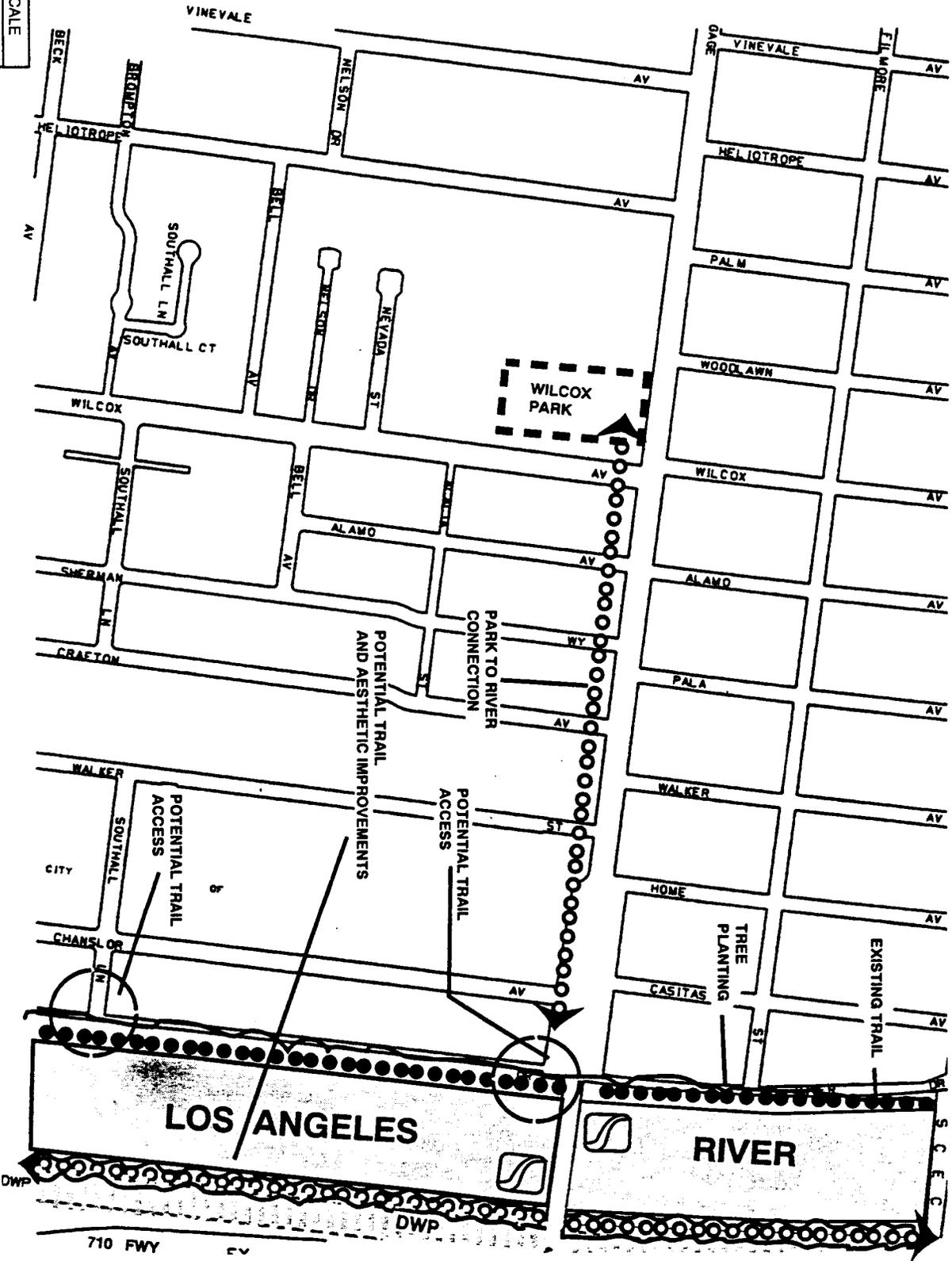
SCALE
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500 feet

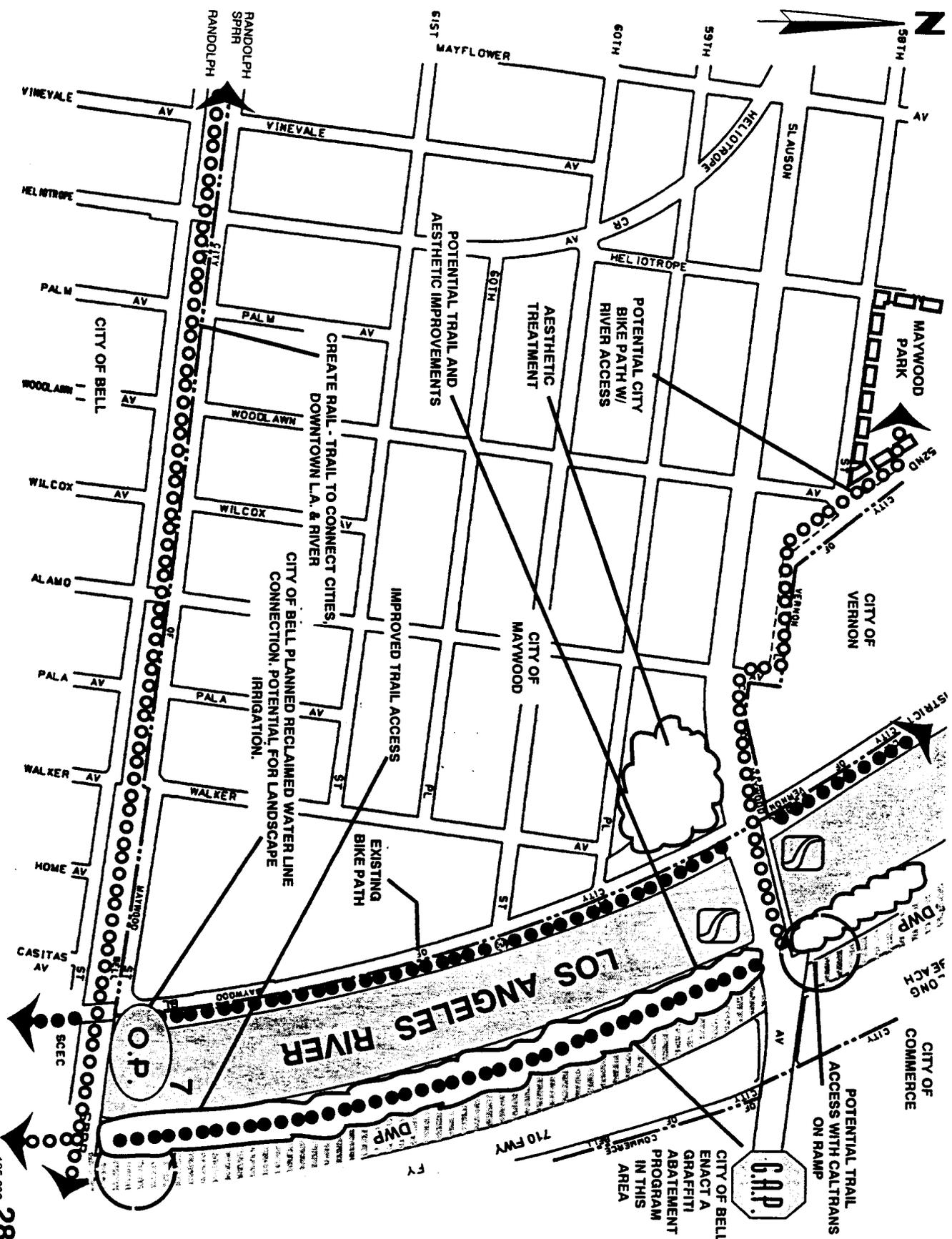




SCALE
1 inch equals
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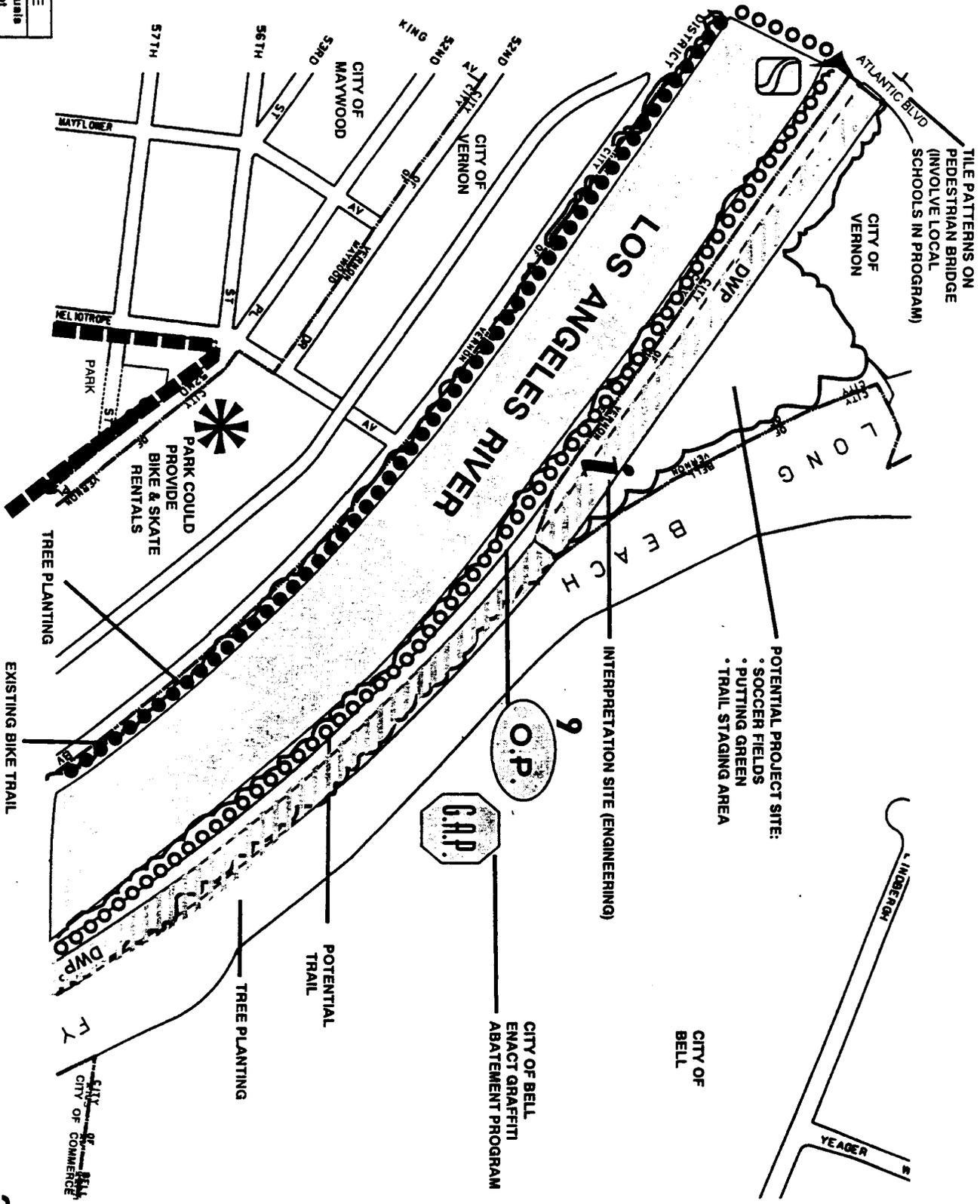
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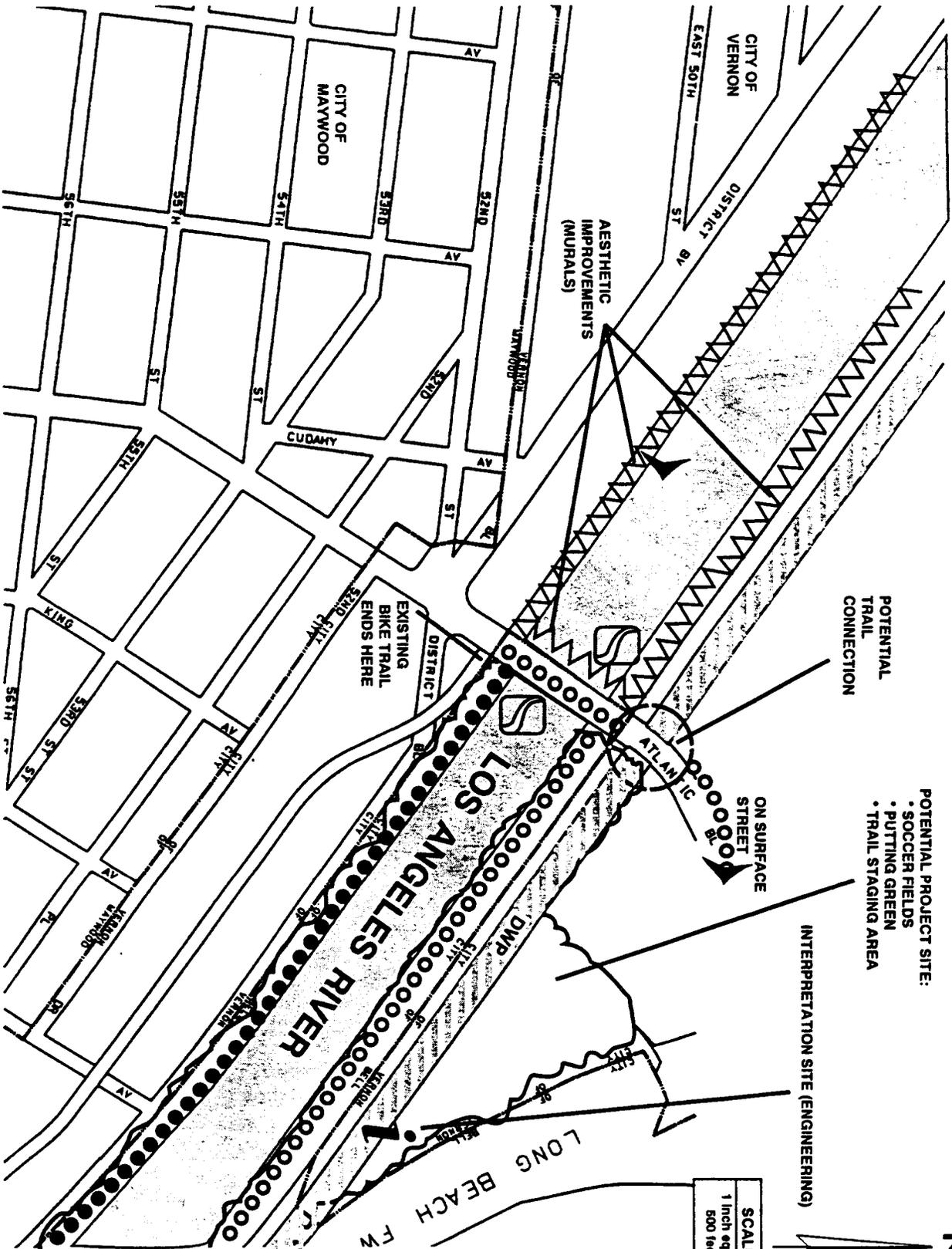






SCALE
1 inch equals 600 feet





VERNON





CITY OF VERNON

POPULATION (1994): 80; LAND AREA: 5.01 SQ. MI.

Vernon (incorporated in 1905) is located 4.8 miles south of downtown Los Angeles. The Los Angeles River runs through the city, which is located in the industrial center of the Los Angeles basin. Vernon has a large, overwhelmingly industrial employment base. More than half of the jobs are in manufacturing. The median family income was \$16,250 in 1989. The city's population is predominantly Hispanic and White, and over the age of 21.

ISSUES

- There is a need for space along the river where employees can seek recreation during lunch periods.
- There is an interest in developing a golf driving range adjacent to the river.

ADOPTED GENERAL OR RECREATIONAL PLANS

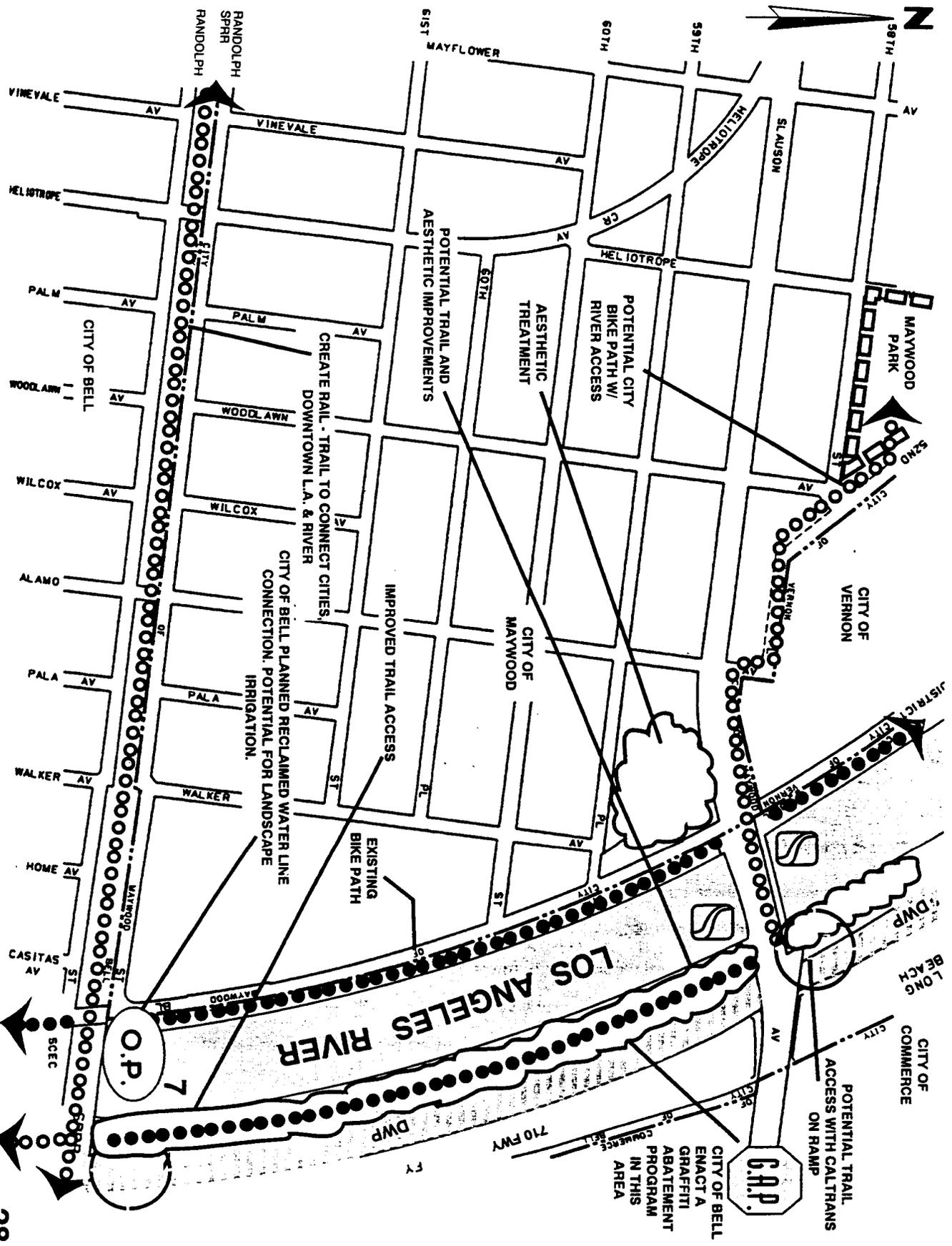
- The Vernon General Plan designates land within one mile of the river's center line as major industrial.

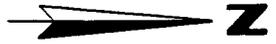
JURISDICTIONAL PLANNED PROJECTS

- Redevelopment area adjacent to the river.

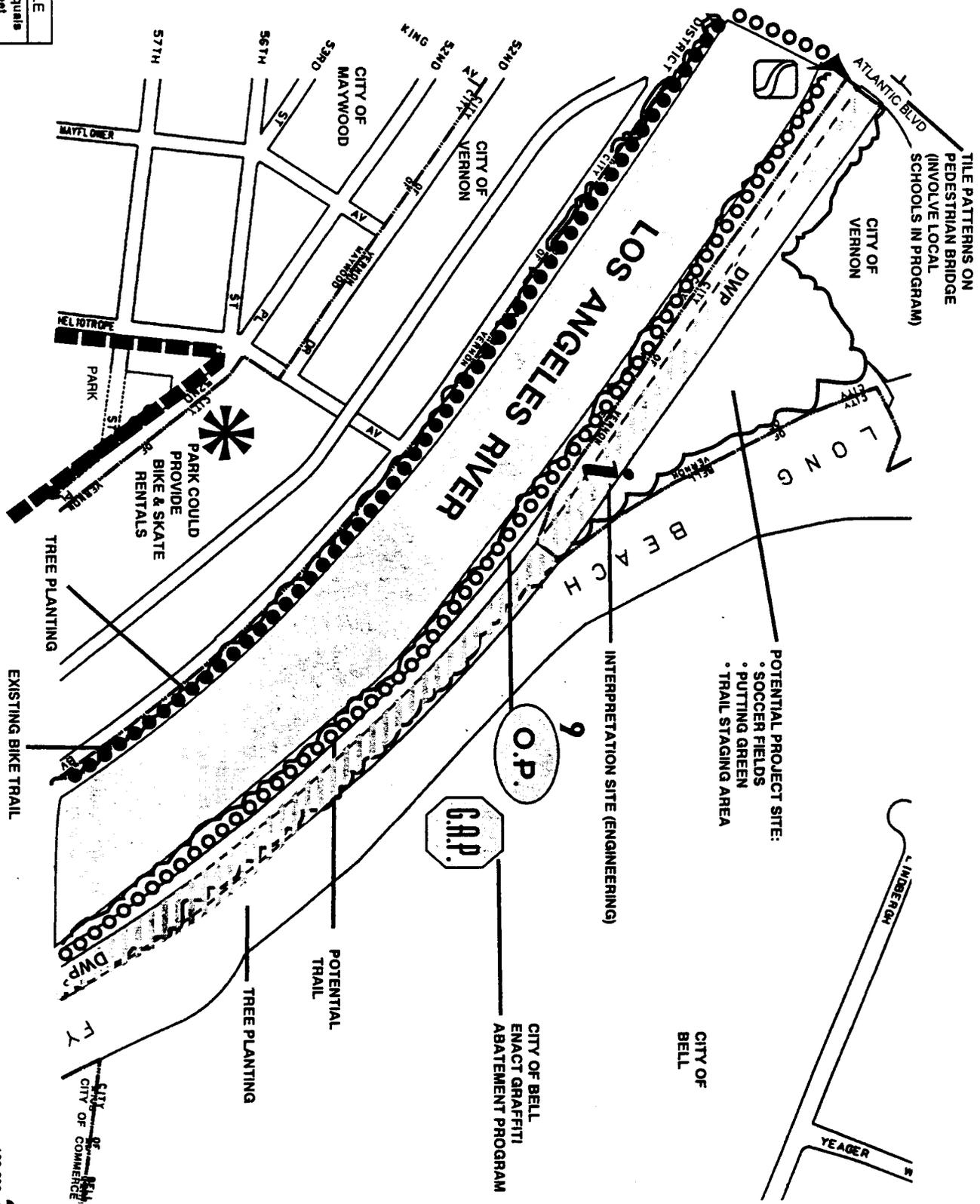
RECOMMENDATIONS BASED ON MASTER PLAN GOALS

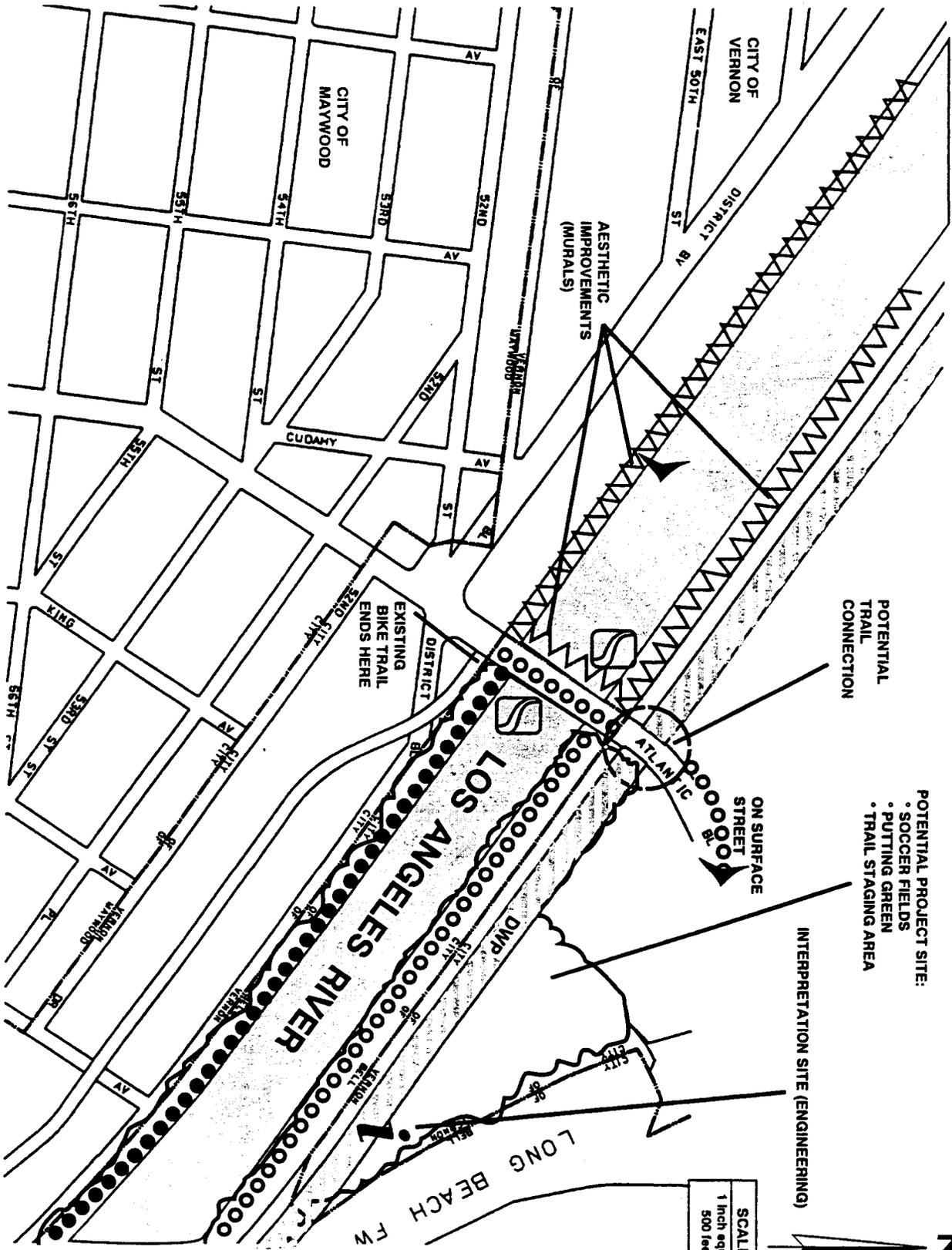
- Create a greenway along the bank, tie tree plantings to the new reclaimed water line at Downey Road.
- At Bandini, develop a site which would interpret river engineering.
- Commission murals on the west levee walls.
- Develop a golf center with a trail staging area on the open land South of Atlantic.
- Develop a trail on the western levee.
- Improve the Atlantic bridge crossing for pedestrians and cyclists.





SCALE
1 inch equals 500 feet



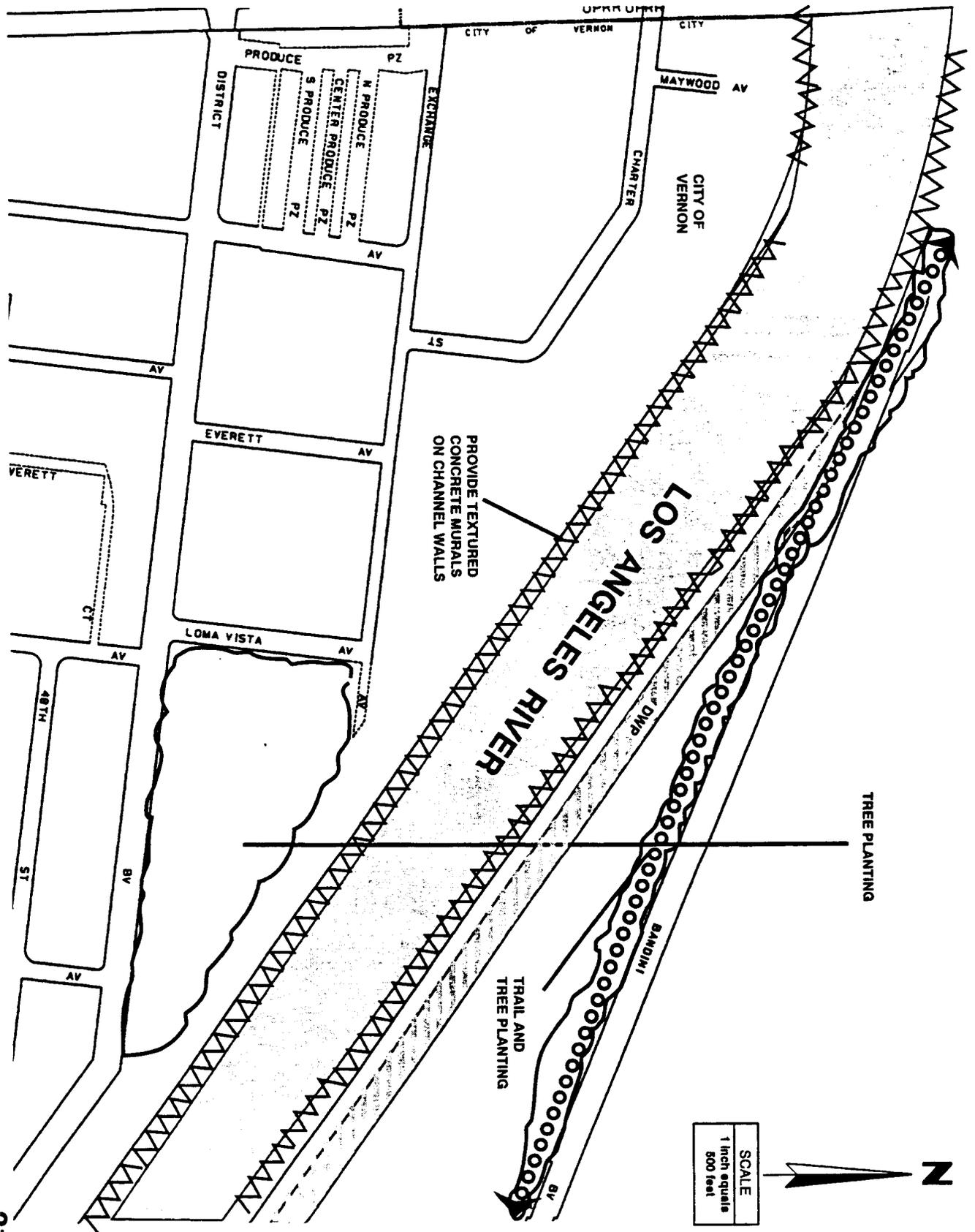


- POTENTIAL PROJECT SITE:
- SOCCER FIELDS
 - PUTTING GREEN
 - TRAIL STAGING AREA

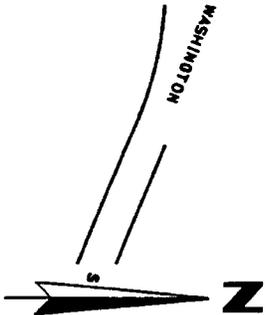
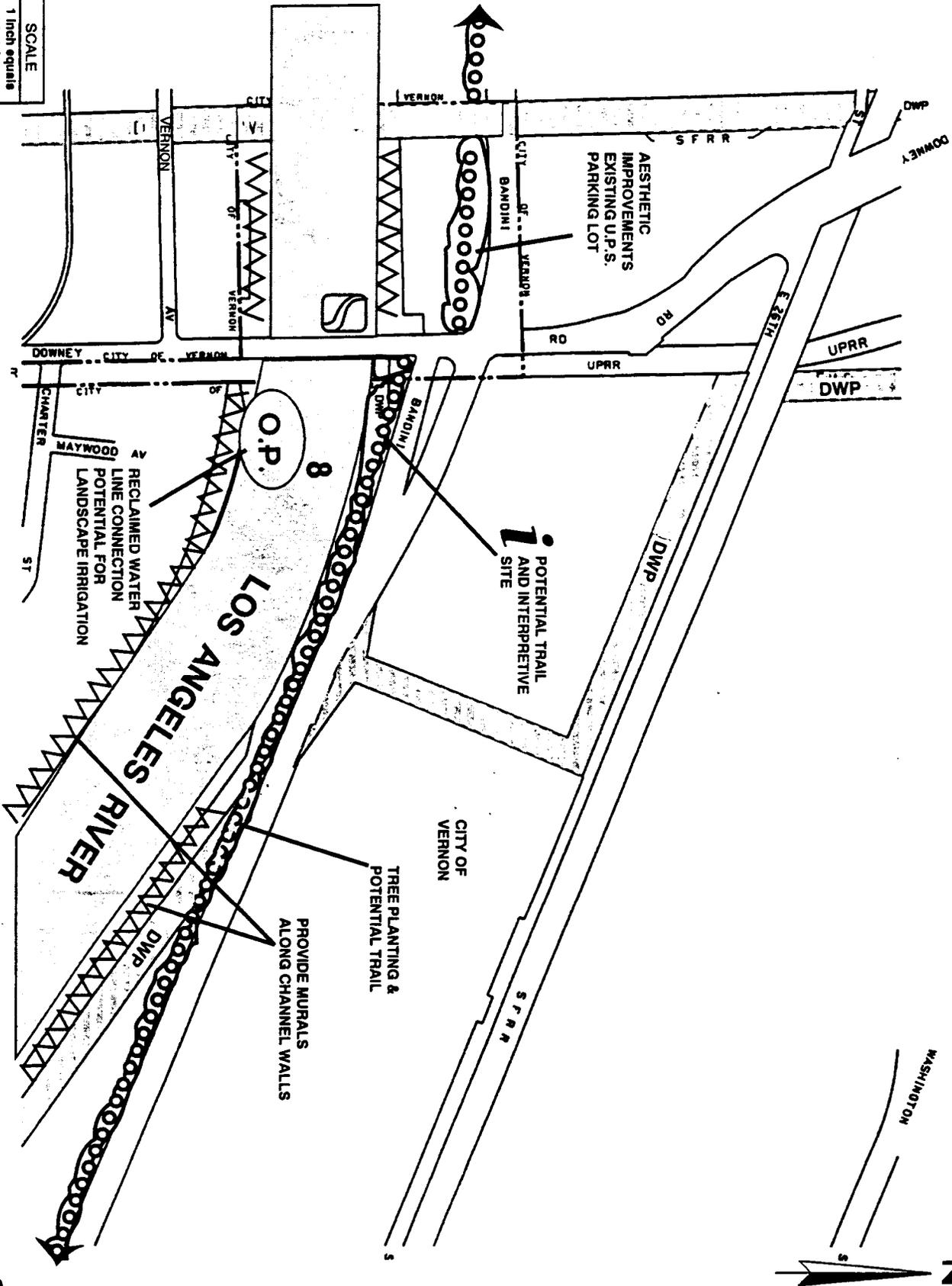
INTERPRETATION SITE (ENGINEERING)

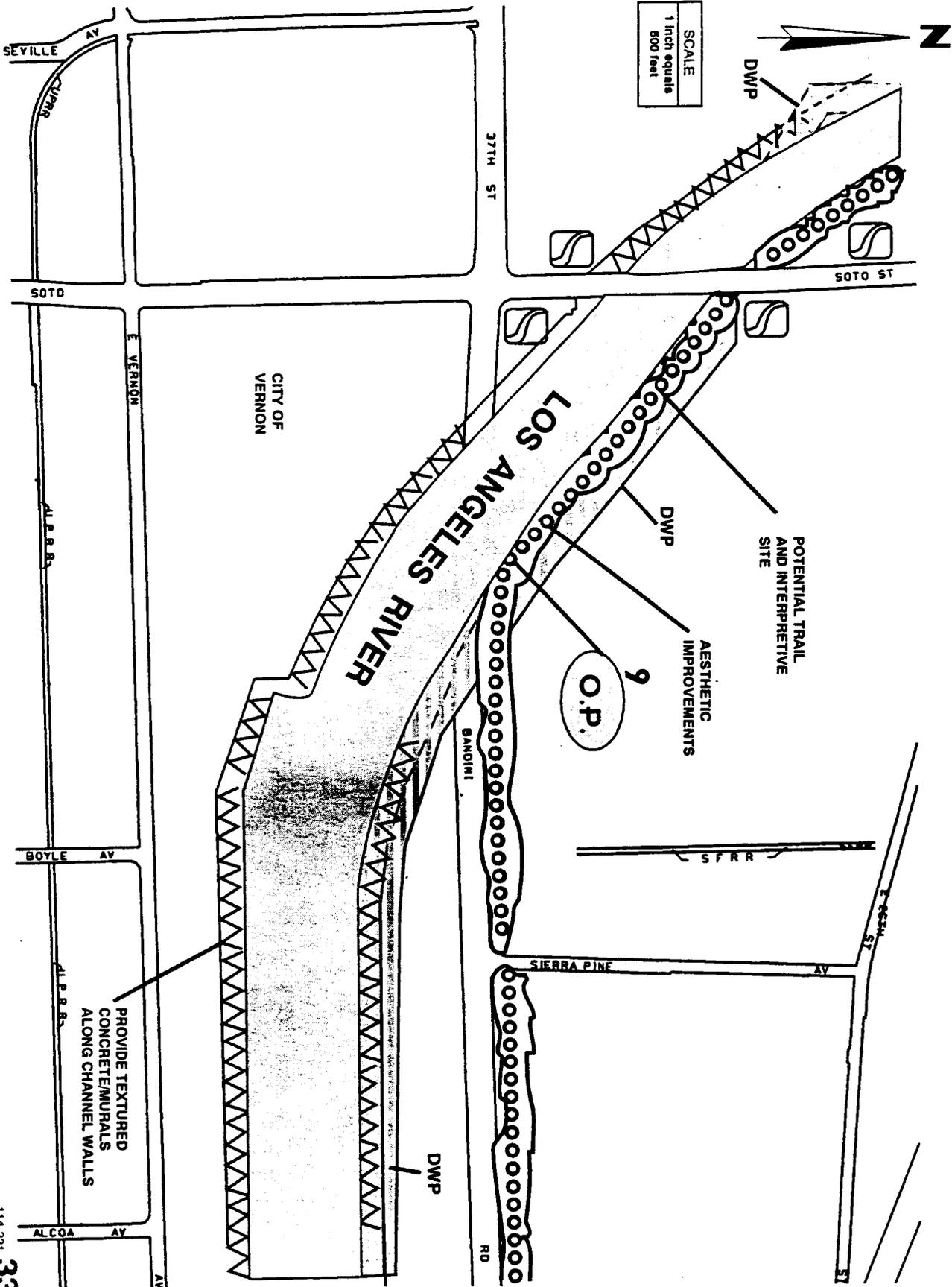
SCALE
1 inch equals
500 feet



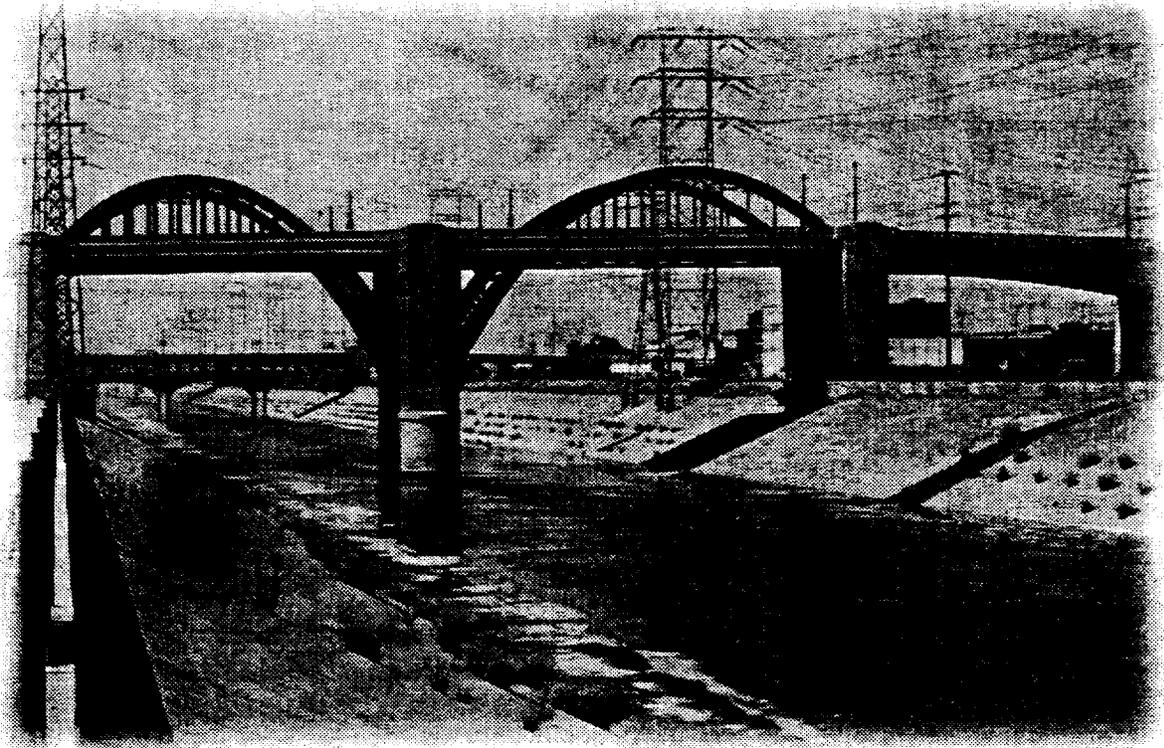


SCALE
1 inch equals
500 feet





REACH 3: DOWNTOWN LOS ANGELES





REACH 3: DOWNTOWN LOS ANGELES

This five-mile long reach spans the area between Arroyo Seco and Washington Boulevard. It includes the Los Angeles neighborhoods of Boyle Heights, Lincoln Heights, Chinatown and the downtown area. The river is visible from the 101, 10 and 60 freeways.

Having just cleared the easternmost point of the Santa Monica Mountains, the river is still entrenched in this reach. It consists of a rectangular or trapezoidal concrete channel, with the water generally restricted to a central low-flow channel. There are no maintenance roads adjacent to the channel and river access is restricted by railroad tracks that parallel the entire reach.

The City of Los Angeles Department of Water and Power has utility easements along both sides of the river. Although railroads dominate the adjacent land, there are areas with 10- to 50-foot wide linear clearings among the tracks. Outside of the railroad lines, land uses include housing, industrial and commercial areas, city and county facilities and historic sites. Most residential use is concentrated on the east side of the river, with industrial, commercial, financial and civic activities located on the west side.

The river marks the boundary between the North East Los Angeles Plan and the Hollywood and Silverlake-Echo Park District Plans. The boundary area between the Central City North Community Plan and the Boyle Heights Community Plan and property adjacent to the river are predominantly designated as low-density residential and industrial, with Griffith and Elysian parks providing open space. Land adjacent to the river through Boyle Heights is mostly designated for light and heavy industry. In the downtown area, the river is designated as "publicly-owned open space," while adjacent properties are designated exclusively for light and heavy industry. Little vegetation grows in or along the river channel and there is little evidence of wildlife here.

The area is rich in cultural resources and natural history. The topography of the area reflects the historic route of the river as it made a wide swing to the west into Ballona Creek toward Santa Monica Bay. The original Pueblo of Los Angeles was founded just east of the river to take advantage of the river's dependable supply of water. Union Station, Little Tokyo and Chinatown are within a mile of the river.





Downey Recreation Center at Broadway and Spring Street is the largest park within this reach. It lies adjacent to the river but is separated by the railroad. Several historic bridges span the river in this reach. Many people use the channel for recreation and bathing and homeless people seek shelter here. Up to a dozen projects by various agencies and private entities are currently being planned in the vicinity of the river in this reach. These projects, if coordinated, could provide a greenway link to the river's edge that may not otherwise be obtainable given current access constraints.

CITY OF LOS ANGELES

POPULATION (1994): 3,620,500; LAND AREA: 468.80 sq. MI.

Los Angeles (incorporated in 1858) is the oldest and largest city in Los Angeles County, both by population and land area. It has a large job base spread among most major categories although manufacturing, entertainment, technology, services and retail trade dominate. Los Angeles which stretches from the northern edge of the San Fernando Valley to Santa Monica Bay, San Pedro and the western boundary of the San Gabriel Valley also enjoys great geographic diversity. The median family income in the city was \$34,364 in 1989. The largest ethnic group in the city is White, followed by Hispanics and African-Americans.

ISSUES

- There is need for improved flood protection.
- Many open-land sites along the river are contaminated.
- Water quality here must be improved through recharge, reclamation and conservation.
- The river right-of-way needs to be cleaned up.
- Job and housing issues need to be addressed.
- Tourism, entertainment, cultural interaction and history are potential themes for river enhancement.
- There is a desire to develop the river as a connector of cities and communities.
- There is a need for environmental and recreational projects and programs.

ADOPTED GENERAL OR RECREATIONAL PLANS

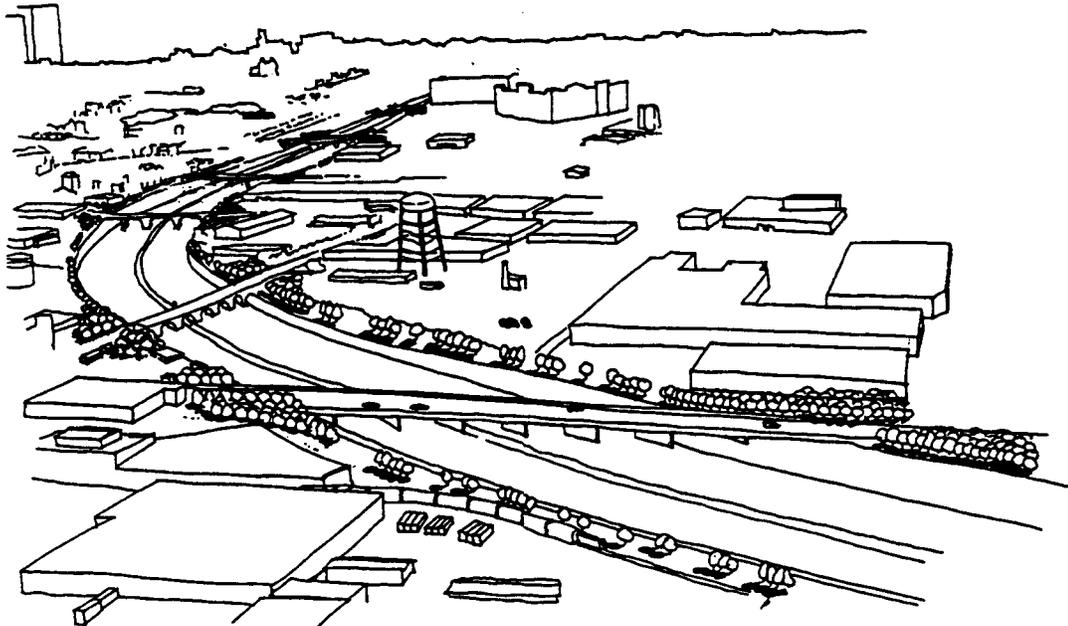
- In the city's General Plan, the river is designated as open space within the downtown area.
- 

JURISDICTIONAL PLANNED PROJECTS

- City of Los Angeles Bikeway Plan.
- City of Los Angeles Community Plans “City North” and “Boyle Heights”.
- The Santa Monica Mountains Conservancy River Greenway Project to connect El Pueblo State Historic Park to Elysian and Griffith Parks along the Los Angeles River by creating a system of parks, trails and rest stops.

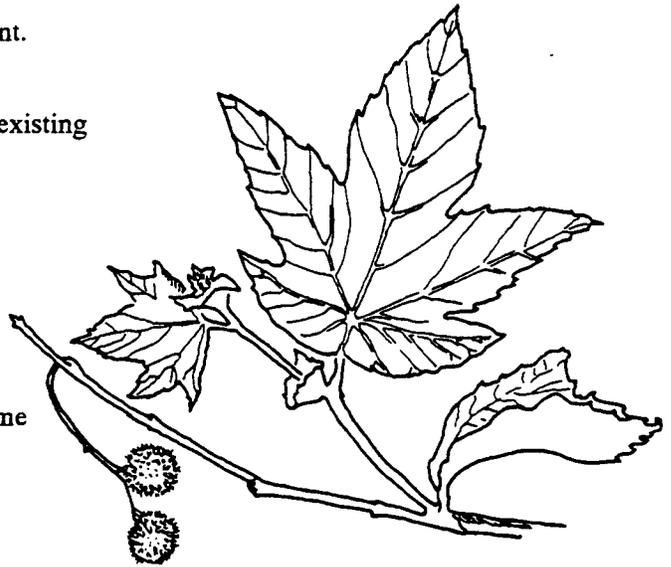
RECOMMENDATIONS BASED ON MASTER PLAN GOALS

- Plant trees on both sides of river.
- Encourage economic development in several locations.
- Develop cultural and historic interpretive sites at two locations.
- Connect Downey Park to the river and provide an overlook.
- Bikeway to leave river at Broadway and return at Macy Street then follow Santa Fe Road south to Washington.
- Gateway planting at 101 Freeway and the river.
- Tie all new development to the river trail.



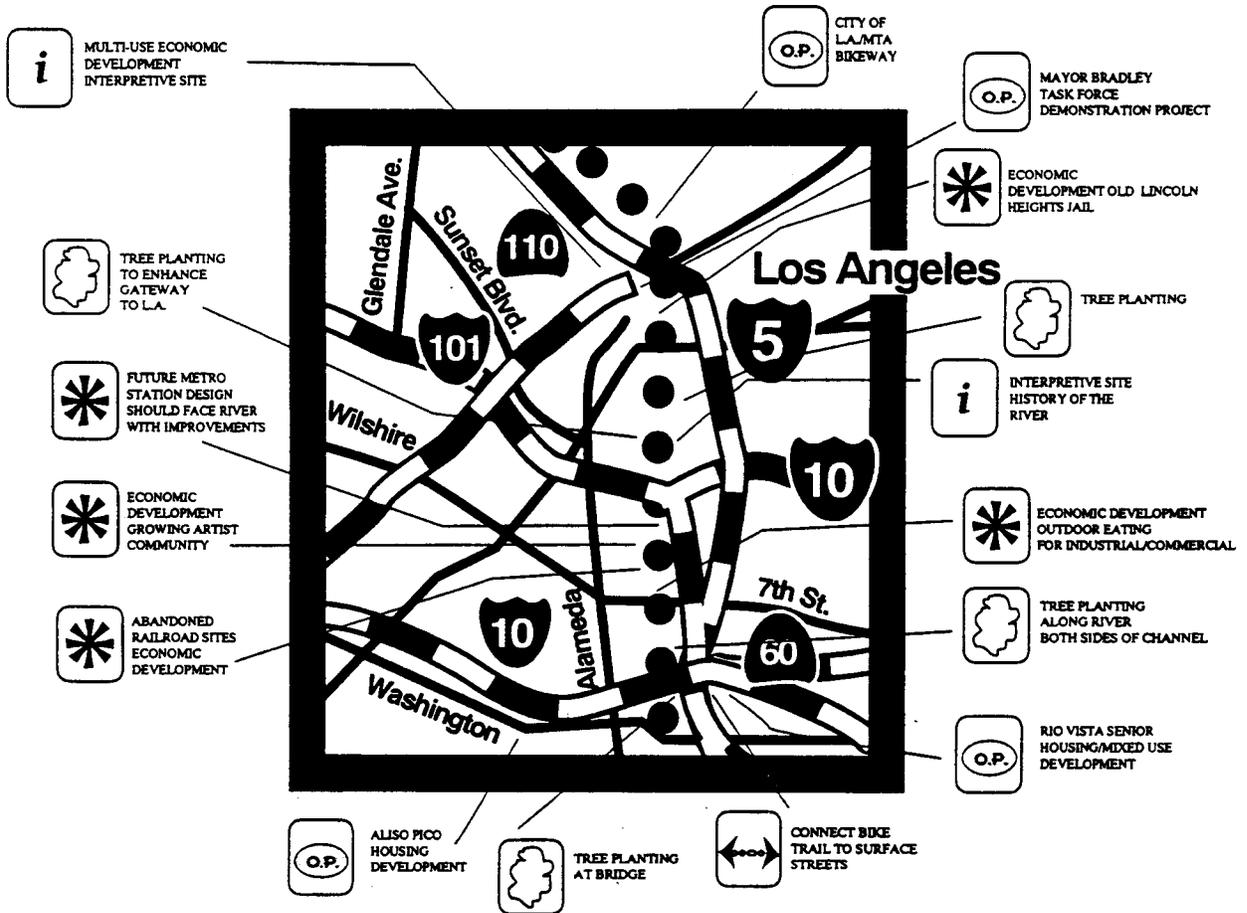
OTHER PROJECTS

1. Rio Vista Senior Housing and Mixed-Use Development.
2. A Plan for City North: A plan for the improvement of existing neighborhoods and the creation of new ones.
3. City of Los Angeles Boyle Heights Study: A plan to facilitate discussion about community development.
4. Aliso Pico Housing Redevelopment: A gated townhome community funded by HUD to be developed adjacent to the river.
5. Mariachi Plaza: An MTA project to construct a Metro station and plaza.
6. MTA Yard: New MTA yard and future site of a Metro station.
7. Mayor Bradley Task Force Demonstration Project: A downtown historic site and bridge festival would celebrate the history of the Broadway Street bridge and the diverse cultures of Los Angeles.
8. Juan Bautista de Anza National Historic Trail, planned by the National Park Service, follows the river through this reach.



REACH/PROJECT LOCATION-3

SUPERVISORIAL DISTRICT 1



DEPARTMENT OF PUBLIC WORKS
Harry Stone, Director

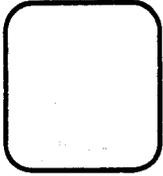
Mapping and Property Management Division
GIS Services

N. T. S.

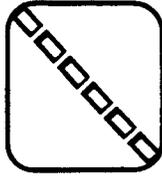
LEGEND	
● ● ●	L.A. River/ Tujunga Wash
▬	Freeway
—	Streets

MAP ICON LEGEND

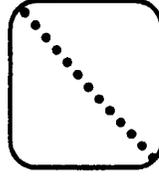
EXISTING FACILITIES



RIVER R.O.W.



PARK, SCHOOL, CHURCH,
EQUESTRIAN FACILITY



TRAIL

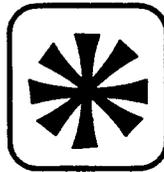


PEDESTRIAN
BRIDGE

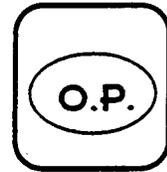
RECOMMENDED IMPROVEMENTS



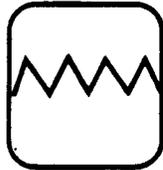
AESTHETIC
IMPROVEMENT



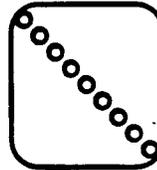
ECONOMIC
DEVELOPMENT



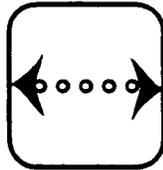
OTHER PROJECT



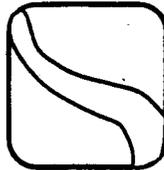
AESTHETIC
IMPROVEMENT
(MURAL)



TRAIL



TRAIL/OPEN SPACE
CONNECTION



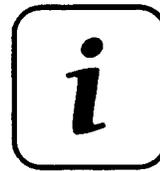
LOS ANGELES
RIVER SIGNAGE



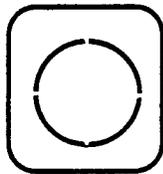
GRAFFITI
ABATEMENT
PROGRAM



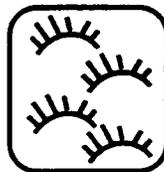
PUBLIC UTILITY
R.O.W.



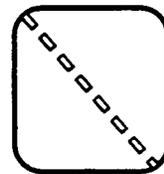
INTERPRETIVE SITE



ACCESS TO RIVER
TRAIL/OVERVIEW

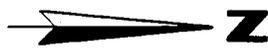


ENVIRONMENTAL
ENHANCEMENT

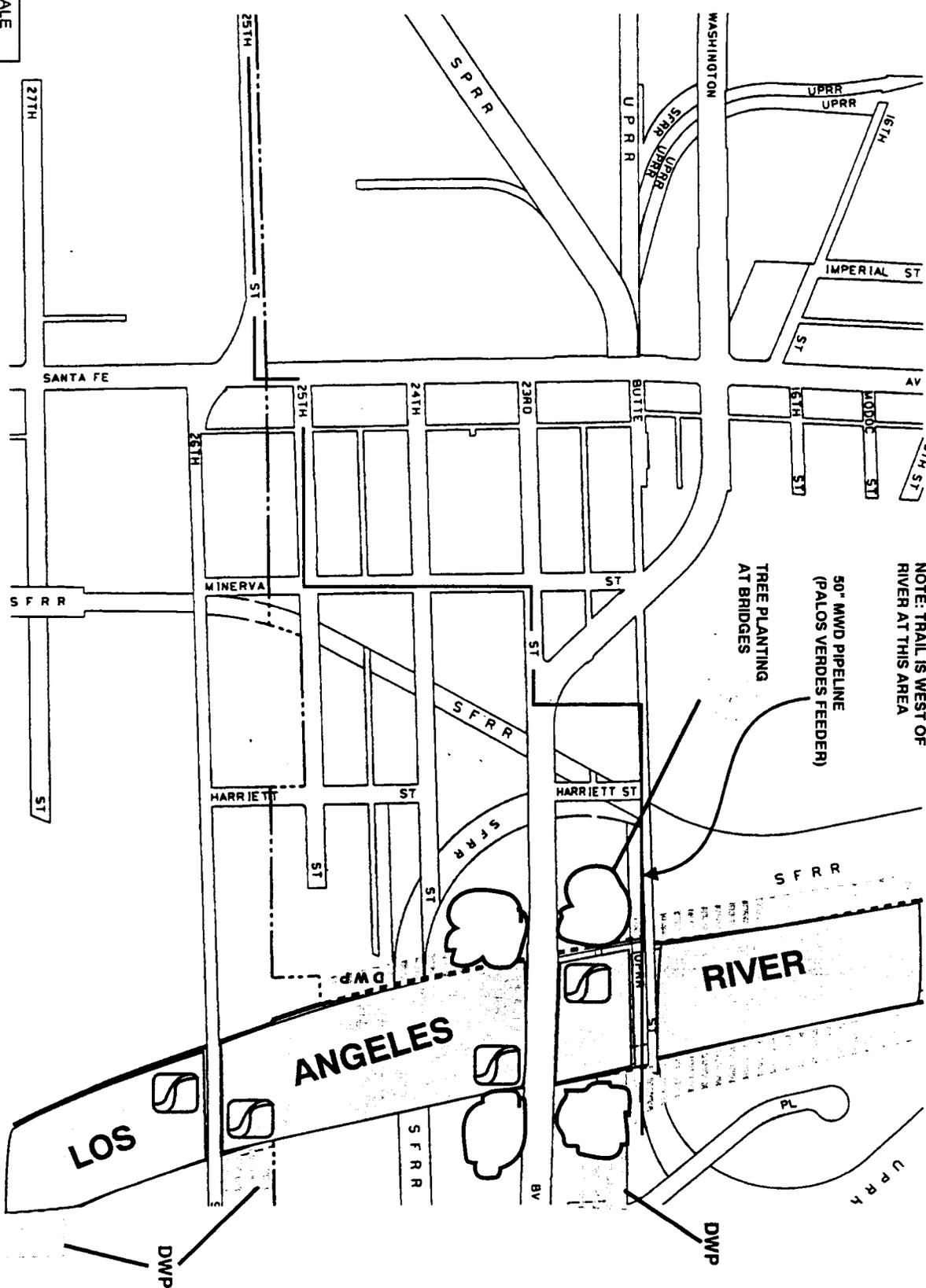


PEDESTRIAN BRIDGE





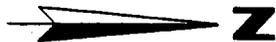
SCALE
1 inch equals
600 feet



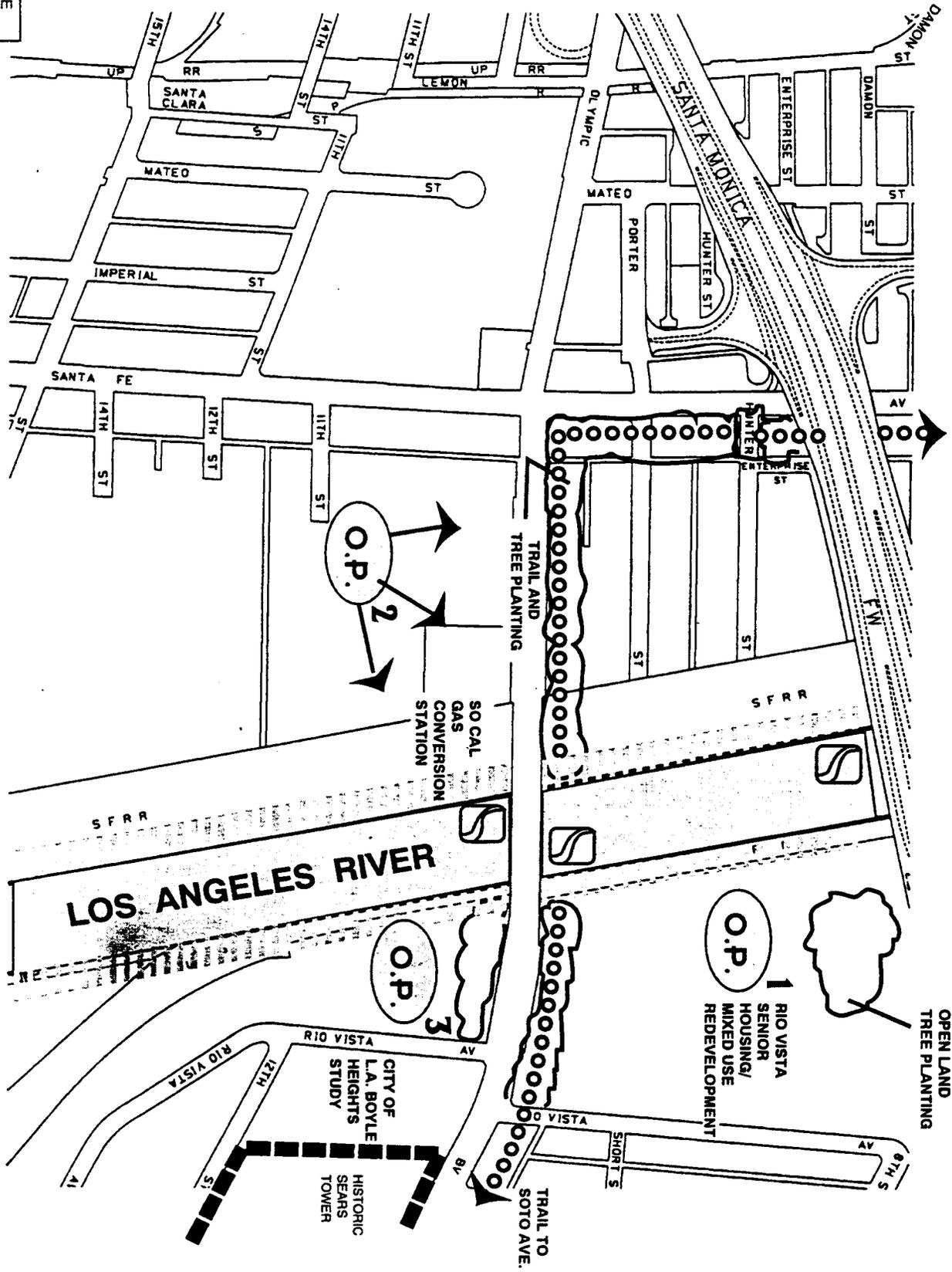
NOTE: TRAIL IS WEST OF RIVER AT THIS AREA

50' MWD PIPELINE (PALOS VERDES FEEDER)

TREE PLANTING AT BRIDGES

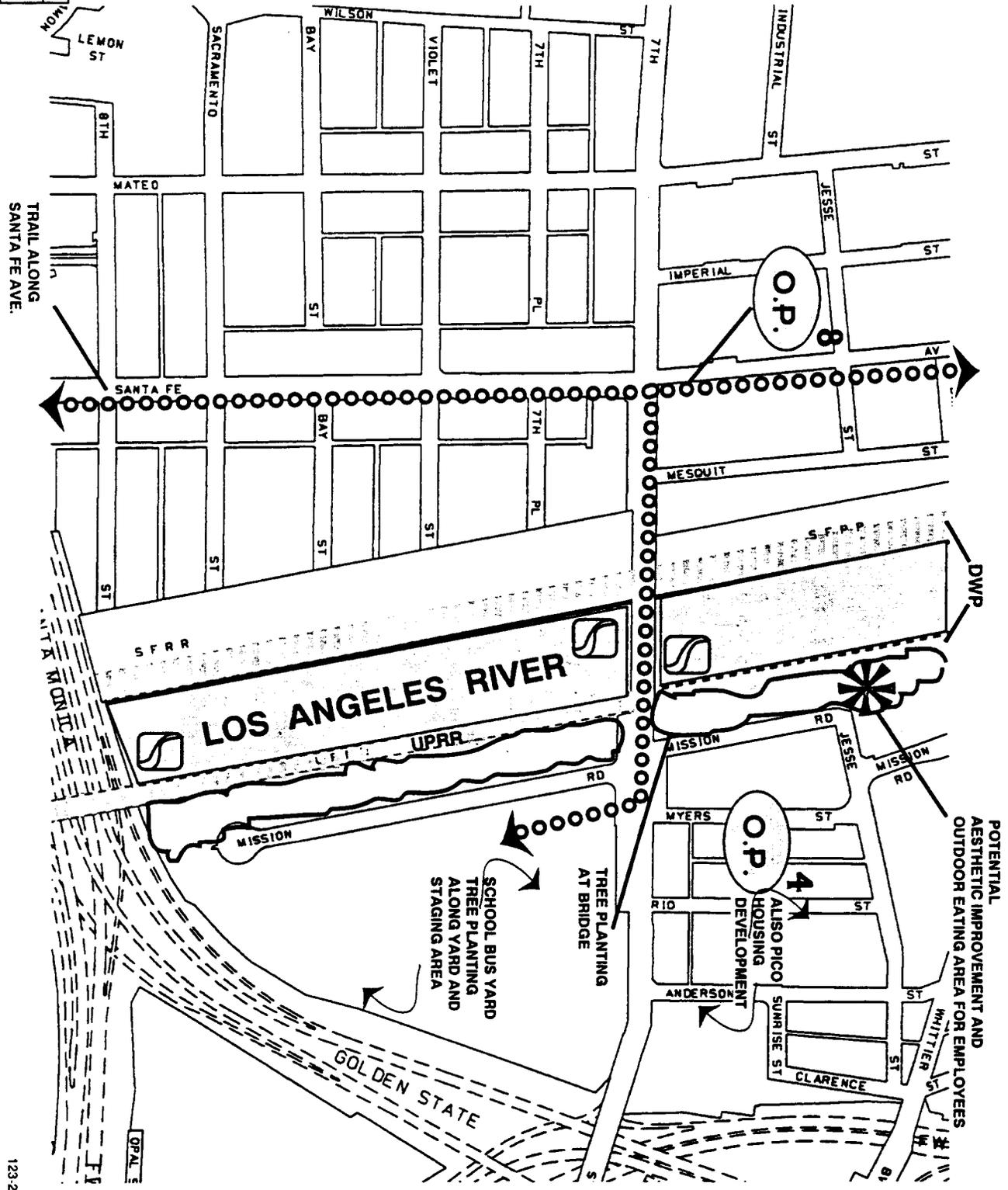


SCALE
1 inch equals
500 feet

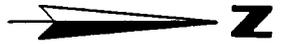




SCALE
1 inch equals
500 feet



POTENTIAL
AESTHETIC IMPROVEMENT AND
OUTDOOR EATING AREA FOR EMPLOYEES



SCALE
1 inch equals
500 feet

AVAILABLE
LAND - ECONOMIC
REDEVELOPMENT
OR PARK STAGING
FOR TRAIL-ADJACENT
TO GROWING ART
COMMUNITY

TRAIL AND
TREE PLANTING

M.T.A. YARD

LOS ANGELES RIVER

SPRR

UPRR

VEGETATIVE
PLANTINGS/GRASSES

ABANDONED RAIL SPUR
CORRIDORS-POTENTIAL
ECONOMIC, RECREATION AND
AESTHETIC IMPROVEMENTS

VEGETATIVE
PLANTINGS/GRASSES

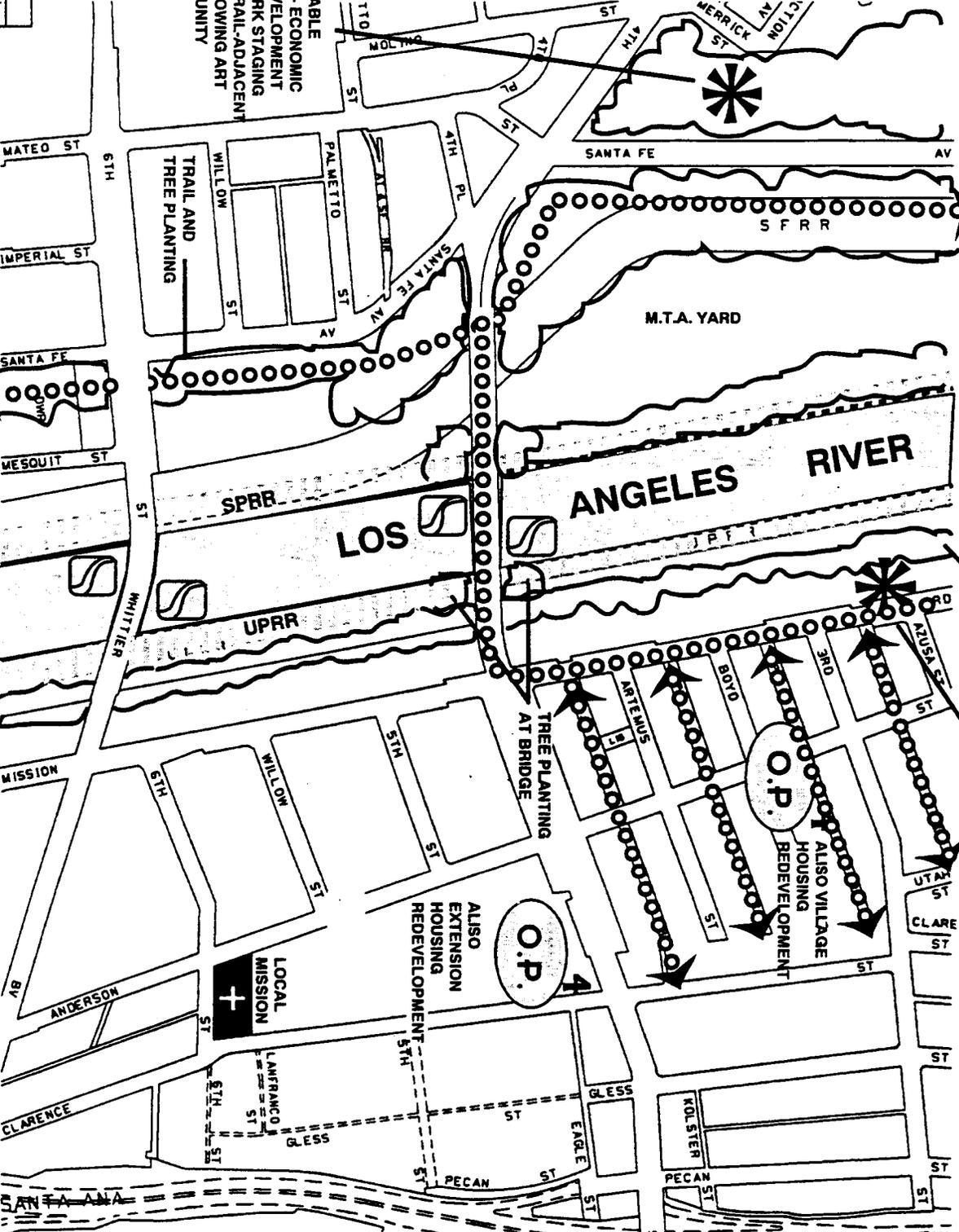
O.P.

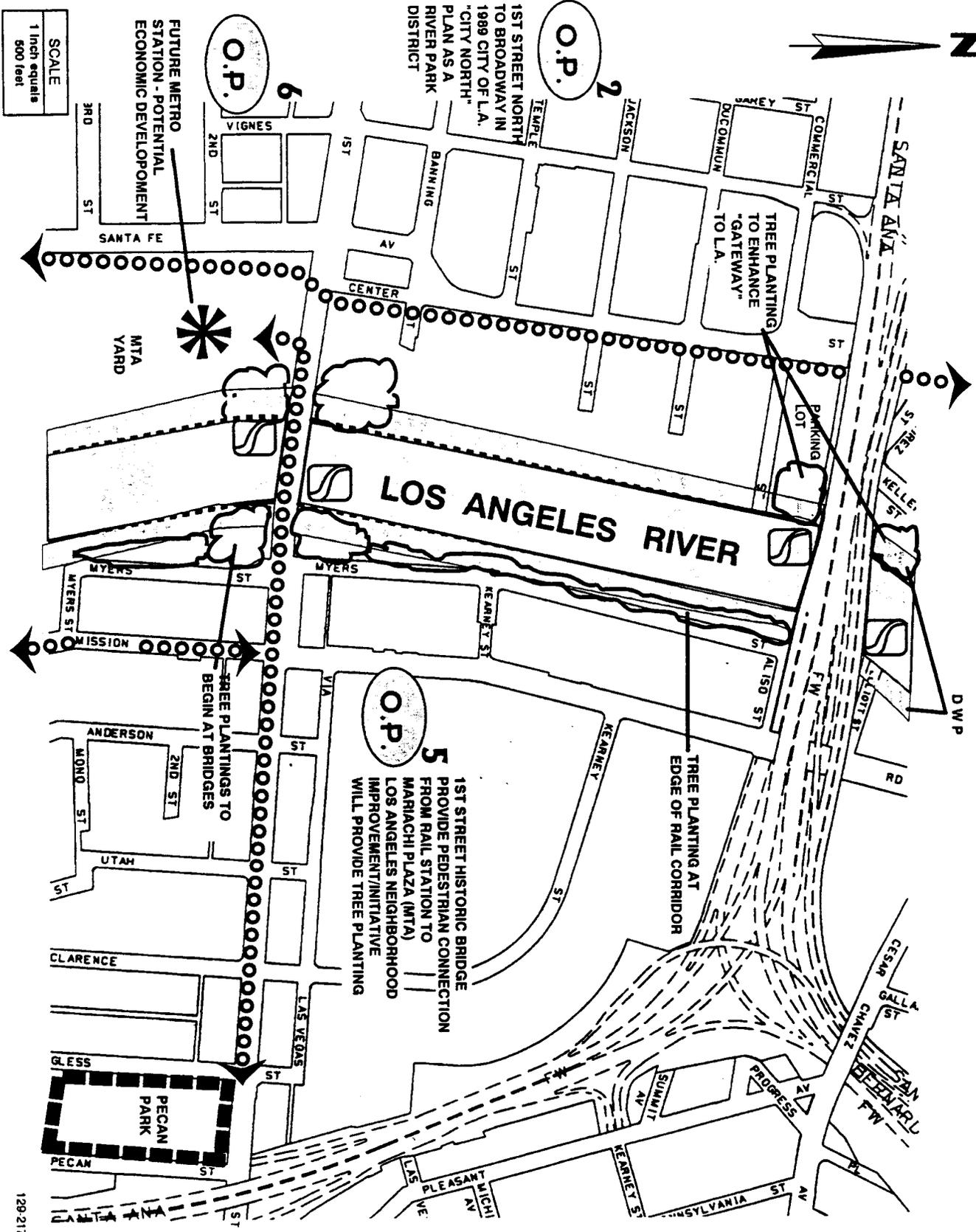
O.P.

LOCAL
MISSION

ALSO
EXTENSION
HOUSING
REDEVELOPMENT

ALISO VILLAGE
HOUSING
REDEVELOPMENT





SCALE
1 inch equals
500 feet

FUTURE METRO
STATION - POTENTIAL
ECONOMIC DEVELOPMENT

O.P. 6

O.P. 2

1ST STREET NORTH
TO BROADWAY IN
1989 CITY OF L.A.
"CITY NORTH"
PLAN AS A
RIVER PARK
DISTRICT

TREE PLANTING
TO ENHANCE
"GATEWAY"
TO L.A.

LOS ANGELES RIVER

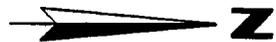
O.P. 5

1ST STREET HISTORIC BRIDGE
PROVIDE PEDESTRIAN CONNECTION
TO MARIACHI PLAZA (MTA)
LOS ANGELES NEIGHBORHOOD
IMPROVEMENT/INITIATIVE
WILL PROVIDE TREE PLANTING

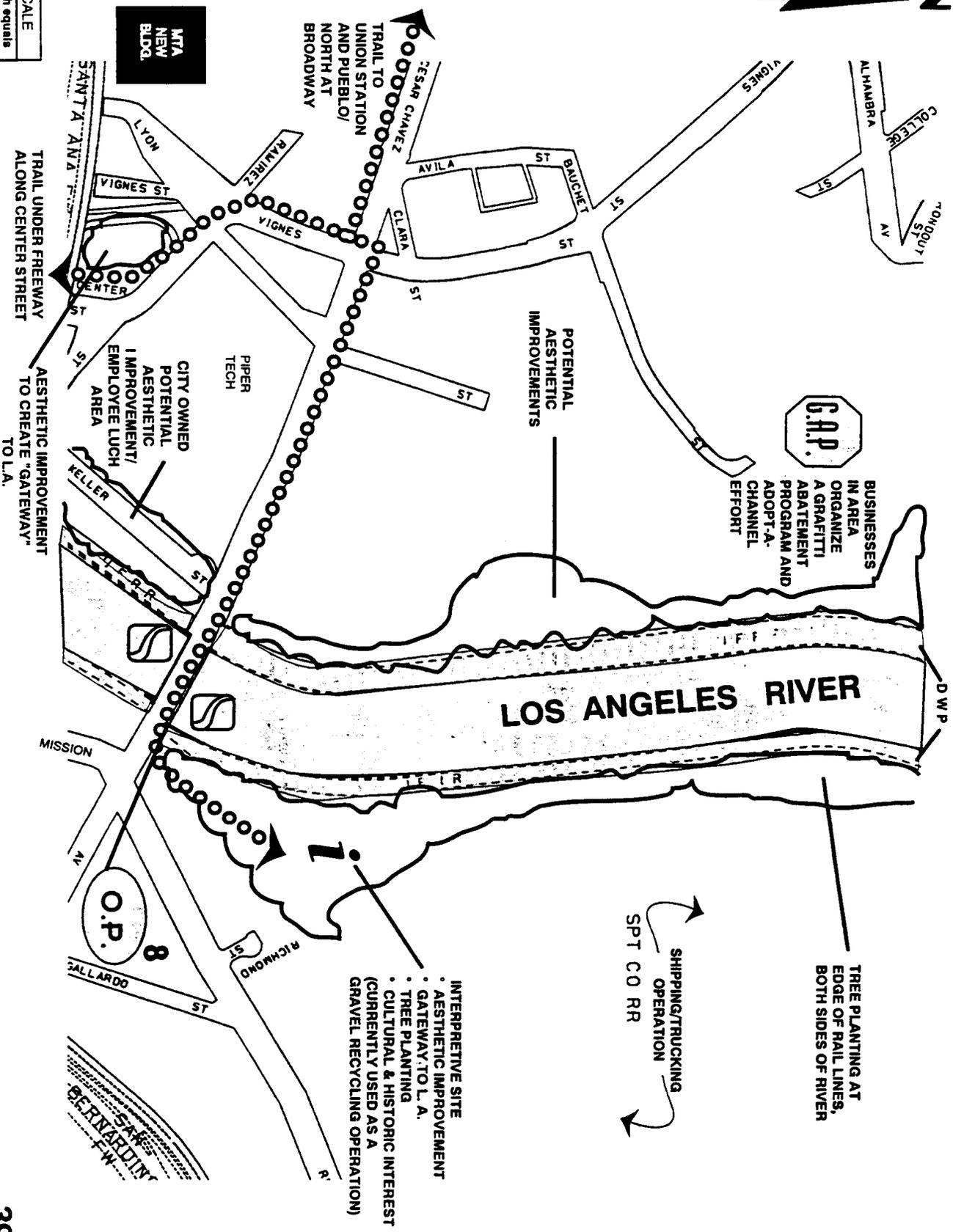
TREE PLANTING AT
EDGE OF RAIL CORRIDOR

TREE PLANTINGS TO
BEGIN AT BRIDGES

PECAN
PARK



SCALE
1 inch equals
500 feet



TRAIL TO UNION STATION AND PUEBLO/ NORTH AT BROADWAY

TRAIL UNDER FREEWAY ALONG CENTER STREET

AESTHETIC IMPROVEMENT TO CREATE "GATEWAY" TO L.A.

LOS ANGELES RIVER

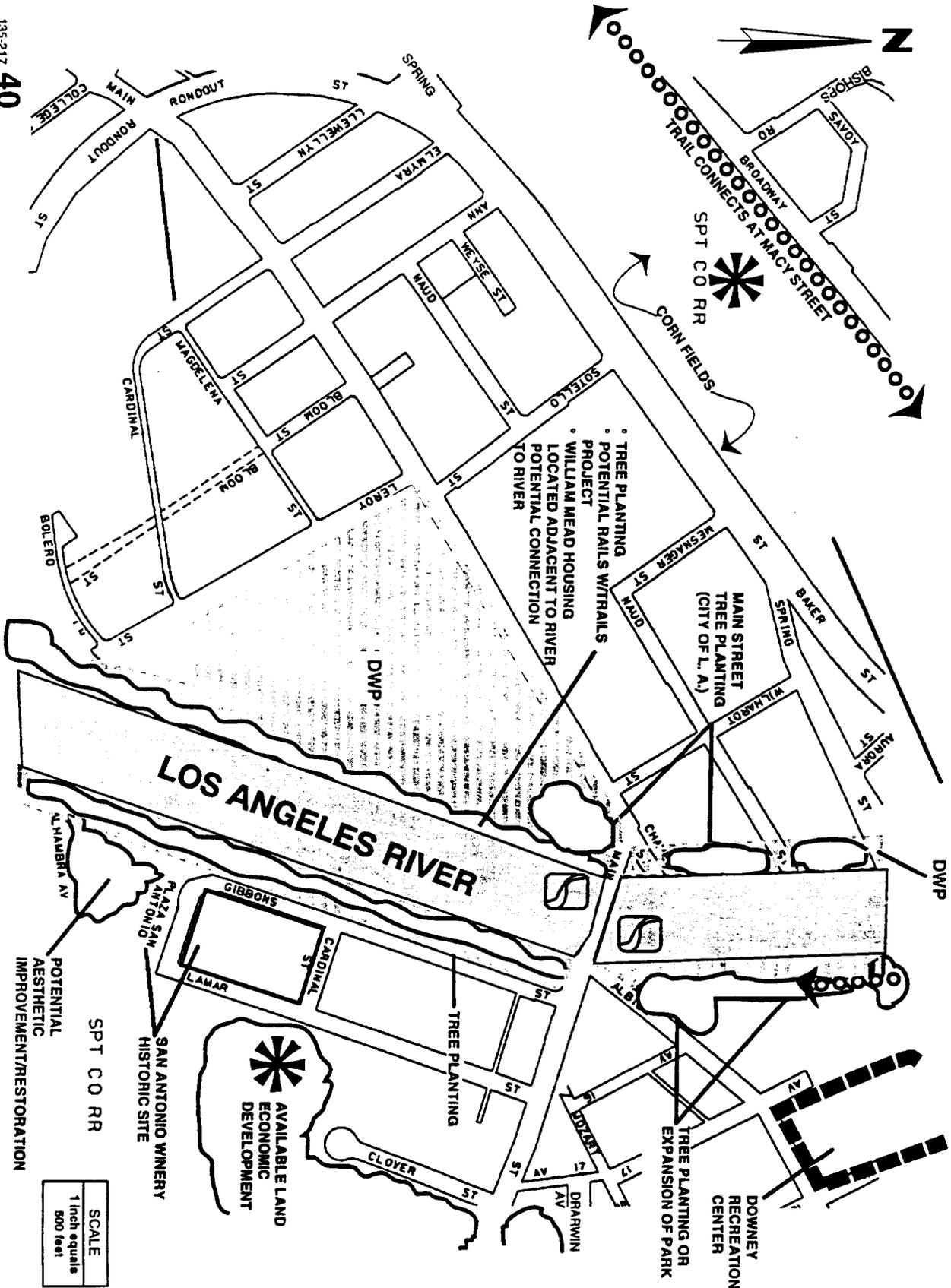


BUSINESSES IN AREA ORGANIZE A GRAFFITI ABATEMENT PROGRAM AND ADOPT-A-CHANNEL EFFORT

- INTERPRETIVE SITE
- AESTHETIC IMPROVEMENT
 - GATEWAY TO L.A.
 - TREE PLANTING
 - CULTURAL & HISTORIC INTEREST (CURRENTLY USED AS A GRAVEL RECYCLING OPERATION)

SHIPPING/TRUCKING OPERATION
SPT CO RR

TREE PLANTING AT EDGE OF RAIL LINES, BOTH SIDES OF RIVER



- TREE PLANTING
- POTENTIAL RAILS W/ TRAILS PROJECT
- WILLIAM MEAD HOUSING LOCATED ADJACENT TO RIVER
- POTENTIAL CONNECTION TO RIVER

MAIN STREET
TREE PLANTING
(CITY OF L.A.)

DOWNEY
RECREATION
CENTER
TREE PLANTING OR
EXPANSION OF PARK

AVAILABLE LAND
ECONOMIC
DEVELOPMENT

POTENTIAL
AESTHETIC
IMPROVEMENT/RESTORATION

SCALE
1 inch equals 800 feet

SPT CO RR

SAN ANTONIO WINERY
HISTORIC SITE

PLAZA SAN ANTONIO

ALHAMBRA AV

LOS ANGELES RIVER

DWP

DWP

SPT CO RR

CORN FIELDS

TRAIL CONNECTS AT MACY STREET

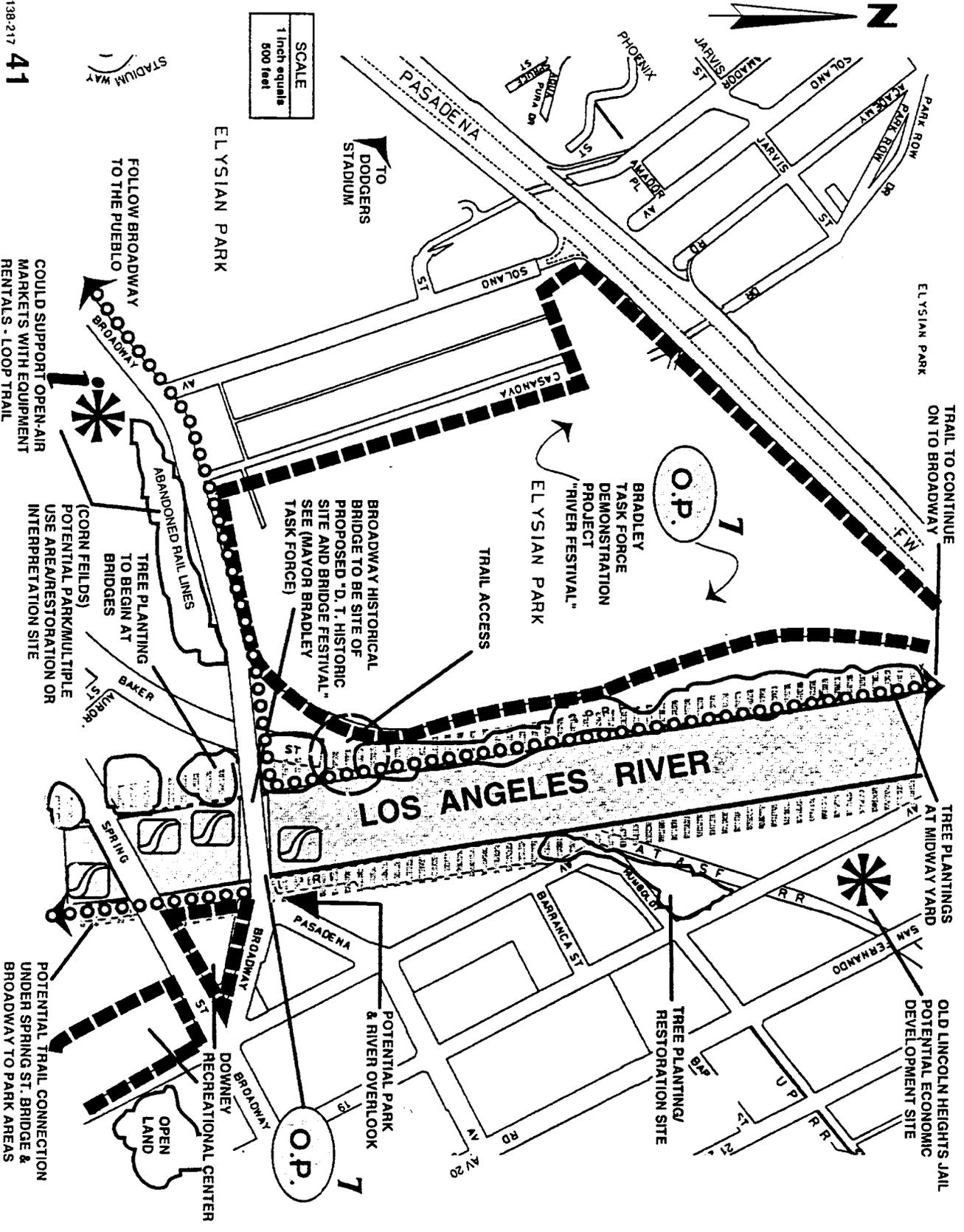




SCALE
1 inch equals
500 feet



138-217 41



FOLLOW BROADWAY
TO THE PUEBLO
BROADWAY

COULD SUPPORT OPEN-AIR
MARKETS WITH EQUIPMENT
RENTALS - LOOP TRAIL

ABANDONED RAIL LINES
TREE PLANTING
TO BEGIN AT
BRIDGES
(CORN FIELDS)
POTENTIAL PARK/MULTIPLE
USE AREAS/RESTORATION OR
INTERPRETATION SITE

BROADWAY HISTORICAL
BRIDGE TO BE SITE OF
PROPOSED "D. T. HISTORIC
SITE AND BRIDGE FESTIVAL"
SEE (MAYOR BRADLEY
TASK FORCE)

BRADLEY
TASK FORCE
DEMONSTRATION
PROJECT
"RIVER FESTIVAL"
ELYSIAN PARK

O.P.
7

TRAIL ACCESS

LOS ANGELES RIVER

POTENTIAL TRAIL CONNECTION
UNDER SPRING ST. BRIDGE &
BROADWAY TO PARK AREAS

DOWNNEY
RECREATIONAL CENTER
OPEN
LAND

O.P.
7

POTENTIAL PARK
& RIVER OVERLOOK

TREE PLANTING/
RESTORATION SITE

OLD LINCOLN HEIGHTS JAIL
POTENTIAL ECONOMIC
DEVELOPMENT SITE

TREE PLANTINGS
AT MIDWAY YARD

TRAIL TO CONTINUE
ON TO BROADWAY

STADIUM WAY

TO
DODGERS
STADIUM

ELYSIAN PARK

ELYSIAN PARK

BAKER
MURDER
SPRING

PASADENA

BROADWAY

DOWNNEY

BROADWAY

AV 20

BARANCA ST

AV 19

AV 18

AV 17

AV 16

AV 15

AV 14

AV 13

AV 12

AV 11

AV 10

AV 9

AV 8

AV 7

AV 6

AV 5

AV 4

AV 3

AV 2

AV 1

AV 0

AV -1

AV -2

AV -3

AV -4

AV -5

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AV -99

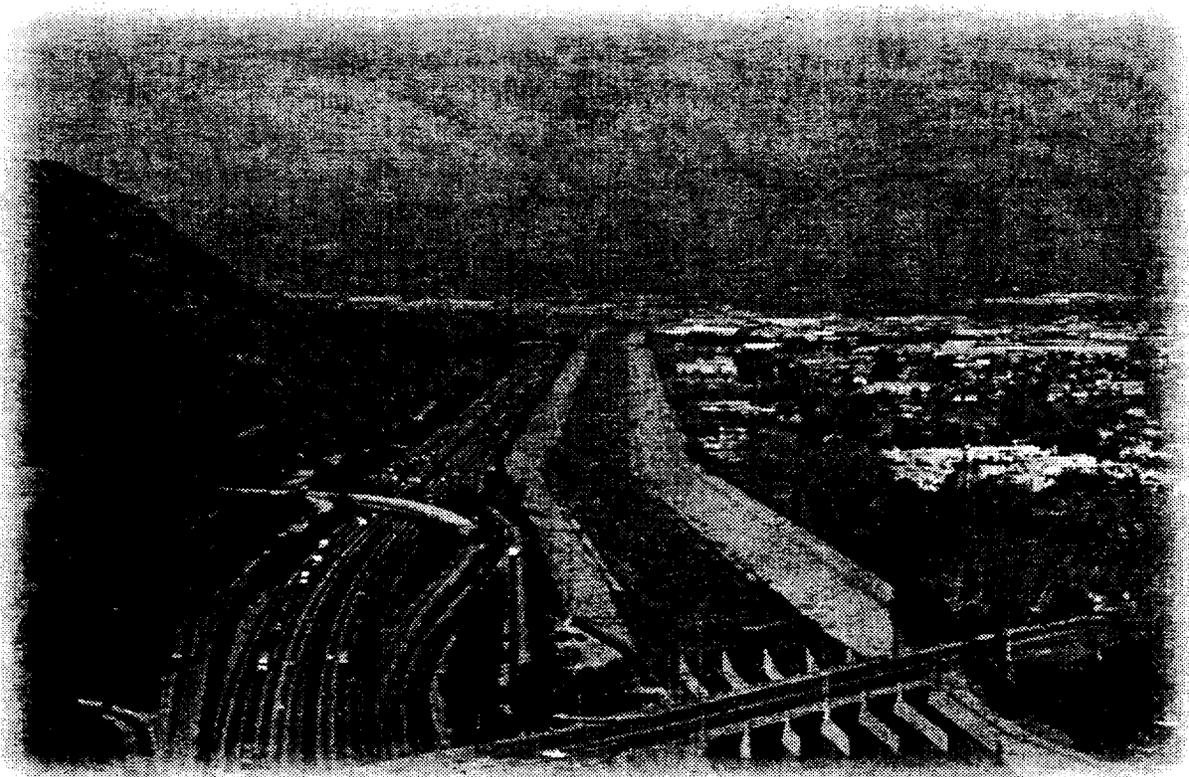
AV -100

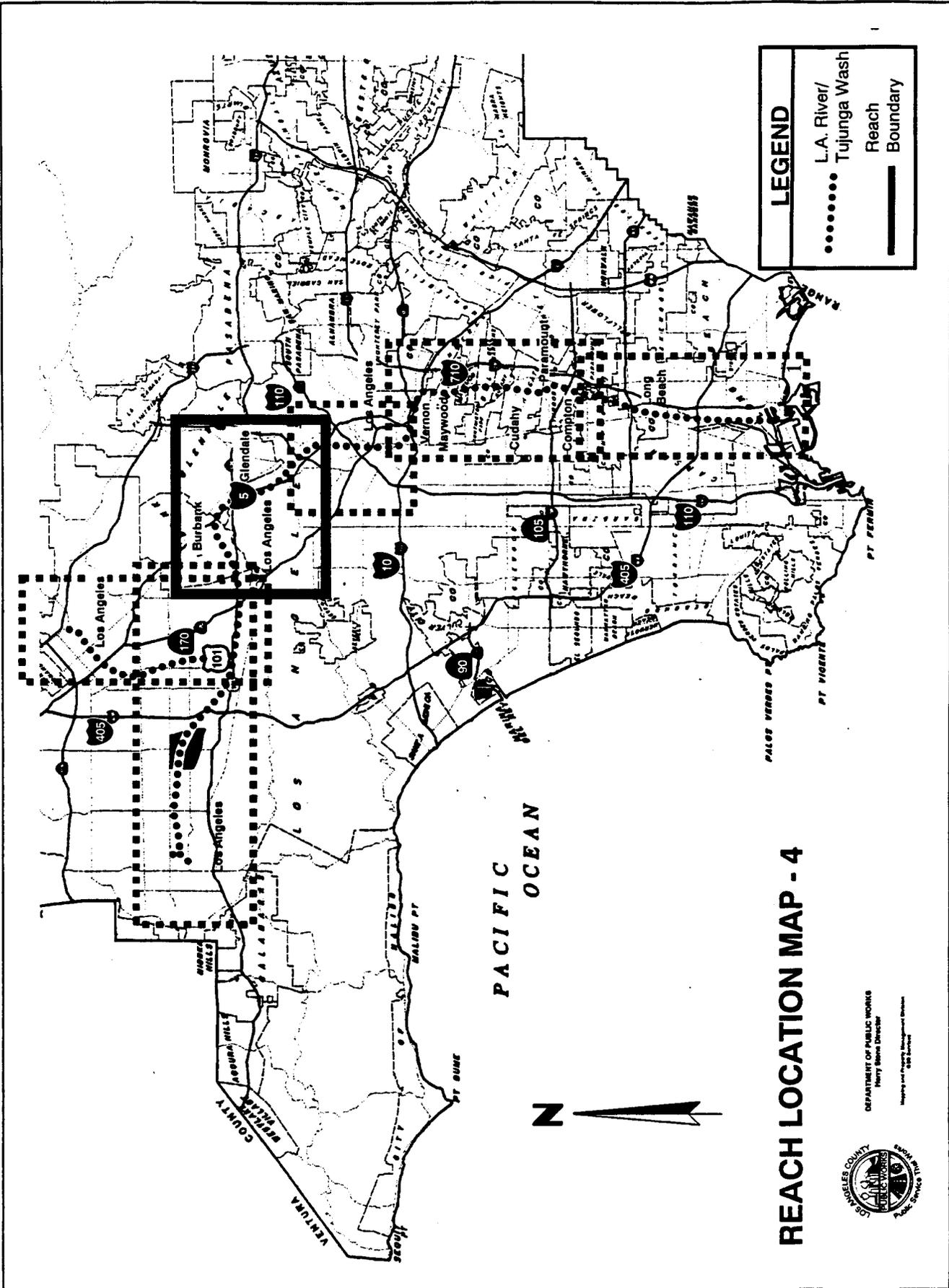
REACH 4: GLENDALE NARROWS

LOS ANGELES 235-253

GLENDALE 244-249

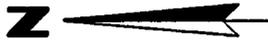
BURBANK 249-253





LEGEND

- L.A. River/ Tujunga Wash
- Reach
- Boundary



REACH LOCATION MAP - 4



DEPARTMENT OF PUBLIC WORKS
Henry Stone Director

Map prepared by the Department of Public Works
1957

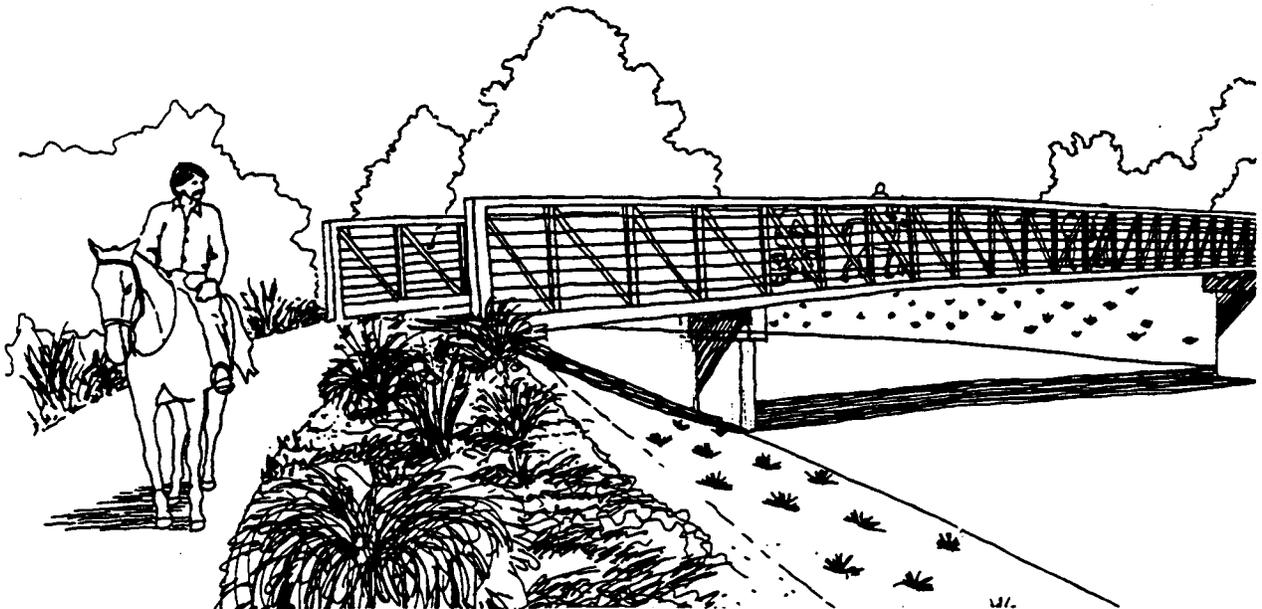
REACH 4: GLENDALE NARROWS

In the ten miles between Barham Boulevard and its confluence with Arroyo Seco near the 110 Freeway, the Los Angeles River passes through the cities of Burbank, Glendale and the City of Los Angeles communities of Los Feliz, Atwater Village, Elysian Valley, Silverlake, Glassell Park and Cypress Park.

The river configuration in this reach is trapezoidal except for a portion through Glendale. Right-of-way widths vary from 200 feet to approximately 400 feet. Within this reach, the Los Angeles River has a grouted stone invert from the confluence of the Burbank/Western Channel (near Riverside Drive) to just north of the Arroyo Seco confluence. Just over six miles long, this is the longest segment of soft river bottom.

Maintenance roads run along both sides of the river, but do not provide continuous access. The City of Los Angeles Department of Water and Power has utility easements along the river.

Beginning at Barham Boulevard in Burbank, adjacent commercial land uses include developments by Warner Brothers, Disney and NBC Studios. The Griffith Park Equestrian Center and picnic grounds are situated between the cities of Burbank and Glendale. The 4,217-acre Griffith Park—the largest city-owned park in the United States—includes more than three miles of riverfront. Four miles downstream, another major urban open space—the 585-acre Elysian Park—also lies adjacent to the river. The land between these two parks supports a variety of uses including light industry, manufacturing, single-family residential, rail facilities and vacant land.





Taylor Yard, a 174-acre rail yard owned by Southern Pacific Transportation Company, is located just north of the Arroyo Seco confluence. This site is being studied for possible development of a multi-use project. About 67 of the original 271 acres of this riverfront property has already been developed by the County's Metropolitan Transportation Authority as a Metrolink maintenance facility.

Within this reach, the Los Angeles River is designated as open space in the various community plans. The river also marks the boundary between the North East Los Angeles Plan and the Hollywood and Silverlake-Echo Park District Plans. Adjacent properties are predominantly designated as low-density residential and industrial, with Griffith and Elysian parks providing open space.

As indicated, more than six of the ten miles in this reach are soft bottom. As a result, dense riparian vegetation grows in the channel supporting wildlife that includes birds, ducks, frogs and other less-visible species. The relatively lush environment in this reach attracts people who enjoy many forms of recreation including: walking, jogging, horseback riding, bird watching, photography and crayfishing. Only one legal access point exists in this reach—the pedestrian bridge over the Golden State Freeway from Griffith Park near Los Feliz Boulevard. The maintenance roads along this reach are officially closed to public use, but cut fences provide easy access to the many people who use this section of river. This includes homeless people who have settled under some of the bridges within this reach.

Several equestrian centers are located on the east bank of the river in this reach. To reach the trails in Griffith Park, equestrians use a low-water crossing of the river from the east embankment, then cross under the freeway through a tunnel.

ISSUES

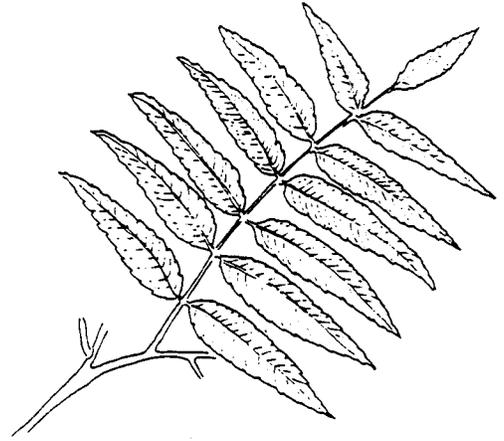
- There is a need for a continuous trail along this reach.
- High development costs of adjacent land due to a need for toxic clean-up.
- The freeway stands as a barrier between parks.

ADOPTED GENERAL OR RECREATIONAL PLANS

- The river is designated as open space within this reach.
- 

JURISDICTIONAL PLANNED PROJECTS

- Tree planting at Zoo Drive and the Golden State Freeway.
- Trail on the east bank and improvements at the Glendale Water Reclamation Plant.
- Los Feliz River Walk.



RECOMMENDATIONS BASED ON MASTER PLAN GOALS

- Create a mural on the river walls along I-5.
- Develop an interpretive site at Atwater Park.
- Encourage recreation-related economic development at the Los Feliz access.
- Connect Glenhurst Park to the river at Fletcher Drive and develop an interpretive site there.
- Develop Lawry's site as an historical museum and connect the site to the river via a trail.
- Connect Verdugo Wash trails.
- Develop new equestrian trails, improve the existing trails, and provide an equestrian bridge crossing.

CITY OF GLENDALE

POPULATION (1994): 190,200; LAND AREA: 30.49 SQ. MI.

Glendale (incorporated in 1906) is located 7.1 miles north of Los Angeles City Hall. It has the 3rd largest population among all cities in Los Angeles County. Glendale has a very large job base dominated by retail trade, manufacturing, finance and service industries. It also contains extensive residential areas. The median family income in Glendale was \$39,652 in 1989. Glendale's population grew very rapidly during the eighties, primarily because of a building boom. The population is 64% White, and approximately 68% of the population is over the age of 25 years.

ISSUES

- This area needs substantial economic development.
- The aesthetics and appearance of the river from adjacent neighborhoods need improvement.
- There is a need to provide access across the river into Griffith Park.
- Trails connecting adjacent areas with other recreational facilities need to be developed.
- Crime is a concern which must be addressed.
- There is a need for affordable housing.



ADOPTED GENERAL OR RECREATIONAL PLANS

- The Glendale General Plan designates areas north of the river in a variety of land uses: open space, major industrial, low- and high-density residential and major commercial.

JURISDICTIONAL PLANNED PROJECTS

- San Fernando Road Redevelopment Area, Parks, Recreation and Open Space Plan.
- Environmental education program with a focus on plant and animal habitats of the Glendale Narrows section.
- The Santa Monica Mountains Conservancy River Greenway Project to connect El Pueblo State Historic Park to Elysian and Griffith Parks along the Los Angeles River by creating a system of parks, trails and rest stops.

RECOMMENDATIONS BASED ON MASTER PLAN GOALS

- Develop a continuous trail on the south/west bank.
- Implement a joint project to complement and improve the area along the water treatment plan.
- Build a trail along Victory Boulevard.
- Make economic improvements in the area around Victory and Rooter Drives.
- Develop an interpretive site at the Verdugo Wash confluence.

CITY OF BURBANK

POPULATION (1994): 98,700; LAND AREA: 17.12 SQ. MI.

Burbank (incorporated in 1911) lies 10.9 miles northwest of central Los Angeles. It has the 12th largest population in the county. Burbank has a very strong job base, primarily in manufacturing and services, including motion picture and related industries. Burbank is also the home of the Burbank-Glendale-Pasadena Airport, one of the busiest in the region after Los Angeles International Airport. Its land uses are diverse, with single-family residential the most common. The median income in Burbank was \$42,148 in 1989.

ISSUES

- Beautification; landscaping; maintenance and clean-up.
 - Other recreational uses, such as bike and jogging trails, should be developed.
 - Security needs must be considered during any new recreational development.
- 

- 
- Any development needs to include consideration for flood protection.
 - The spreading basins along Forest Lawn Drive offer many opportunities for recreational development.
 - Equestrian trails and facilities should be developed.
 - Polliwog Pond, presently used by equestrians, should be improved and connected to the river by a trail.

ADOPTED GENERAL OF RECREATIONAL PLANS

- Adopted General Plan designations include: low-density residential, commercial, industrial and open space.
- Media District Specific Plan and Rancho Protection Plan.

JURISDICTIONAL PLANNED PROJECTS

- Burbank Monorail Feasibility Study.
- The city will be developing a bikeway plan which will include a river bike path.
- The Santa Monica Mountains Conservancy River Greenway Project to connect El Pueblo State Historic Park to Elysian and Griffith Parks along the Los Angeles River by creating a system of parks, trails and rest stops.

RECOMMENDATIONS BASED ON MASTER PLAN GOALS

- Develop a river walk at Warner Bros. Studio.
- Develop a continuous trail on the south bank of the river.

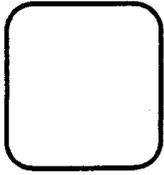


OTHER PROJECTS

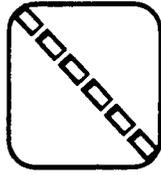
1. City of Los Angeles Planned Bikeway: An 11-mile long bikeway to be built along the western levee of the Los Angeles River between Riverside Drive in Griffith Park to Elysian Park.
 2. Taylor Yard: A study to identify multiple opportunities for environmental, aesthetic, recreational, commercial, residential and industrial development.
 3. Los Angeles River Park and Recreation Area Study: This U.S. Army Corps of Engineers study examines potential beneficial uses for the Los Angeles River. It includes an assessment of the river's potential for public access, recreation and wildlife enhancement.
 4. The Los Angeles River Greenway Project: The Santa Monica Mountains Conservancy is creating a greenway system of trees, parks, trails and rest stops along the Los Angeles River that will connect El Pueblo State Historic Park to Elysian and Griffith parks.
 5. Arroyo Verdugo Non-Motorized Transportation Plan: A compilation of community concerns regarding bikeway development in the Burbank-Glendale-Pasadena areas.
 6. Los Feliz Riverwalk Demonstration Project: Planned opening of a river maintenance road for use as a walking and biking trail east of river. The initial 1.3-mile trail would run from Los Feliz Boulevard north to Colorado Boulevard. The ultimate goal is to complete a 7-mile trail that would connect three parks.
 7. Proposed Trail and Aesthetic Improvements - City of Glendale: A riverfront walking trail and landscaping along the north bank of the river.
 8. Juan Bautista de Anza National Historic Trail, planned by the National Park Service, follows the river through this reach.
 9. Warner Brothers Studio: Main and Ranch Lot Master Plans approved by the City of Burbank.
- 

MAP ICON LEGEND

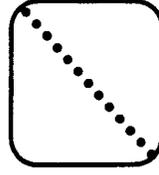
EXISTING FACILITIES



RIVER R.O.W.



PARK, SCHOOL, CHURCH,
EQUESTRIAN FACILITY



TRAIL

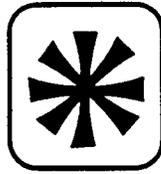


PEDESTRIAN
BRIDGE

RECOMMENDED IMPROVEMENTS



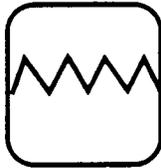
AESTHETIC
IMPROVEMENT



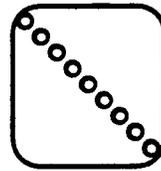
ECONOMIC
DEVELOPMENT



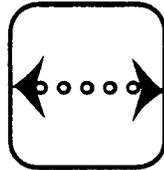
OTHER PROJECT



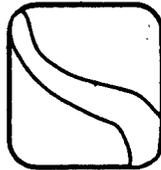
AESTHETIC
IMPROVEMENT
(MURAL)



TRAIL



TRAIL/OPEN SPACE
CONNECTION



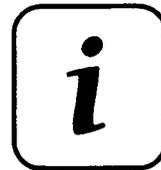
LOS ANGELES
RIVER SIGNAGE



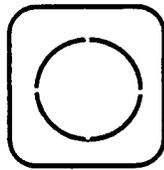
GRAFFITI
ABATEMENT
PROGRAM



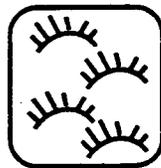
PUBLIC UTILITY
R.O.W.



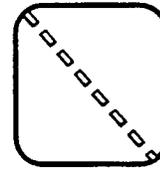
INTERPRETIVE SITE



ACCESS TO RIVER
TRAIL/OVERVIEW



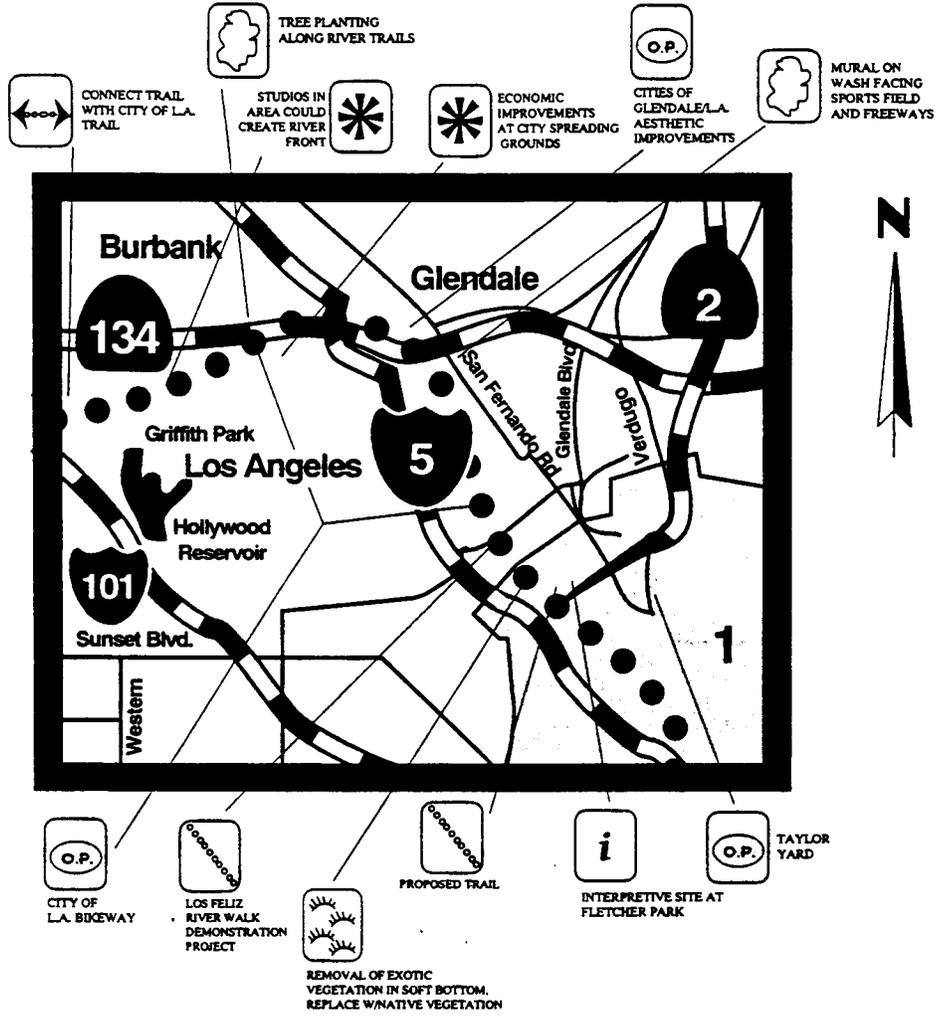
ENVIRONMENTAL
ENHANCEMENT



PEDESTRIAN BRIDGE

REACH/PROJECT LOCATION-4

SUPERVISORIAL DISTRICT 1,3

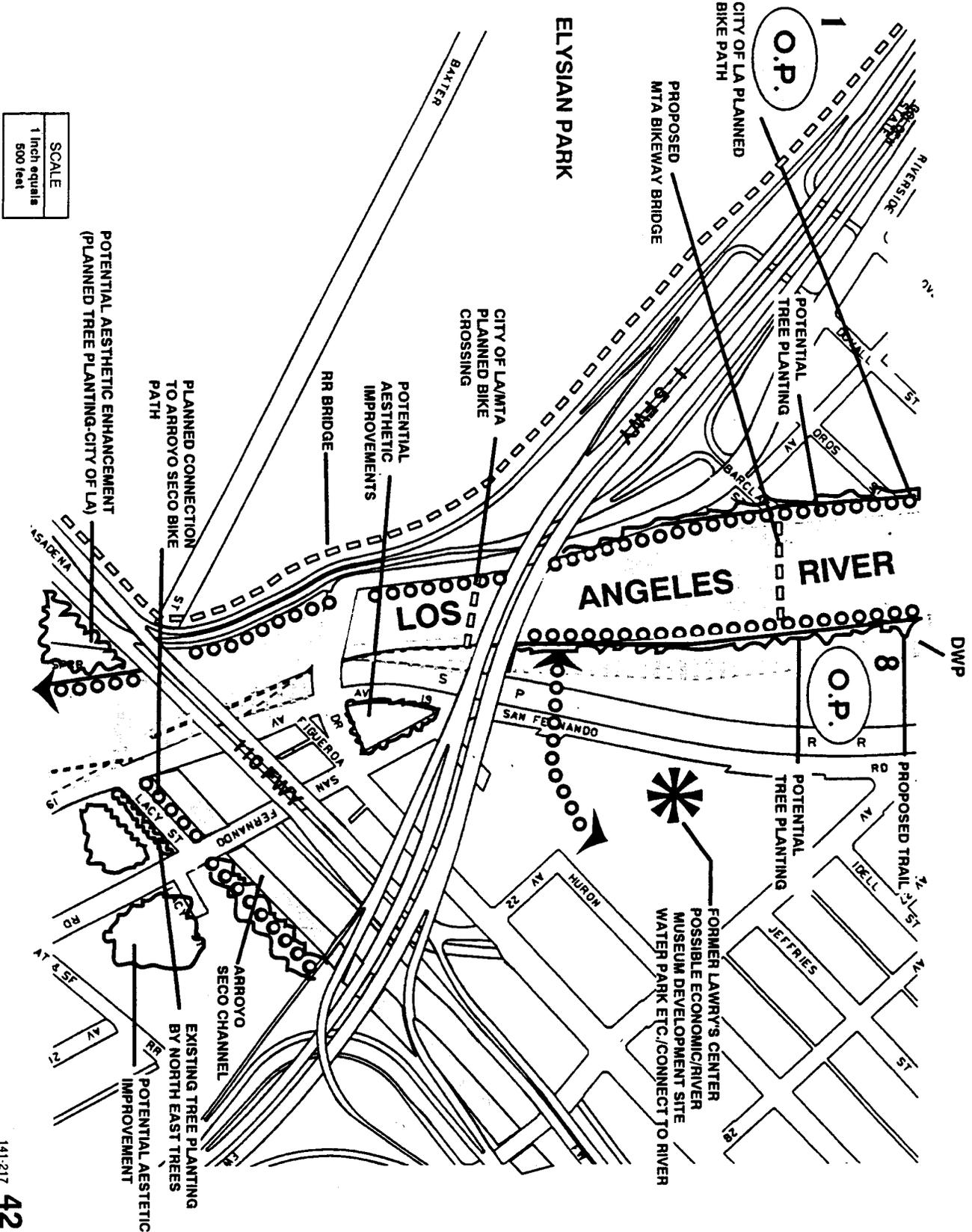
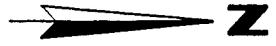


DEPARTMENT OF PUBLIC WORKS
Harry Stone, Director

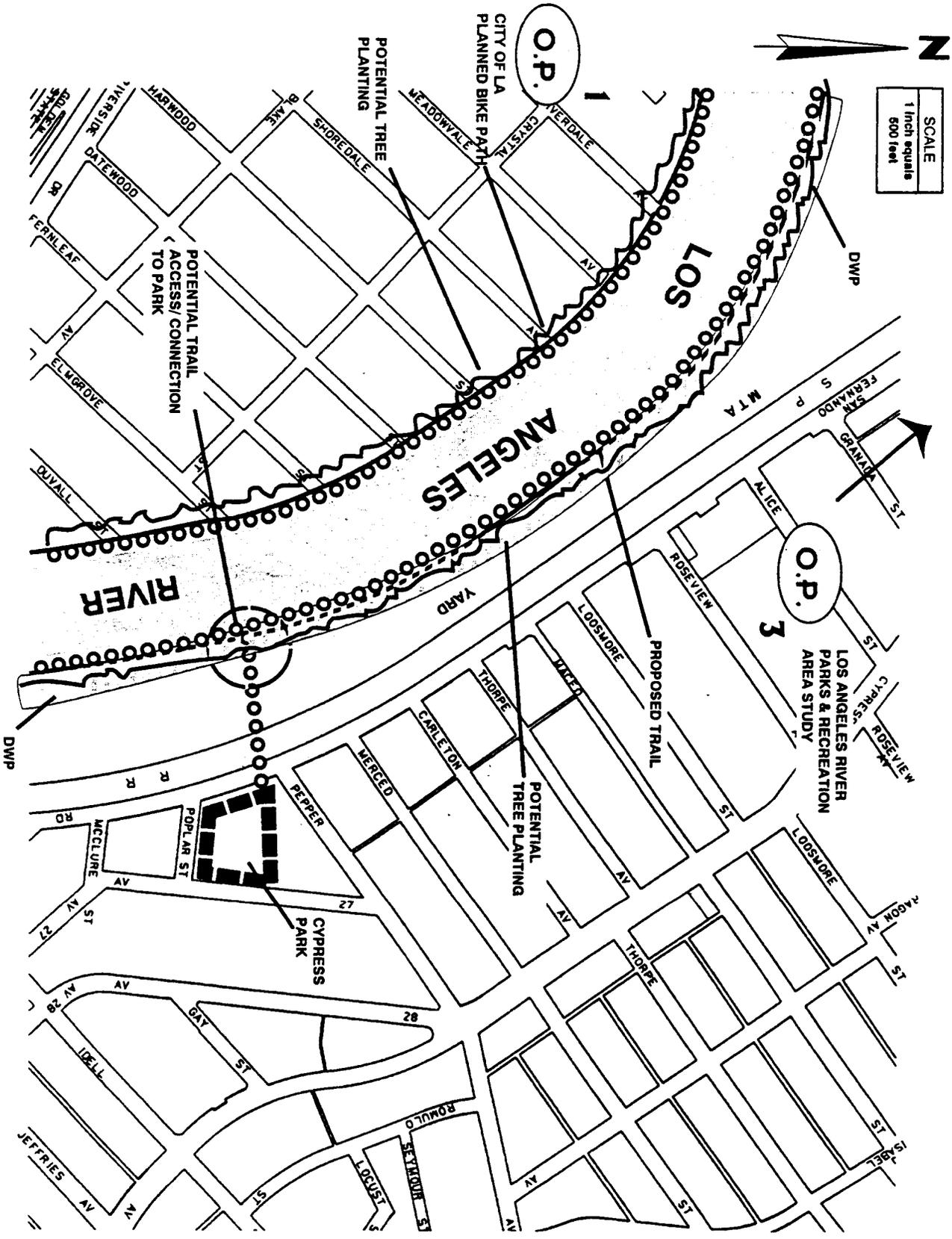
Mapping and Property Management Division
GIS Services

N. T. S.

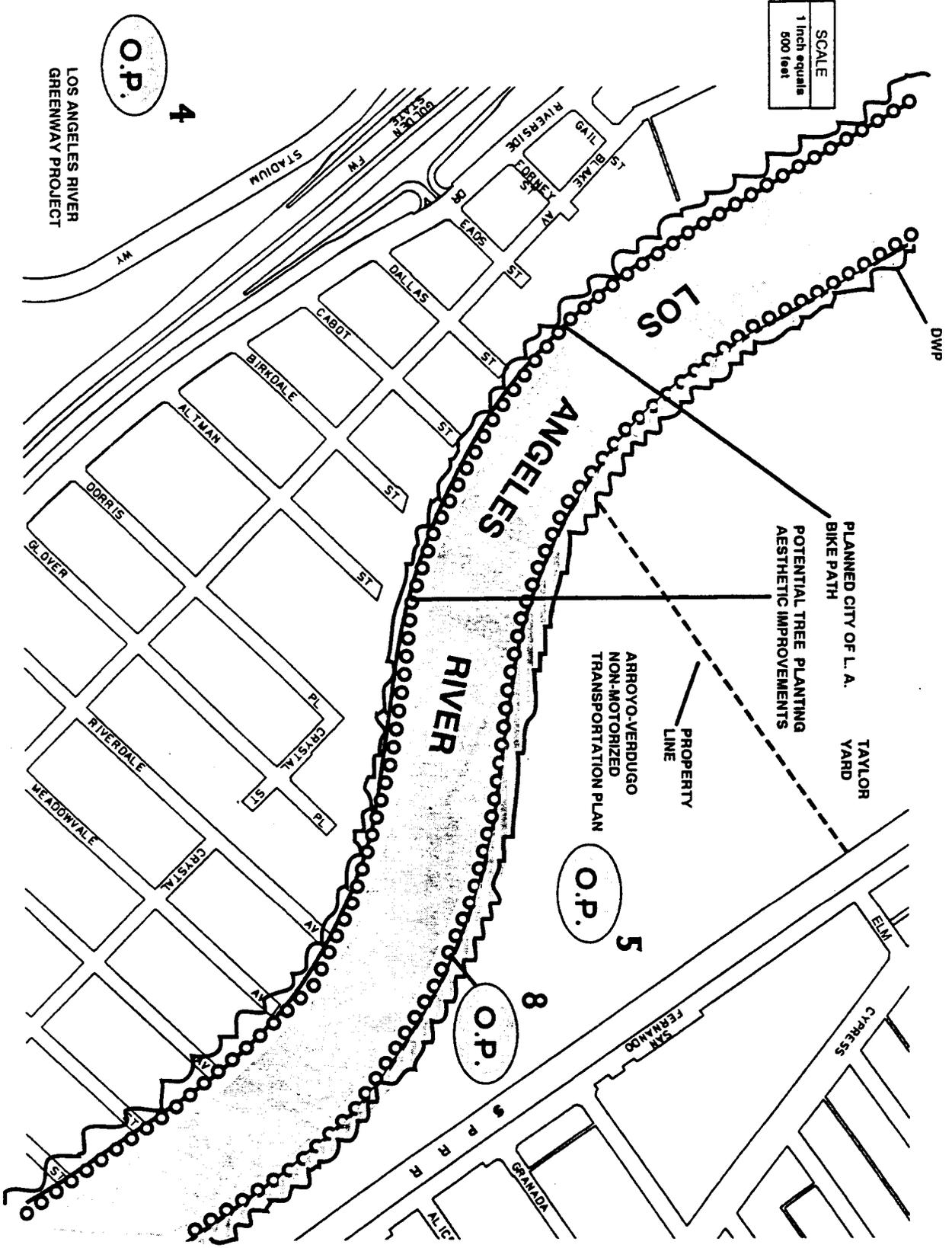
LEGEND	
● ● ●	L.A. River/ Tujunga Wash
▬	Freeway
—	Streets



SCALE
1 inch equals 500 feet



SCALE
1 inch equals
500 feet



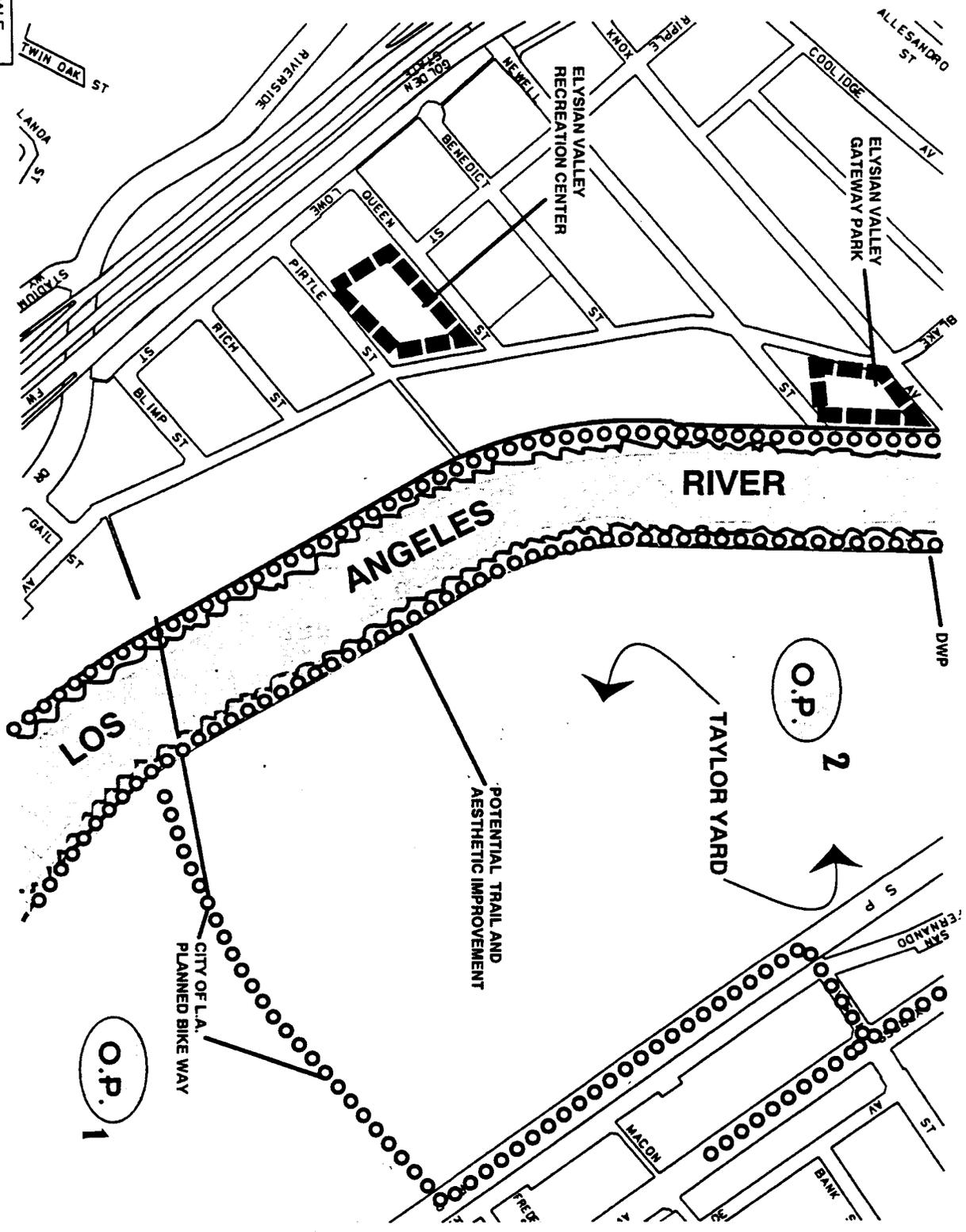
LOS ANGELES RIVER
GREENWAY PROJECT

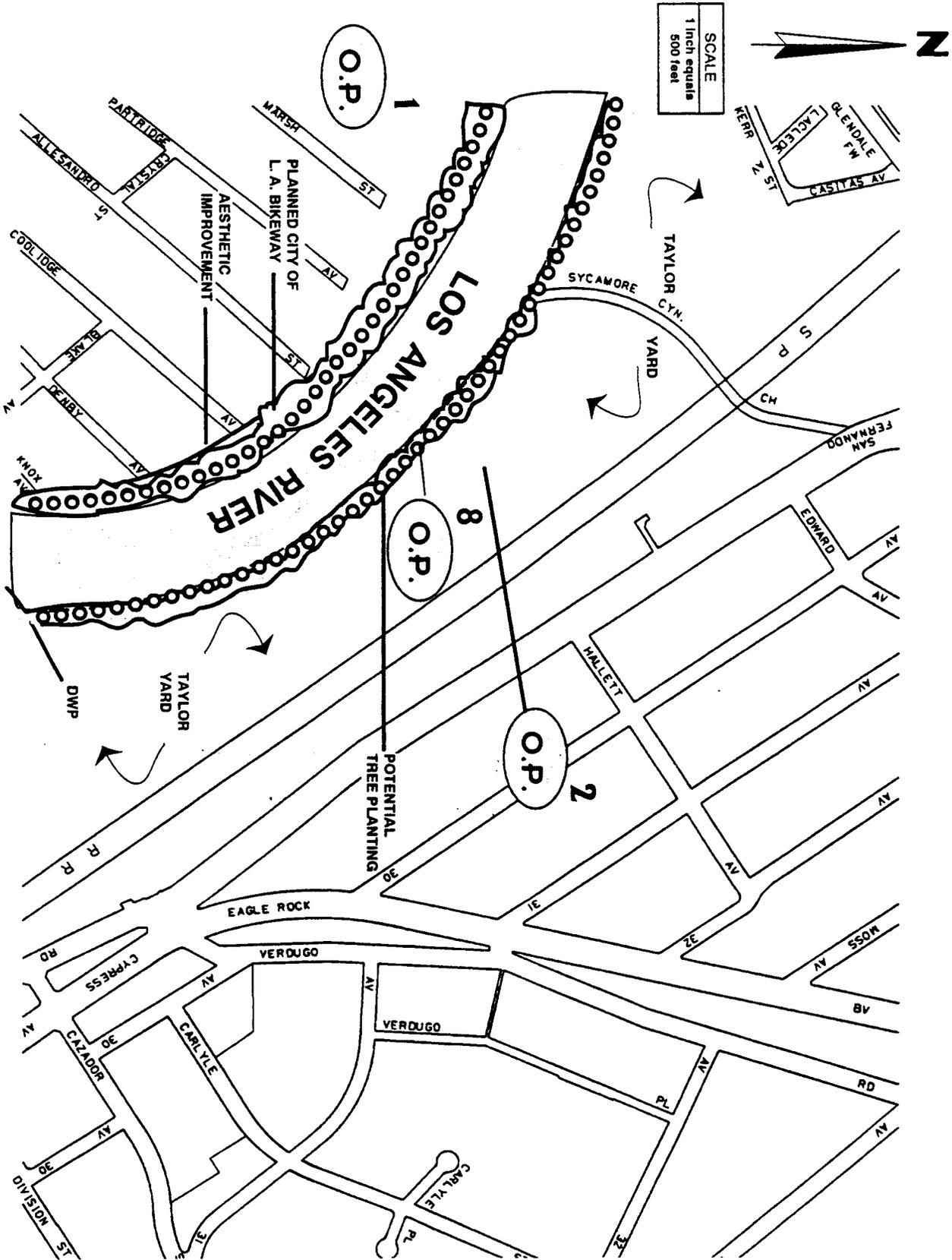
O.P.
4

O.P.
5

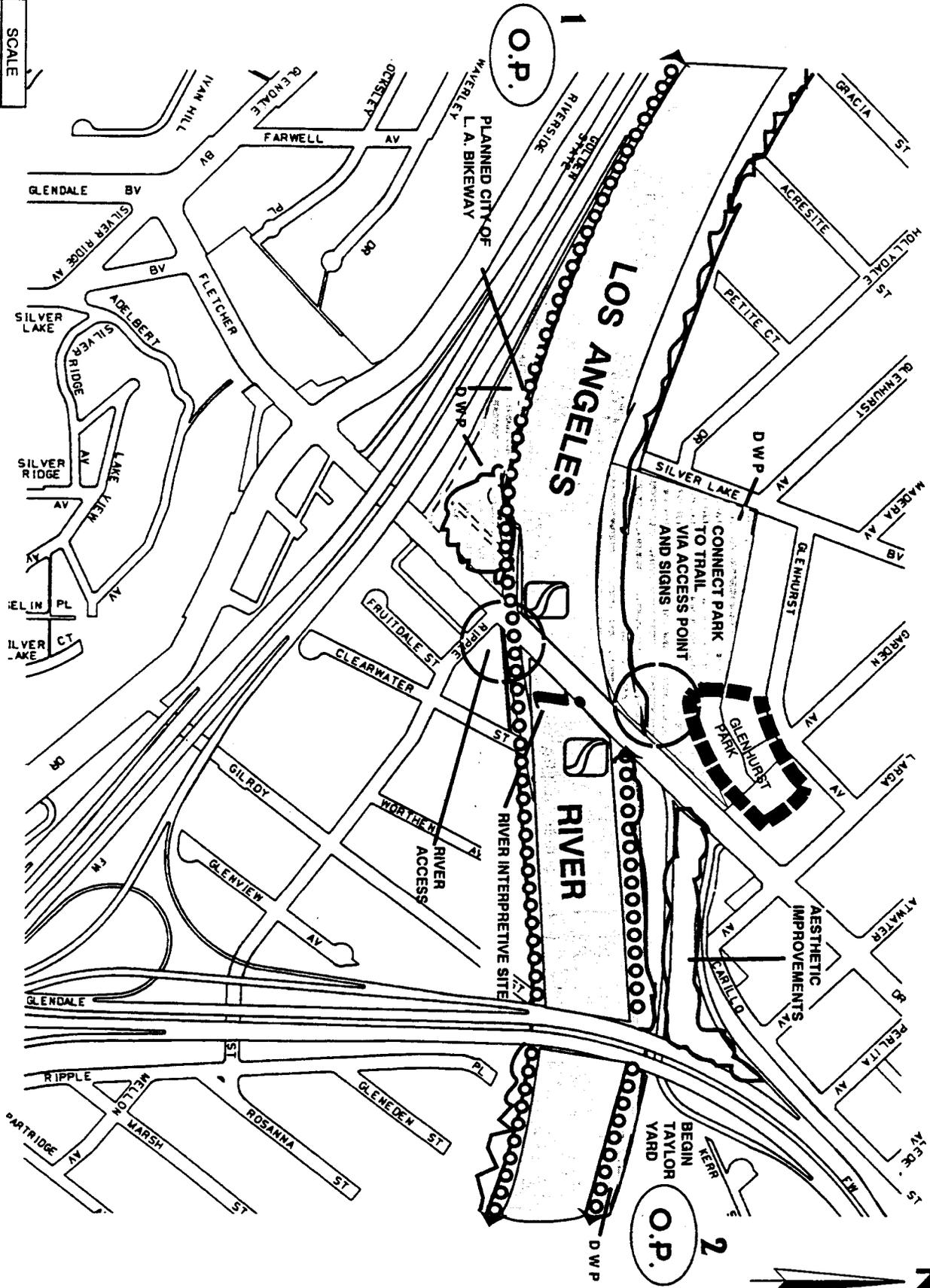
O.P.
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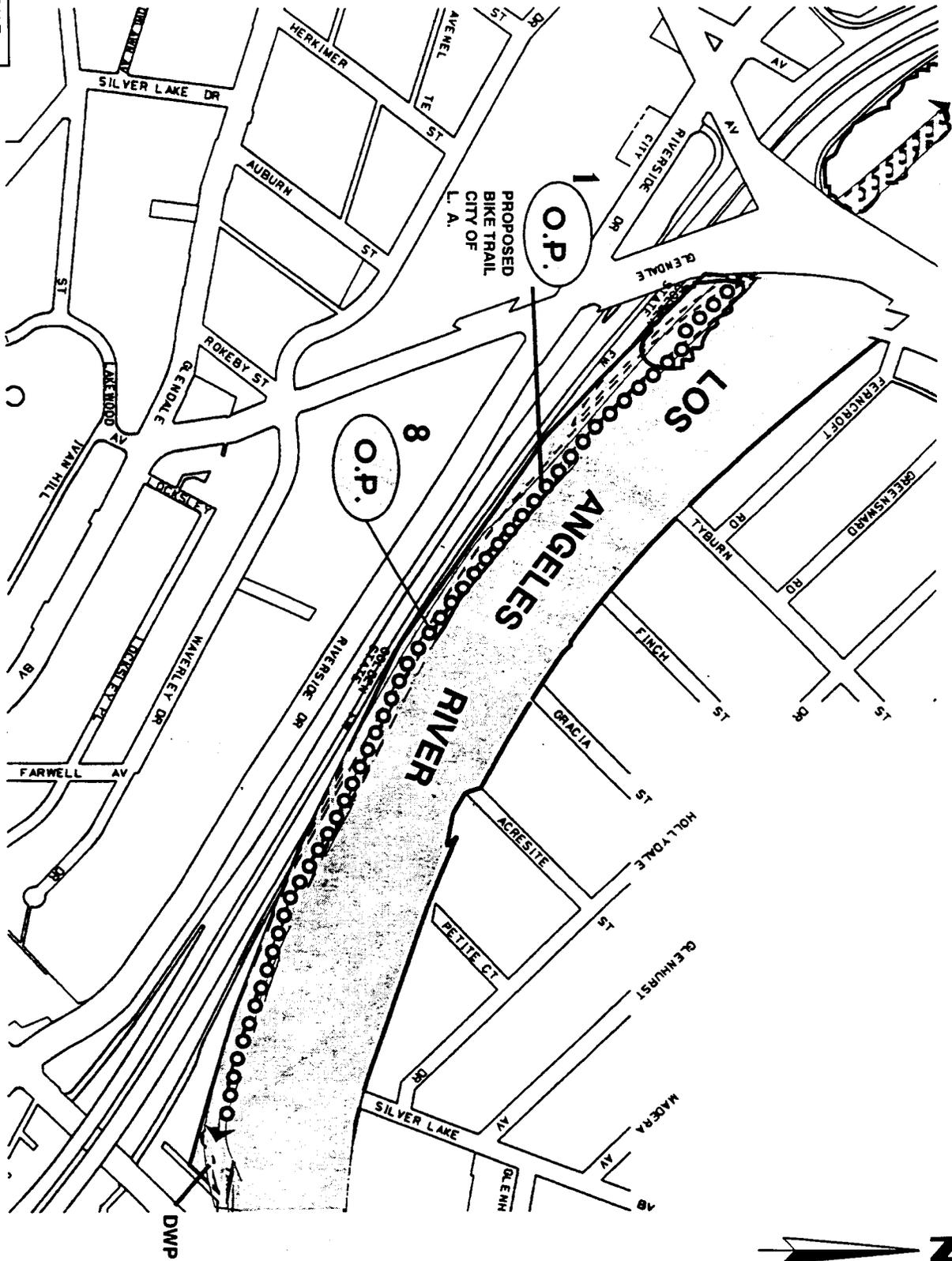




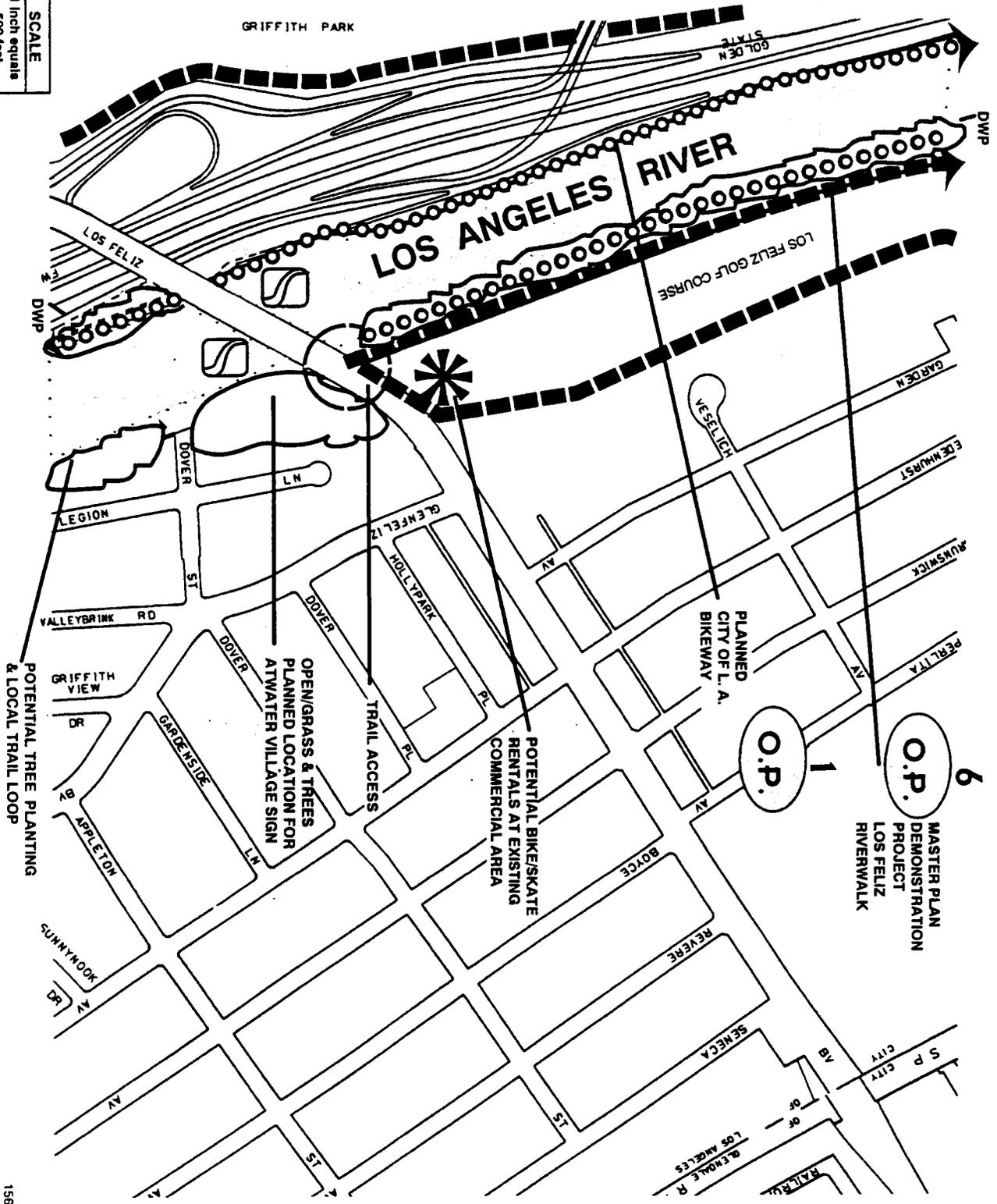
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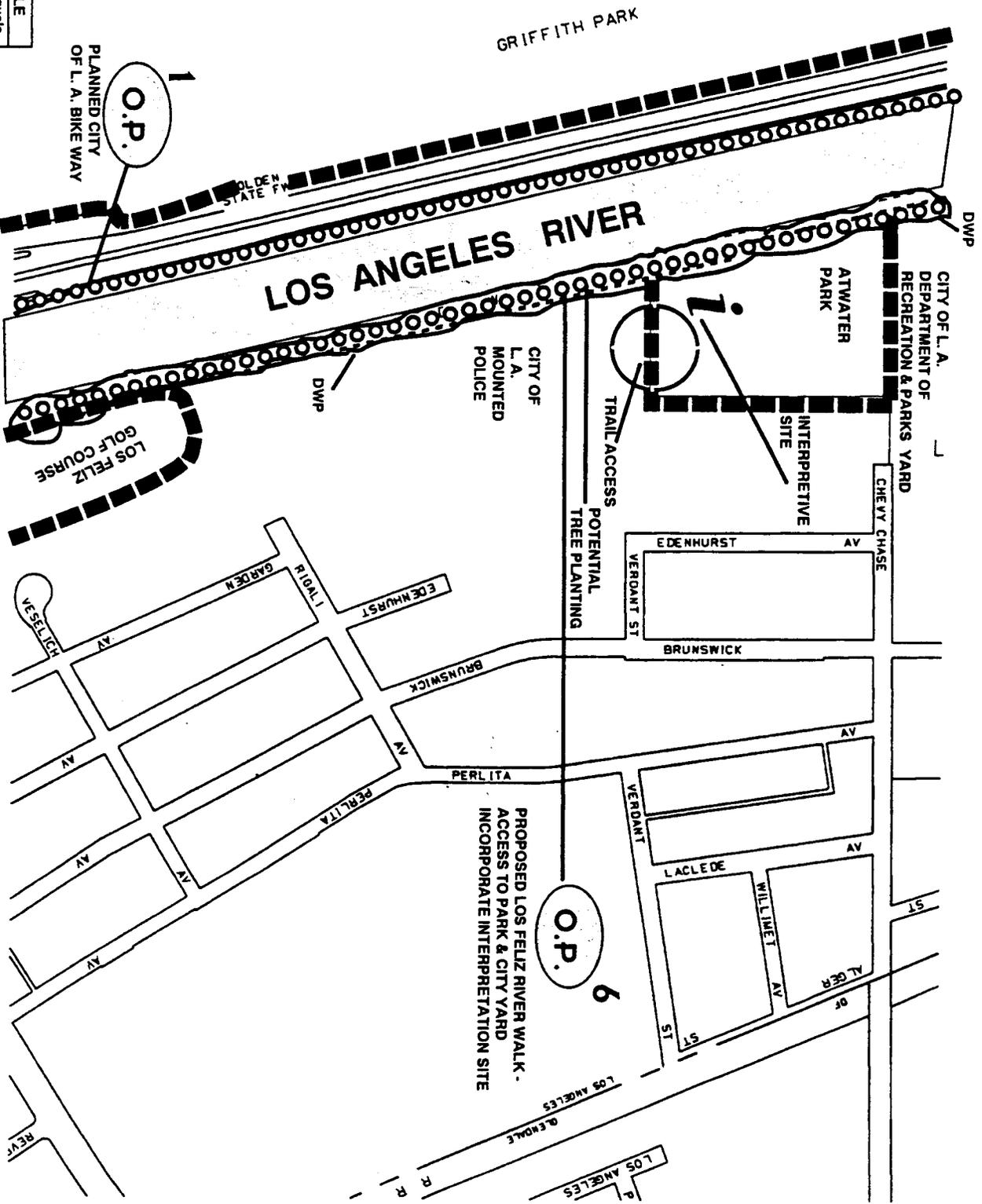
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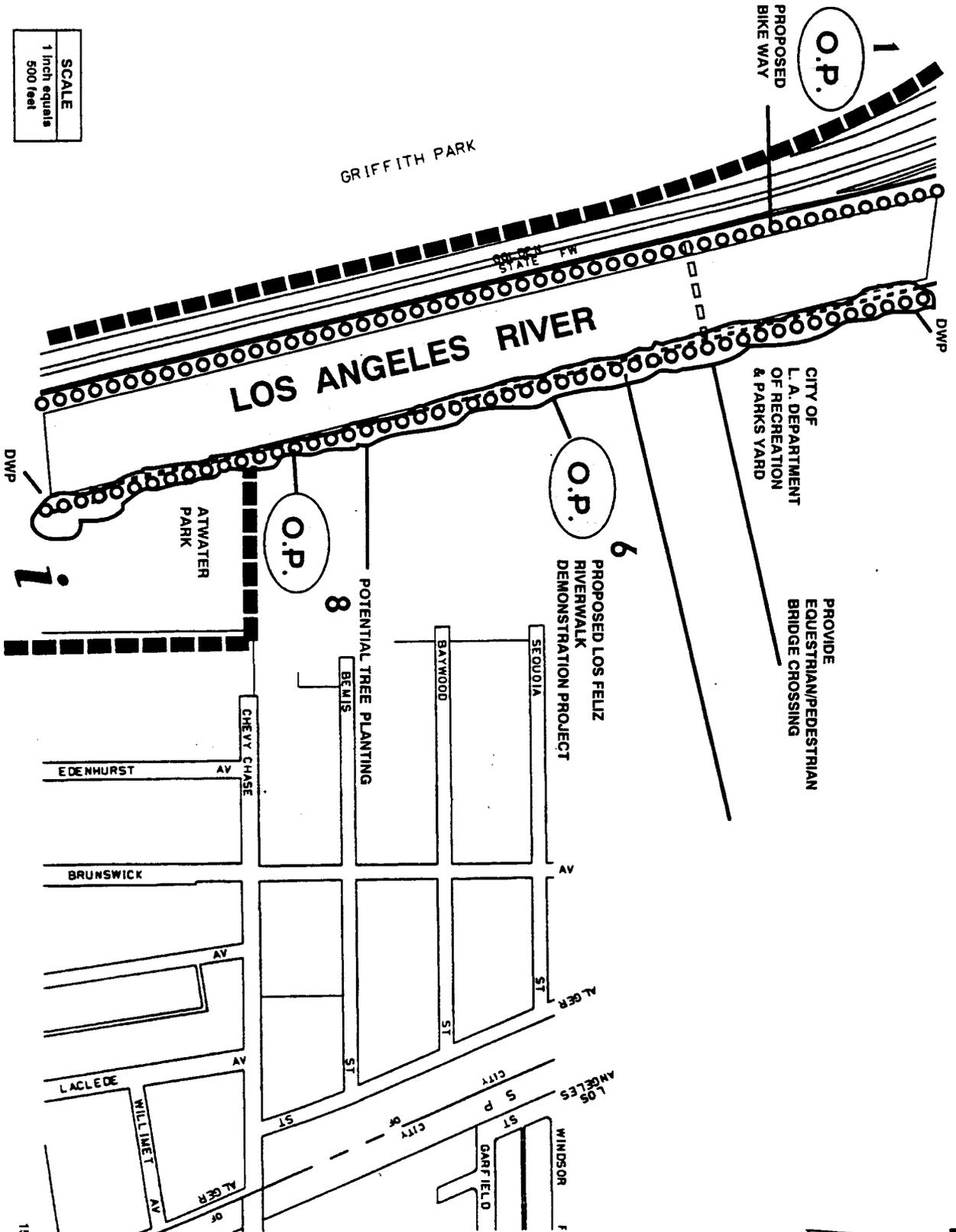
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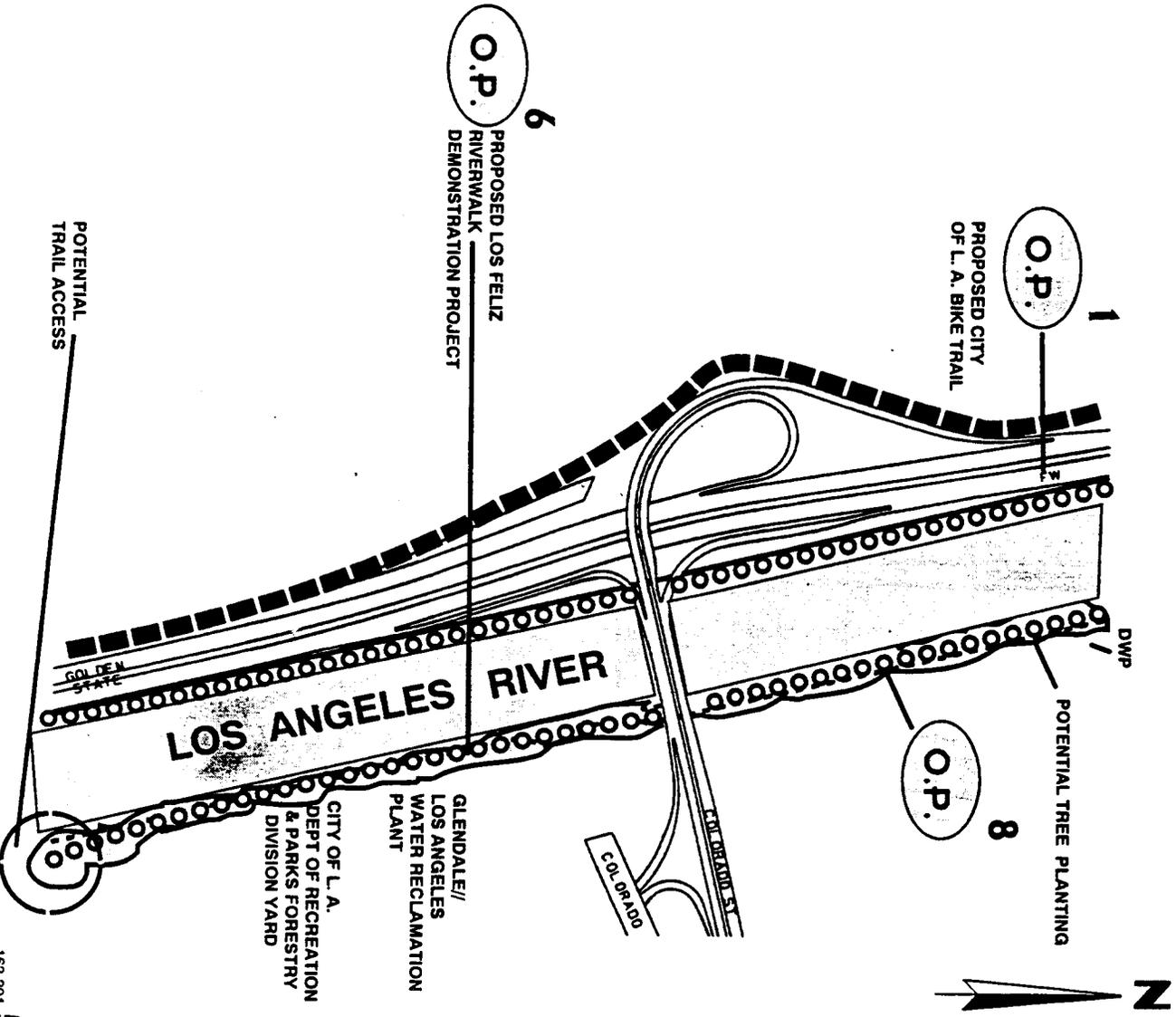
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SCALE
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GRIFFITH PARK

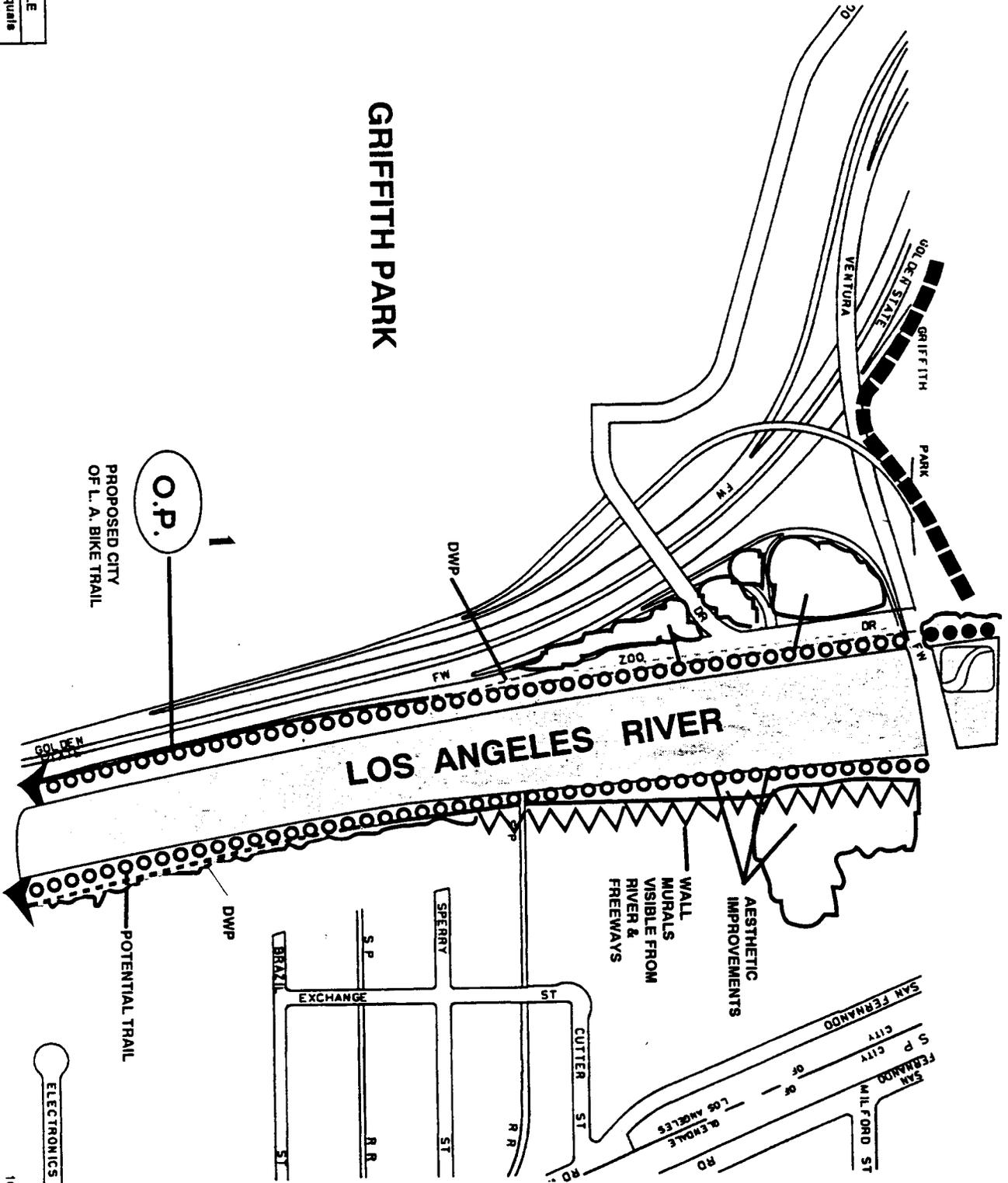


SCALE
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SCALE
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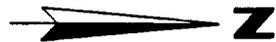


GRIFFITH PARK



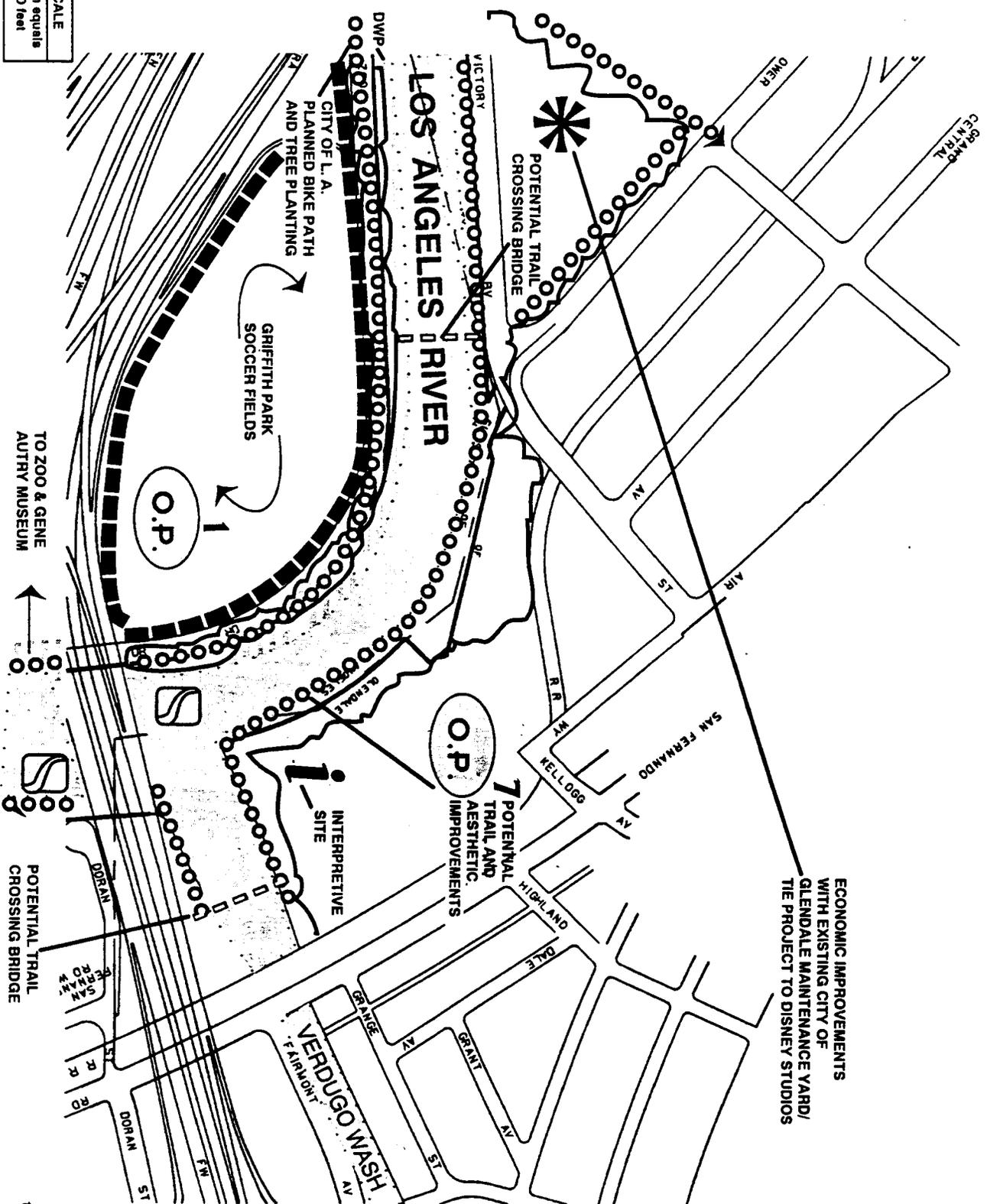
O.P.
PROPOSED CITY
OF L.A. BIKE TRAIL

ELECTRONICS



ECONOMIC IMPROVEMENTS
WITH EXISTING CITY OF
GLENDALE MAINTENANCE YARD/
THE PROJECT TO DISNEY STUDIOS

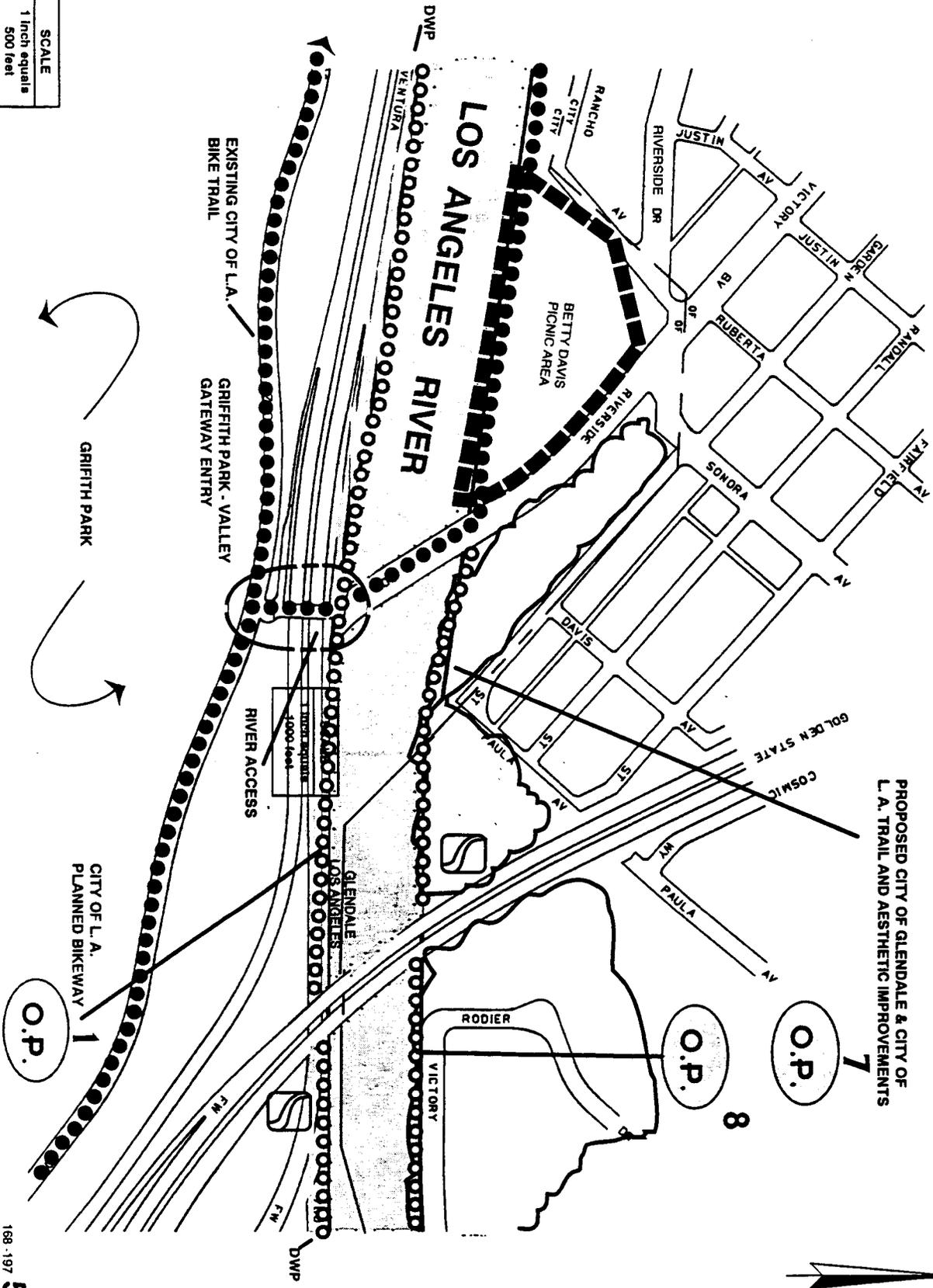
SCALE
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500 feet



TO ZOO & GENE
AUTRY MUSEUM

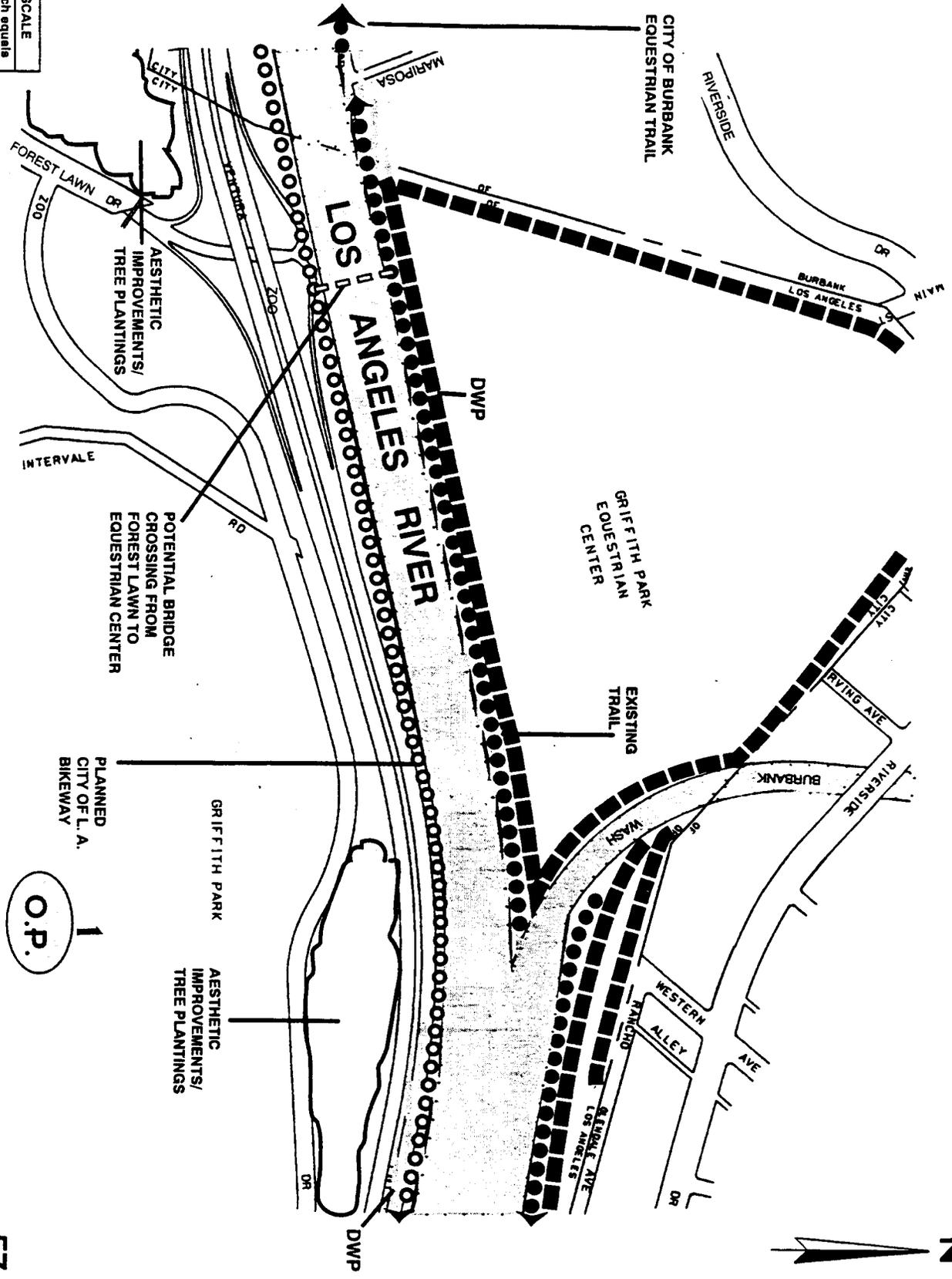
POTENTIAL TRAIL
CROSSING BRIDGE

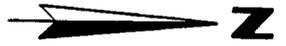
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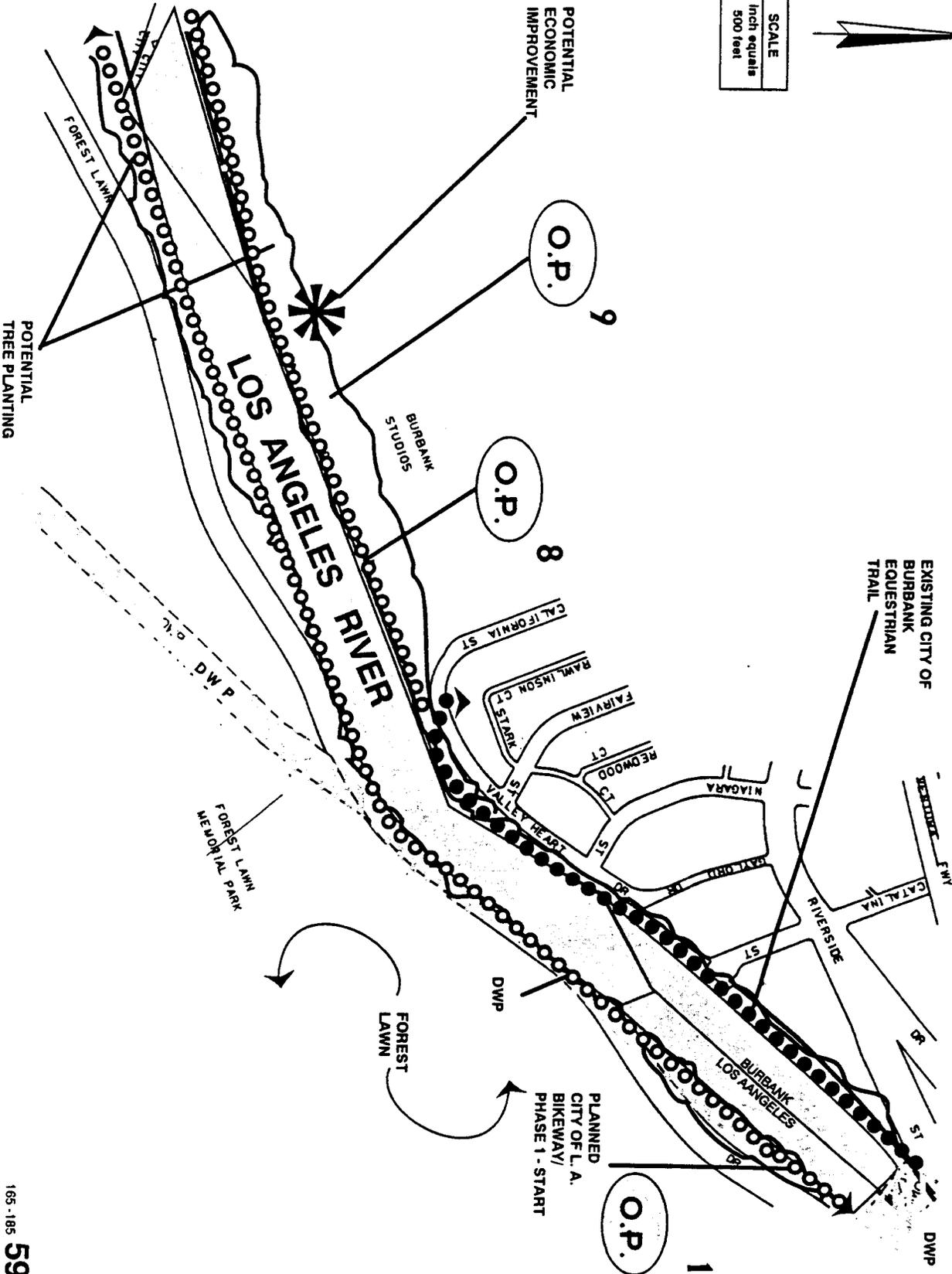
PROPOSED CITY OF GLENDALE & CITY OF L.A. TRAIL AND AESTHETIC IMPROVEMENTS

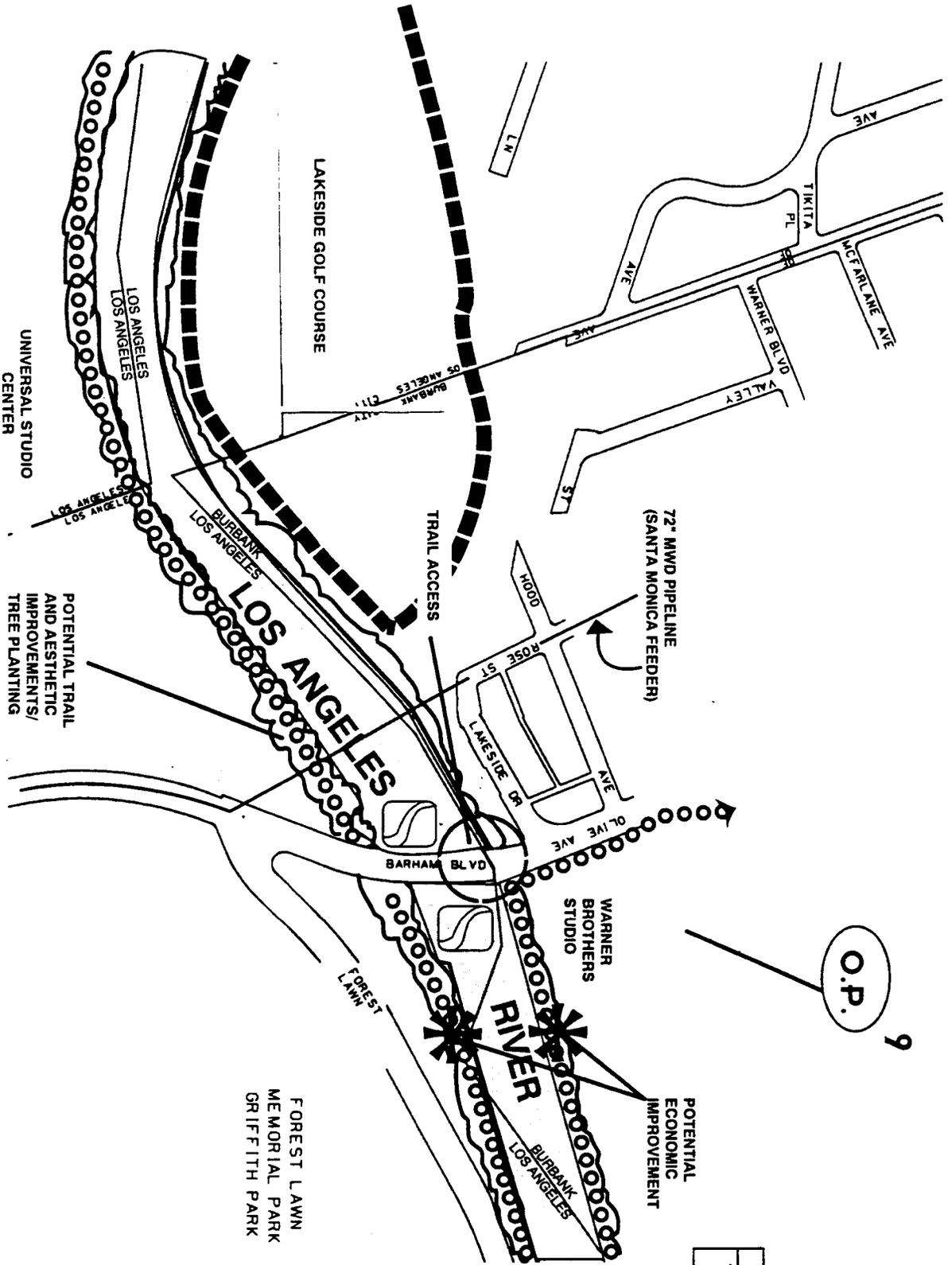
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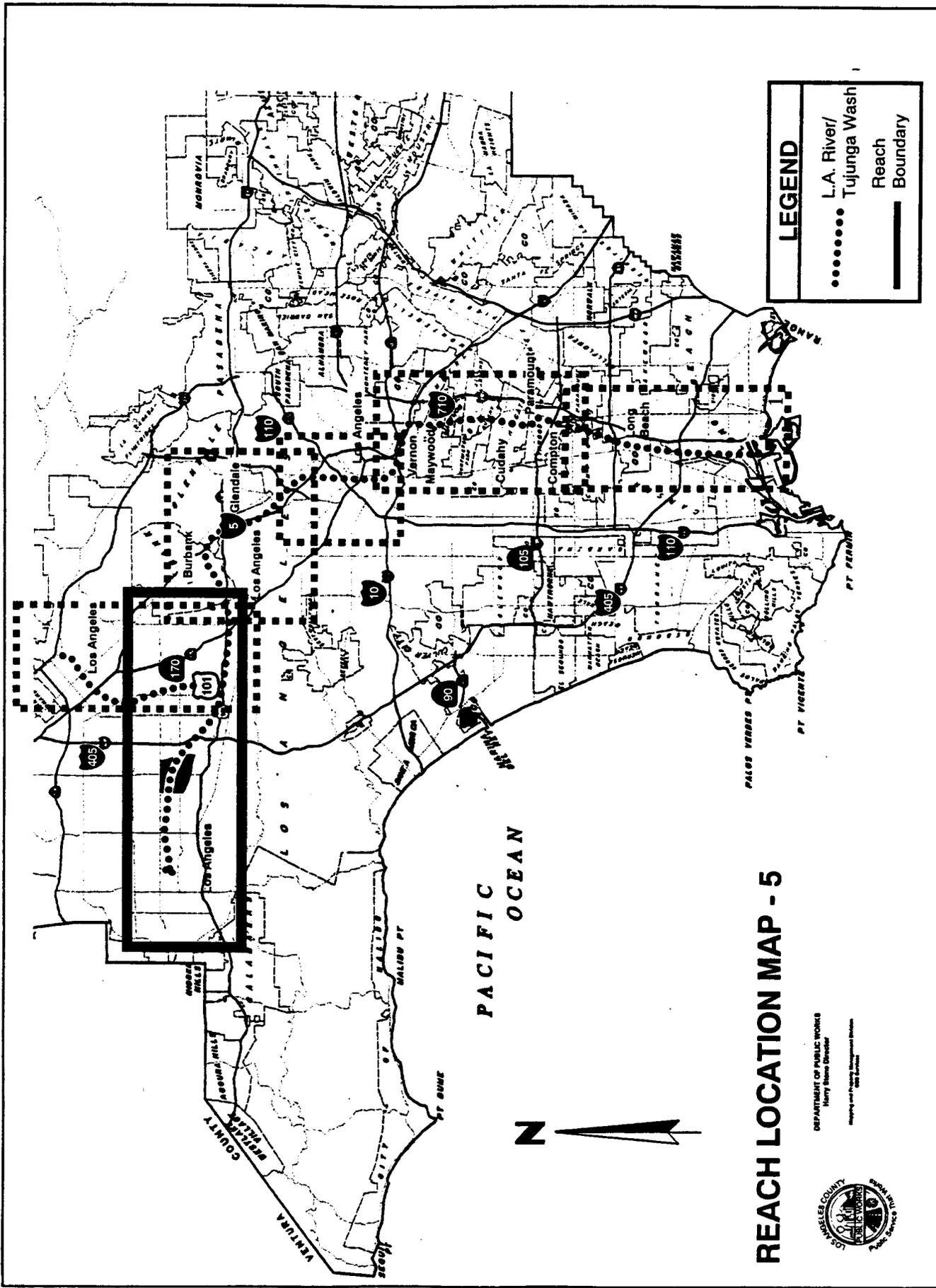
SCALE
1 inch equals
500 feet





REACH 5: SAN FERNANDO VALLEY





LEGEND	
.....	L.A. River/ Tujunga Wash
————	Reach
————	Boundary

REACH LOCATION MAP - 5

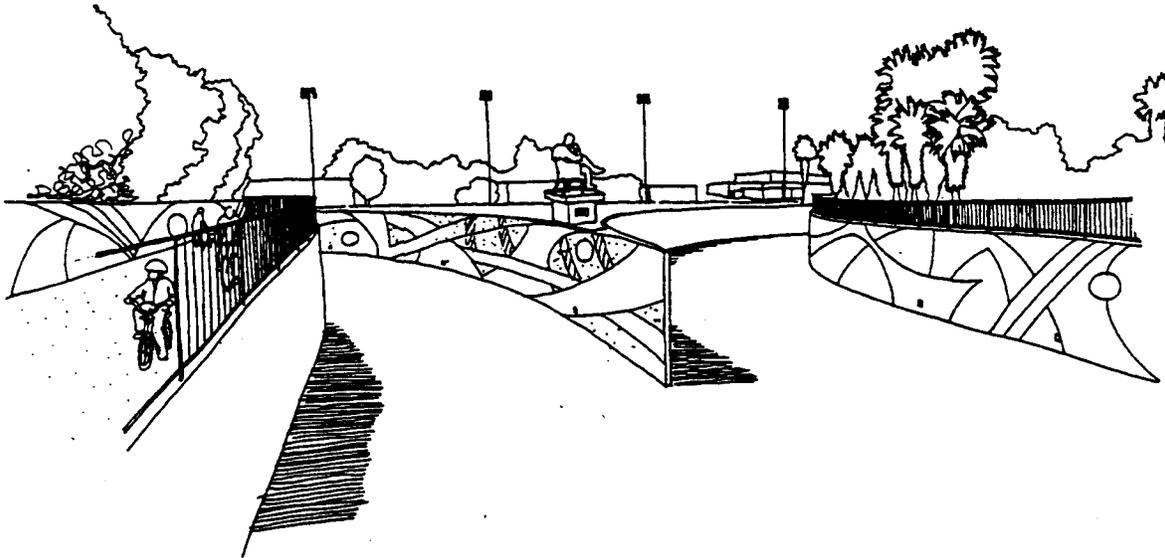
DEPARTMENT OF PUBLIC WORKS
 Heavy Maintenance Division
 Planning and Design Section



REACH 5: SAN FERNANDO VALLEY

In this reach, the river flows east for approximately 16 miles along the base of the Santa Monica Mountains. Along the way, it passes through the City of Los Angeles communities of Canoga Park, Winnetka, Reseda, Encino, West Van Nuys, Sherman Oaks, Studio City and Toluca Lake.

The Los Angeles River begins in Canoga Park at the confluence of Bell Creek and Arroyo Calabasas. From this point to Sepulveda Basin, the trapezoidal channel varies in width from approximately 140 feet to more than 215 feet. Throughout the San Fernando Valley, the river and its tributaries are entrenched. Open land lies adjacent to the channel in this area.



In the area between the Sepulveda Basin and Universal City, the river was channelized in the late 1940s and early 1950s. The right-of-way here varies in width from 120 feet to 250 feet. A 38-foot wide strip runs along the north side of the channel and at times on the south side as well.

In the western San Fernando Valley, the river runs through low-density residential neighborhoods. It continues through Reseda Park and Sepulveda Basin—a regional recreational facility with a lake, parks, golf courses, a sports center and a wildlife area.

In the eastern San Fernando Valley, land uses adjacent to the Los Angeles River are predominately single-family residential and limited commercial. The Studio City Golf Course, the Lakeside Country Club, Weddington Park and Universal City (including the Studios Tour, Amphitheater and City Walk) are all located near the Los Angeles River.

Various Los Angeles City community plans in the San Fernando Valley designate the Los Angeles River as "Publicly Owned Open Space." The Sepulveda Basin Recreational Area is also designated as publicly owned open space in the Encino-Tarzana Community Plan. The soft bottom area behind Sepulveda Dam is designated as a flood control basin. This area also supports recreation, water treatment and agricultural uses. And the thick growth of riparian plants here provides habitat for wildlife.

Native oaks grow along stretches of Valleyheart Drive in Studio City and Sherman Oaks. The river levees there are accessible and neighborhood residents use them for walking and jogging. As part of the County's Adopt-a-Channel program, one local resident plants and maintains vegetation along a three-block segment of the river easement, now known as "Ernie's Walk."

ISSUES

- There is limited river access.
- There is a need to address public safety issues as trails are developed.

ADOPTED GENERAL OR RECREATIONAL PLANS

- The Los Angeles River is designated open space in the various adopted community plans for the San Fernando Valley.
- Areas adjacent the river in this reach are predominantly designated as either low-density residential or commercial.

JURISDICTIONAL PLANNED PROJECTS

- Valley Bikeway
- Burbank-Glendale-Los Angeles Rail Line



RECOMMENDATIONS BASED ON MASTER PLAN GOALS

- Expand and improve existing recreational facilities in the Sepulveda Basin.
- Provide access to the river via existing public facilities.
- Establish a bicycle trail connecting the Sepulveda Basin with Griffith Park.
- Create murals along the freeway and at “Ernie’s Walk.”
- Establish flood control interpretive sites for educational programs at Sepulveda Basin, Reseda Park, the confluence and near studios.
- Improve wildlife habitat at the Sepulveda Basin.
- Establish native vegetation along the river, remove non-native plants.
- Ensure that new developments adjacent to the river are compatible with, and complementary to, the river.
- Explore the potential for recreation-related economic improvements at several sites.
- Develop the spreading grounds at Forest Lawn into a multi-purpose park and interpretive site.



OTHER PROJECTS

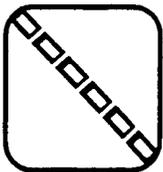
1. Metropolitan Transportation Authority: Future Red Line Station.
2. Corps of Engineers Bikeway Plan: A bikeway within the Los Angeles River right-of-way beginning at Sepulveda Basin and continuing to the confluence with Arroyo Seco near Elysian Park.
3. CBS Studio Center Project: Opportunity for aesthetic improvements and trail with pedestrian bridge.
4. City of Los Angeles - Restoration Project at Bull Creek: Clean-up and restoration of Bull Creek in the Sepulveda Basin funded by Proposition A.
5. MTA - Greenway Project: Tree planting project along MTA railroad right-of-way adjacent to Oxnard Street.
6. Juan Bautista de Anza National Historic Trail, planned by the National Park Service, follows the river through this reach.

MAP ICON LEGEND

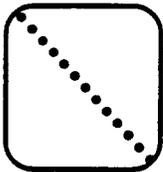
EXISTING FACILITIES



RIVER R.O.W.



PARK, SCHOOL, CHURCH,
EQUESTRIAN FACILITY



TRAIL

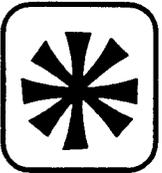


PEDESTRIAN
BRIDGE

RECOMMENDED IMPROVEMENTS



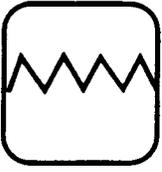
AESTHETIC
IMPROVEMENT



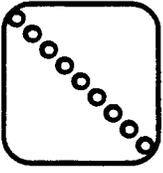
ECONOMIC
DEVELOPMENT



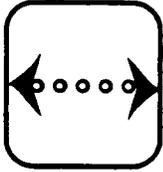
OTHER PROJECT



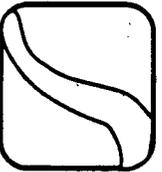
AESTHETIC
IMPROVEMENT
(MURAL)



TRAIL



TRAIL/OPEN SPACE
CONNECTION



LOS ANGELES
RIVER SIGNAGE



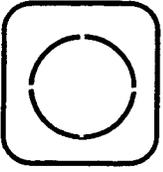
GRAFFITI
ABATEMENT
PROGRAM



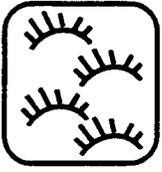
PUBLIC UTILITY
R.O.W.



INTERPRETIVE SITE



ACCESS TO RIVER
TRAIL/OVERVIEW



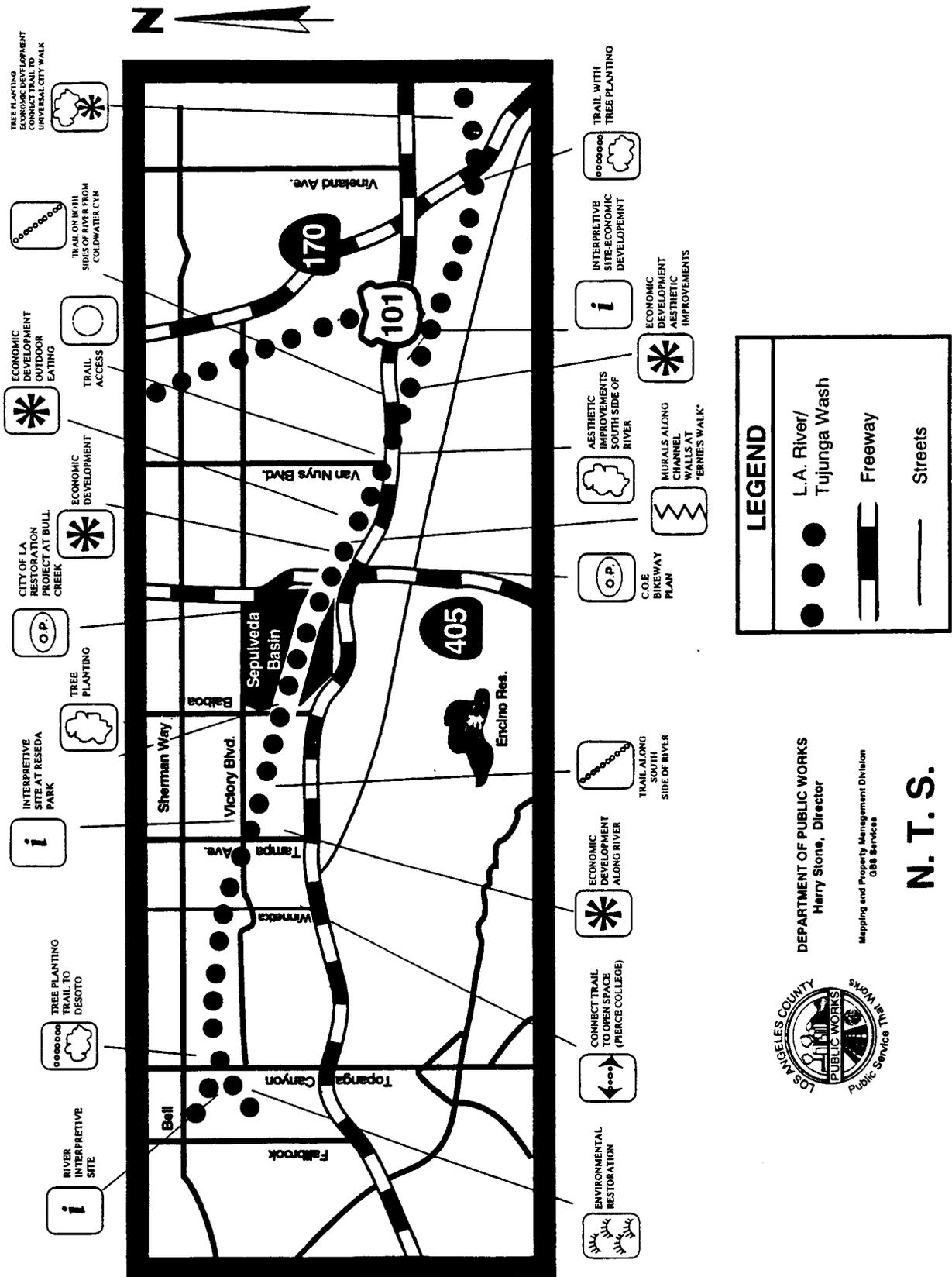
ENVIRONMENTAL
ENHANCEMENT



PEDESTRIAN BRIDGE

REACH/PROJECT LOCATION-5

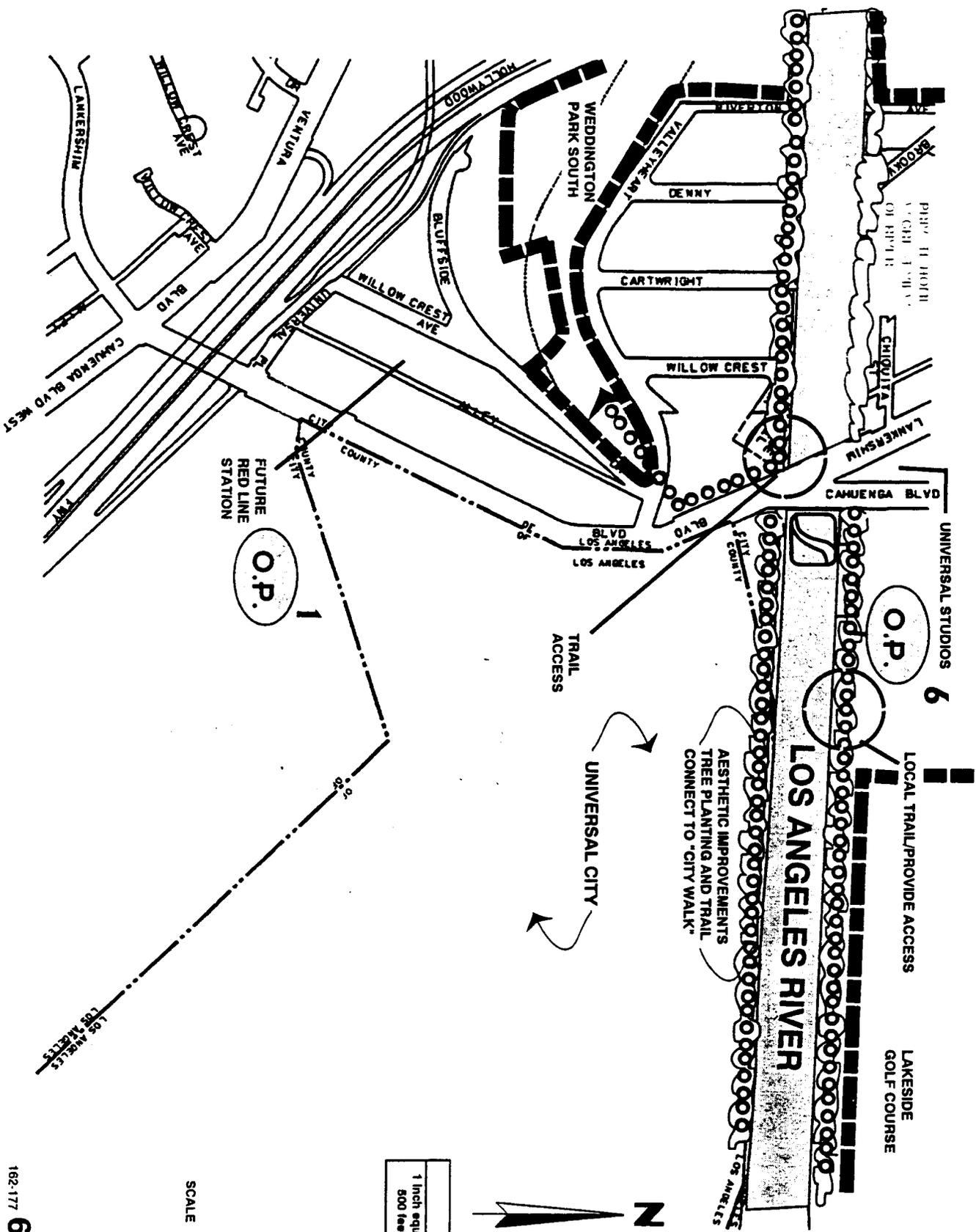
SUPERVISORIAL DISTRICT 3



DEPARTMENT OF PUBLIC WORKS
 Harry Stone, Director
 Mapping and Property Management Division
 GIS Services



N. T. S.



O.P.

UNIVERSAL STUDIOS 6

LOCAL TRAIL/PROVIDE ACCESS

LAKESIDE GOLF COURSE

LOS ANGELES RIVER

ESTHETIC IMPROVEMENTS
TREE PLANTING AND TRAIL
CONNECT TO "CITY WALK"

UNIVERSAL CITY

TRAIL ACCESS

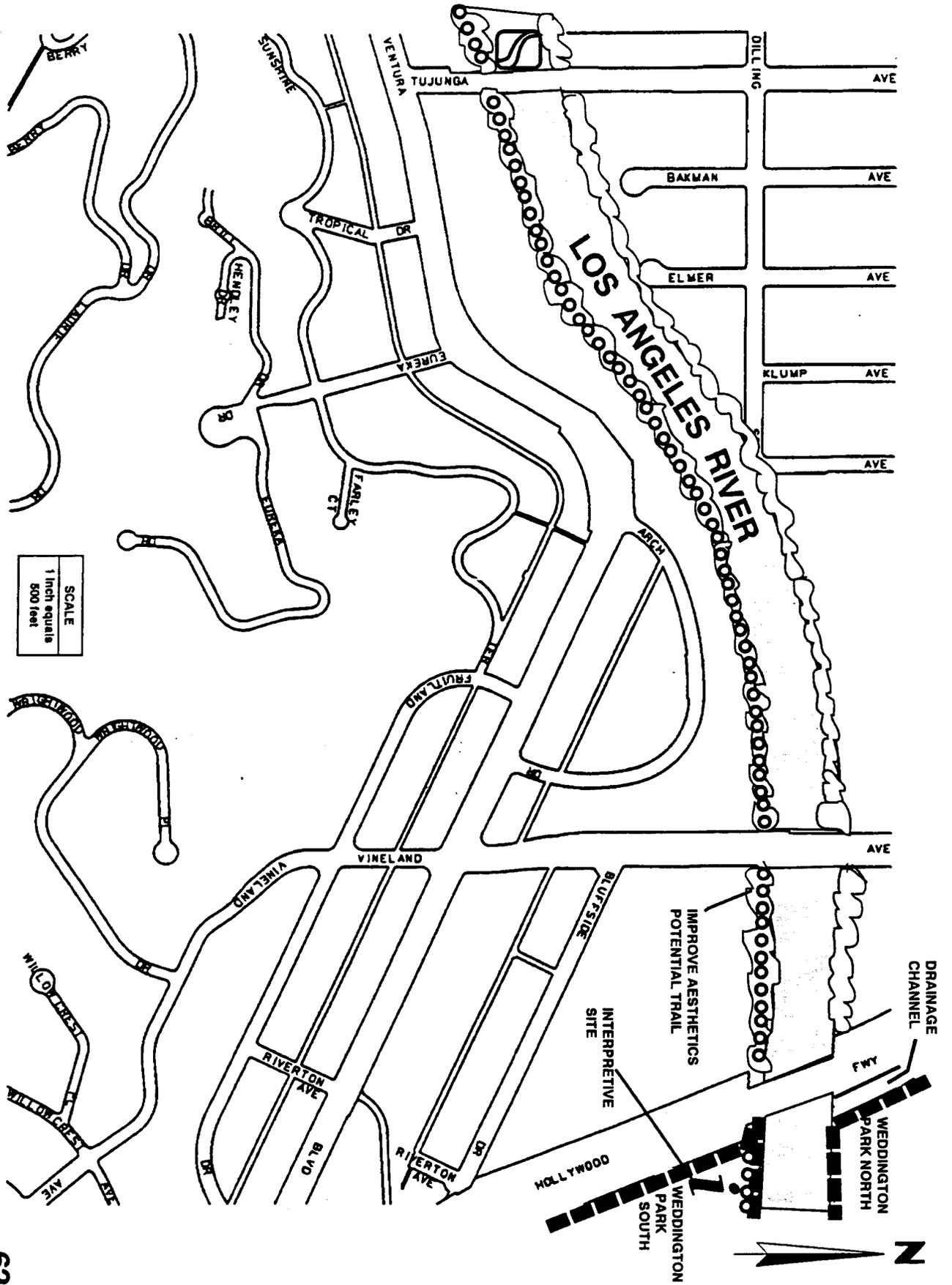
FUTURE RED LINE STATION

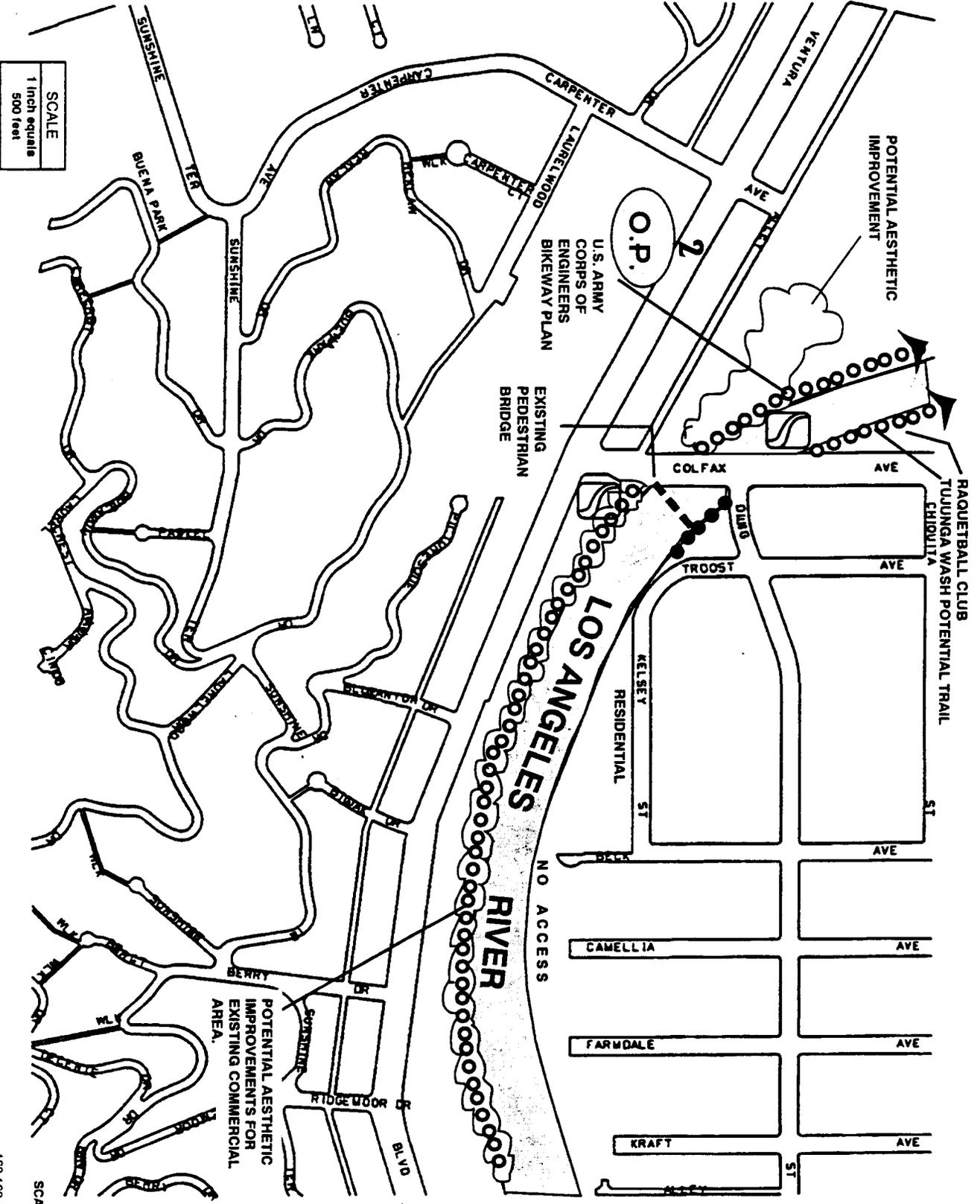
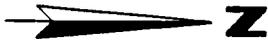
O.P.

1 inch equals 500 feet

SCALE

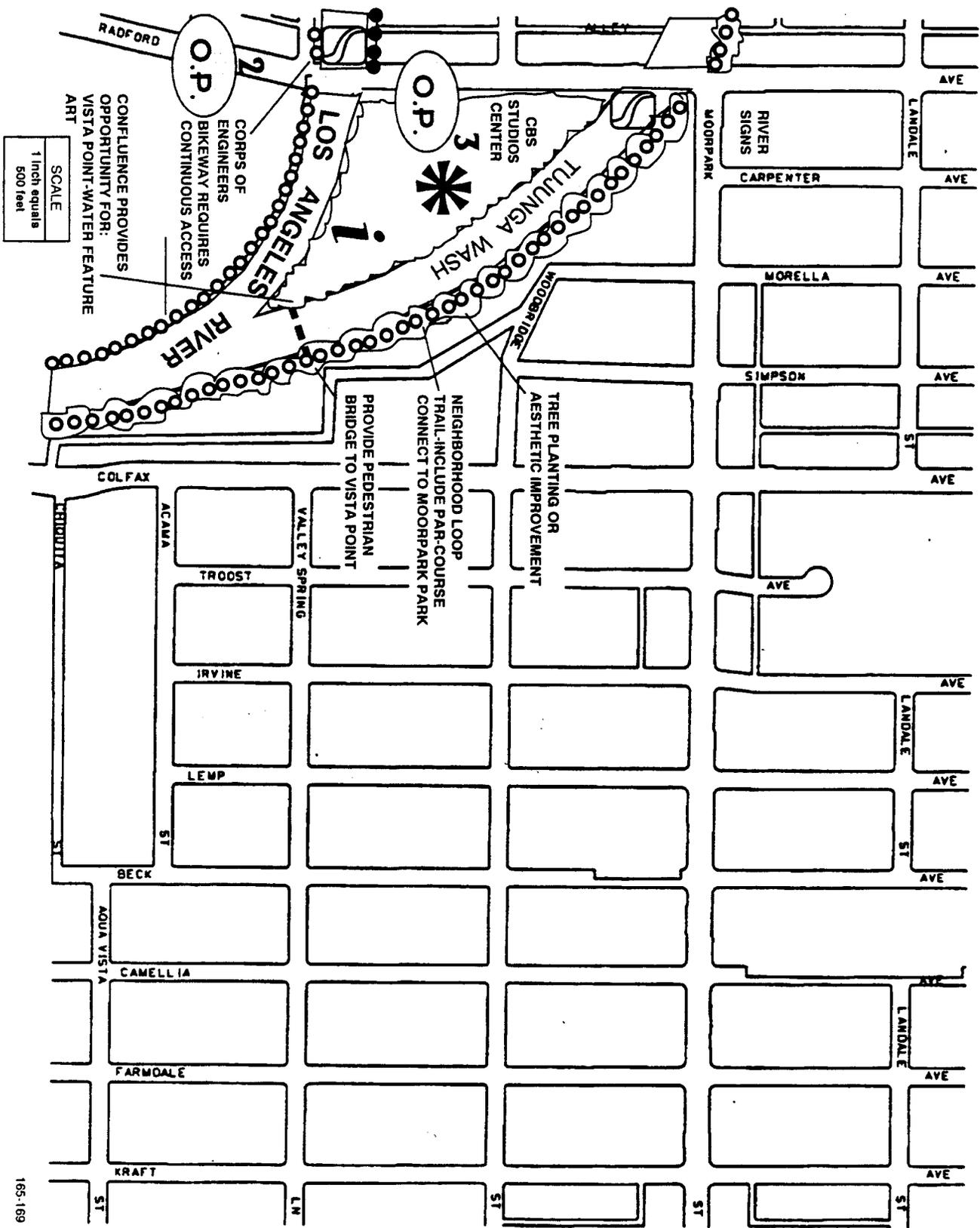
182-177 61





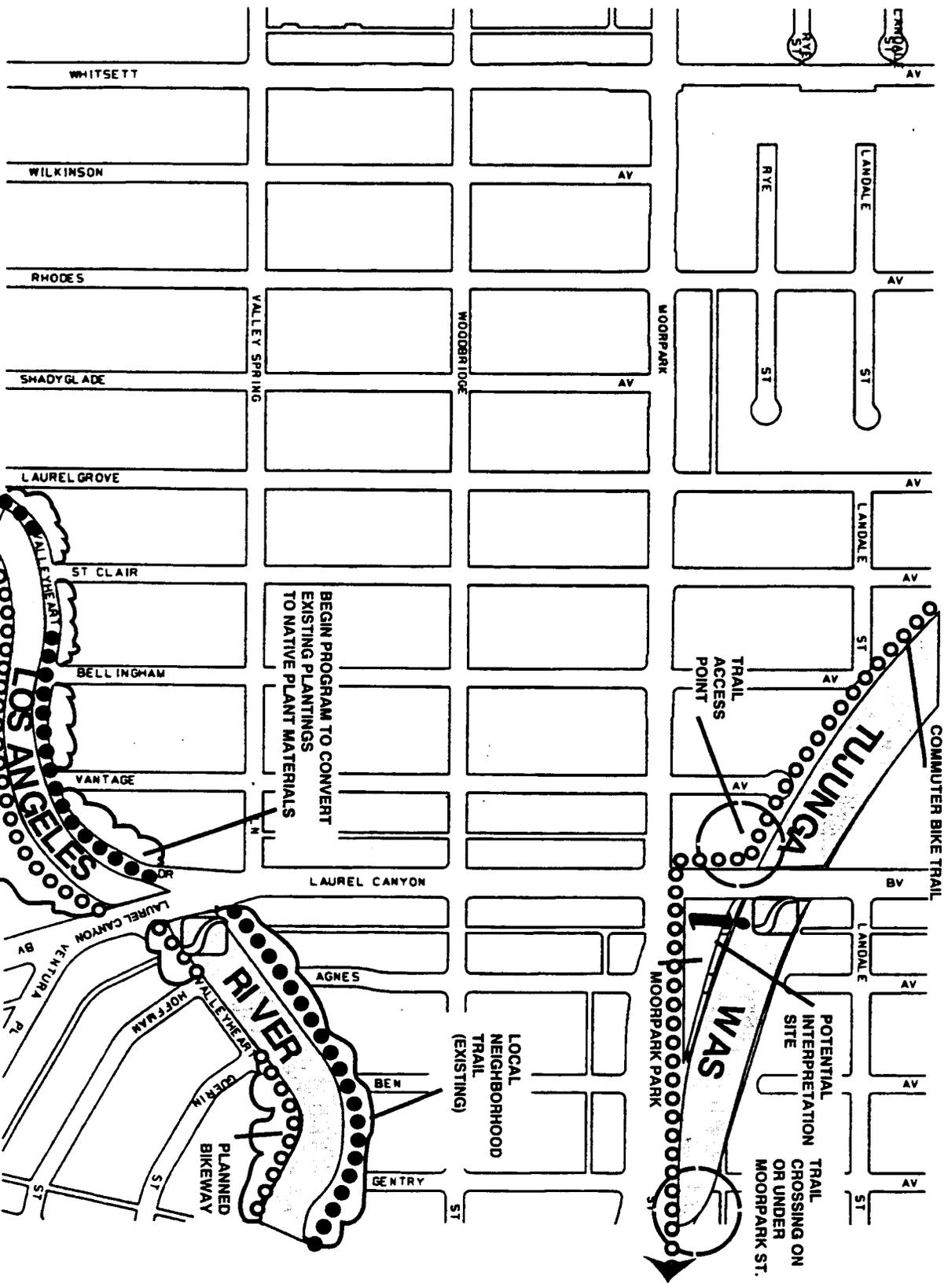
SCALE
1 inch equals
500 feet

SCALE
63
162-169

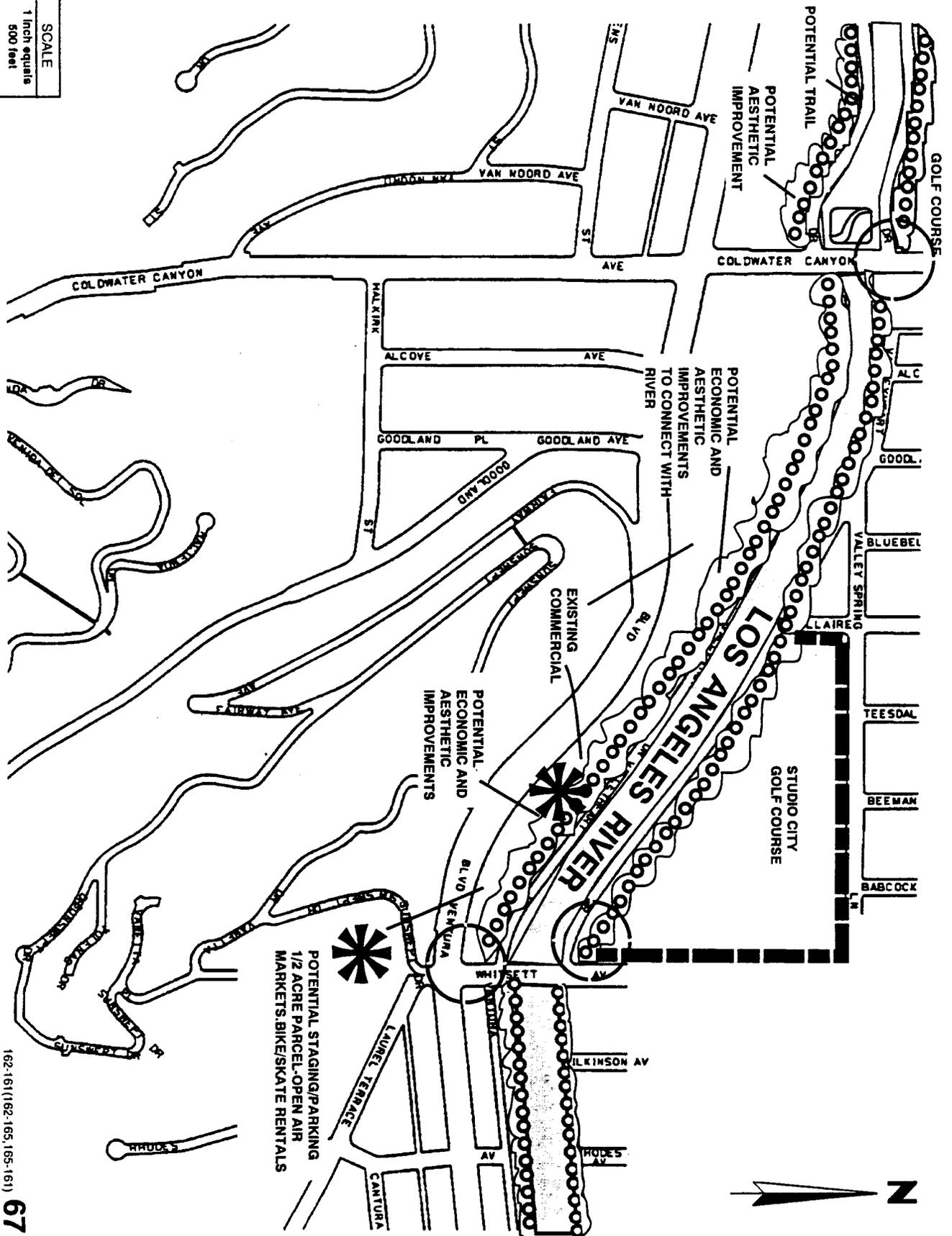




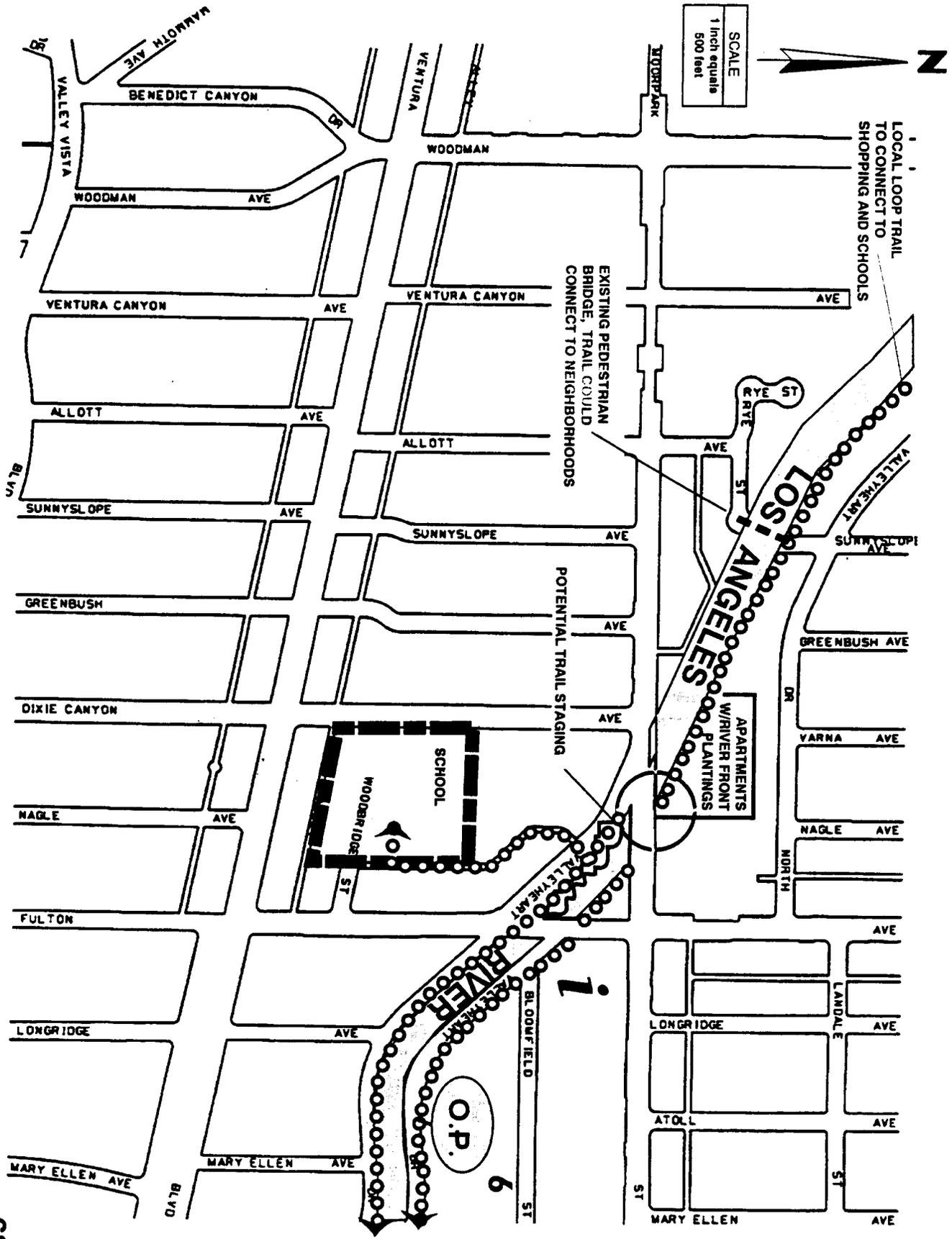
SCALE
1 inch equals
500 feet



SCALE
1 inch equals
500 feet



162-161(162-165, 165-161) 67



LOCAL LOOP TRAIL
TO CONNECT TO
SHOPPING AND SCHOOLS

EXISTING PEDESTRIAN
BRIDGE. TRAIL COULD
CONNECT TO NEIGHBORHOODS

POTENTIAL TRAIL STAGING

SCHOOL

APARTMENTS
W/RIVER FRONT
PLANTINGS

O.P.

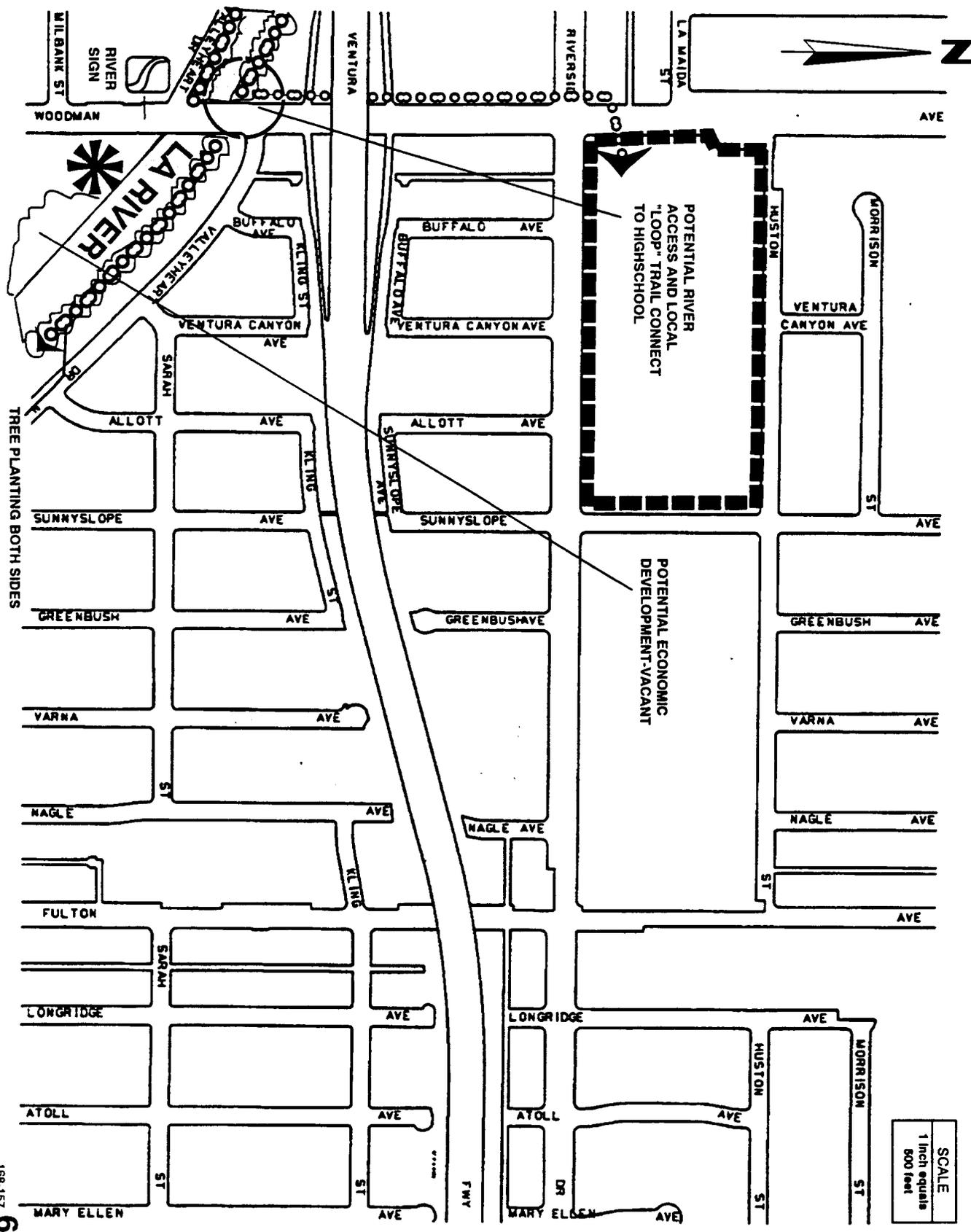
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SCALE
1 inch equals
500 feet

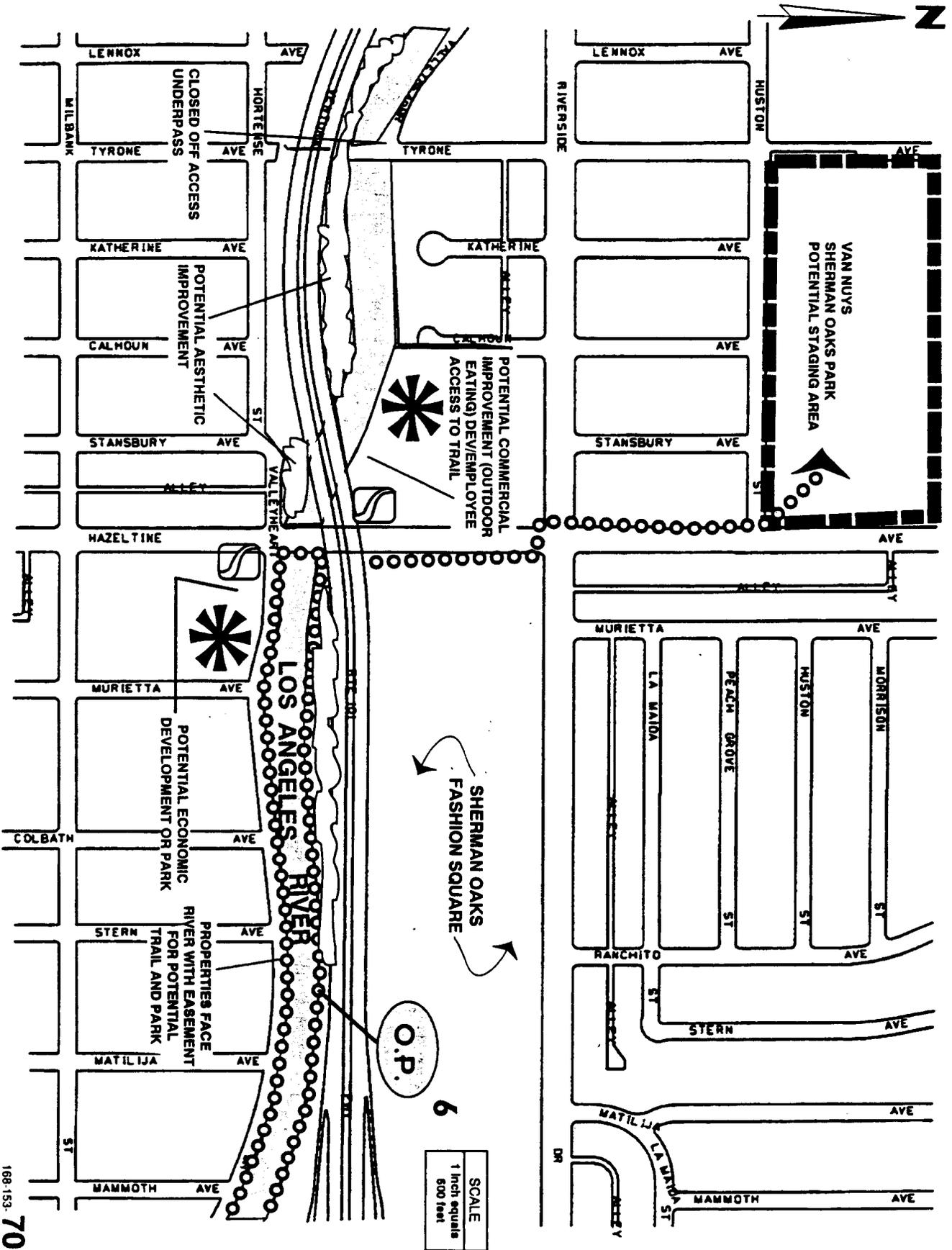


165-157 (165-157, 166-153)

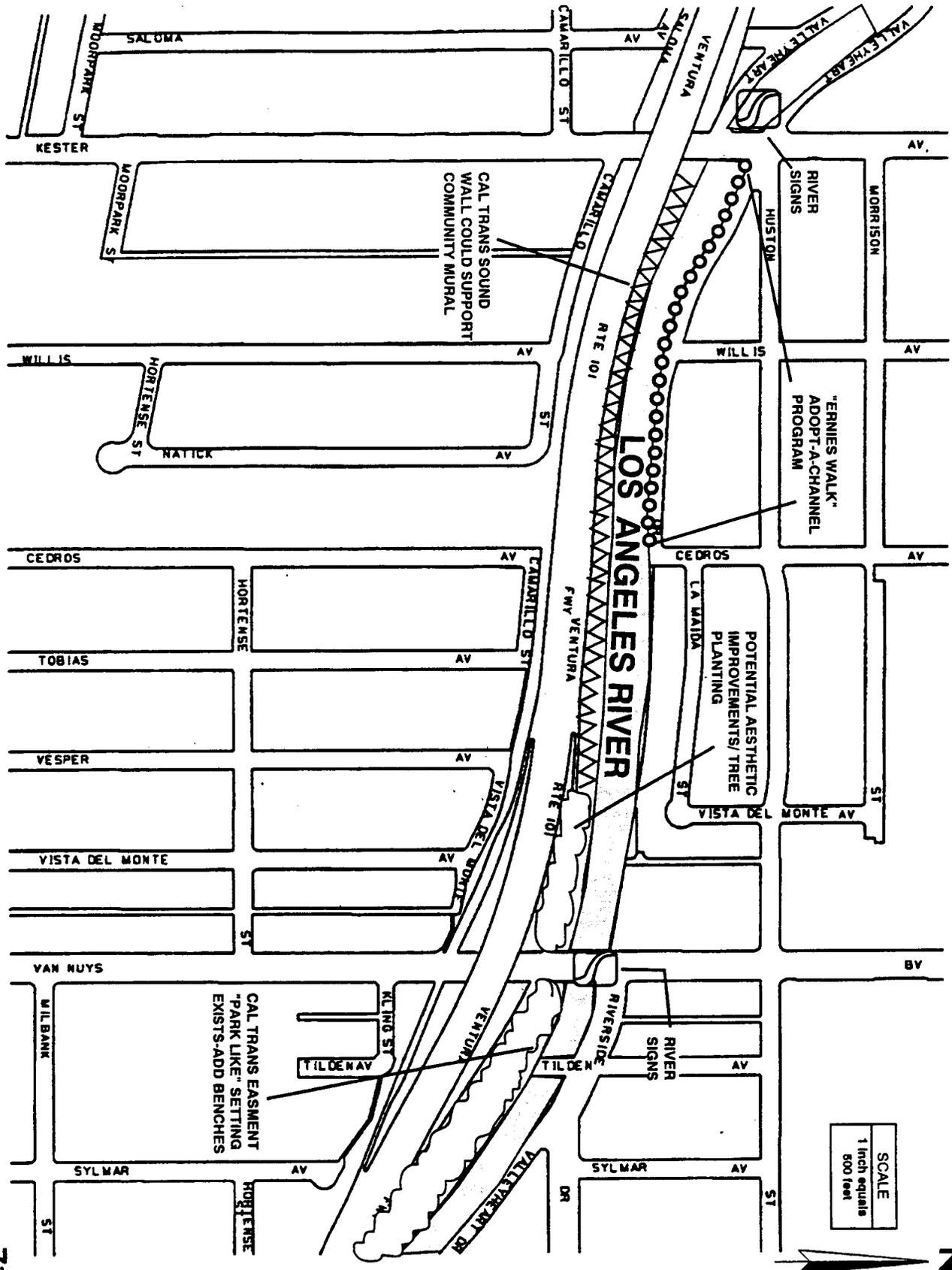
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1 inch equals
500 feet



168-153-70

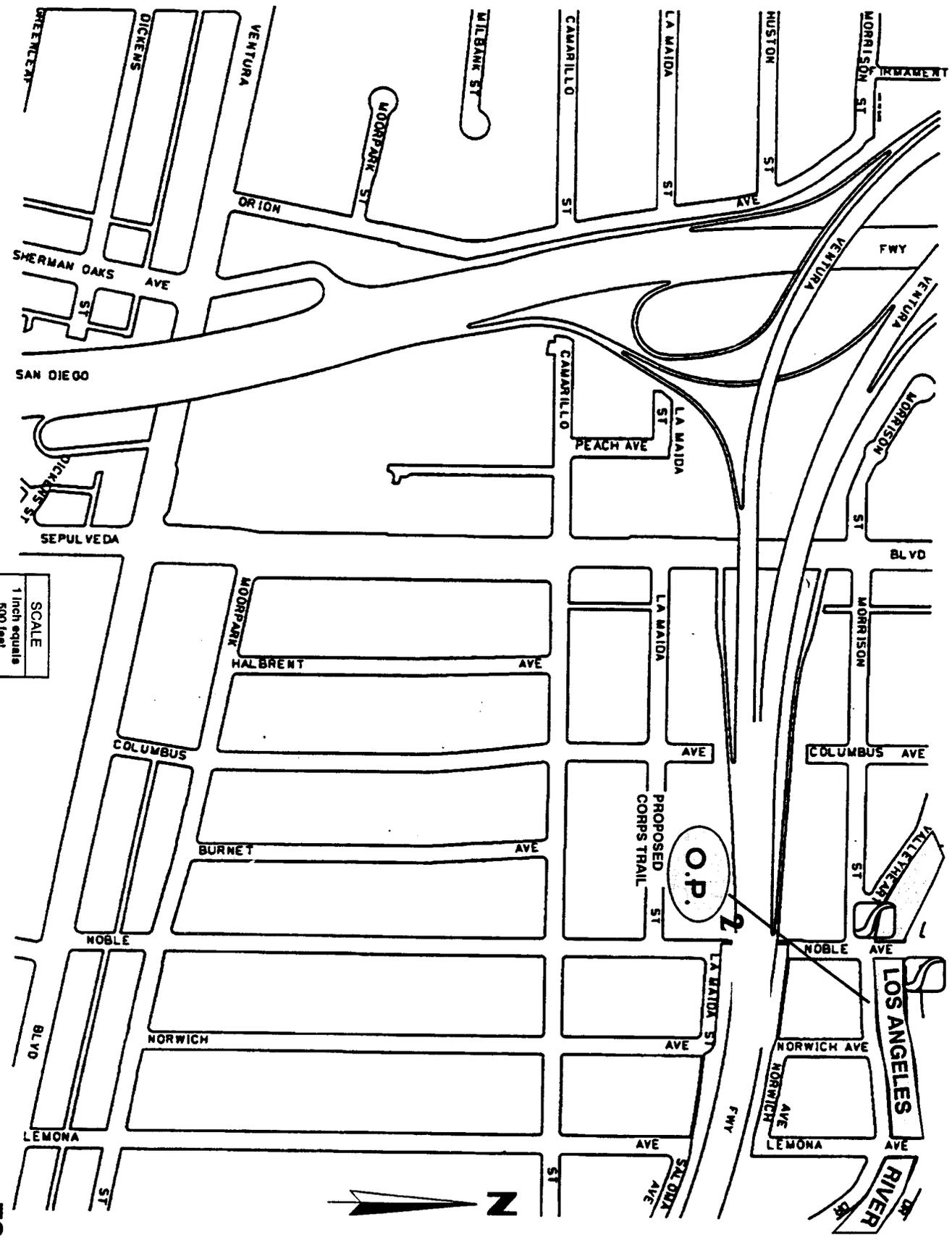


SCALE
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500 feet



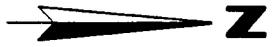
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71

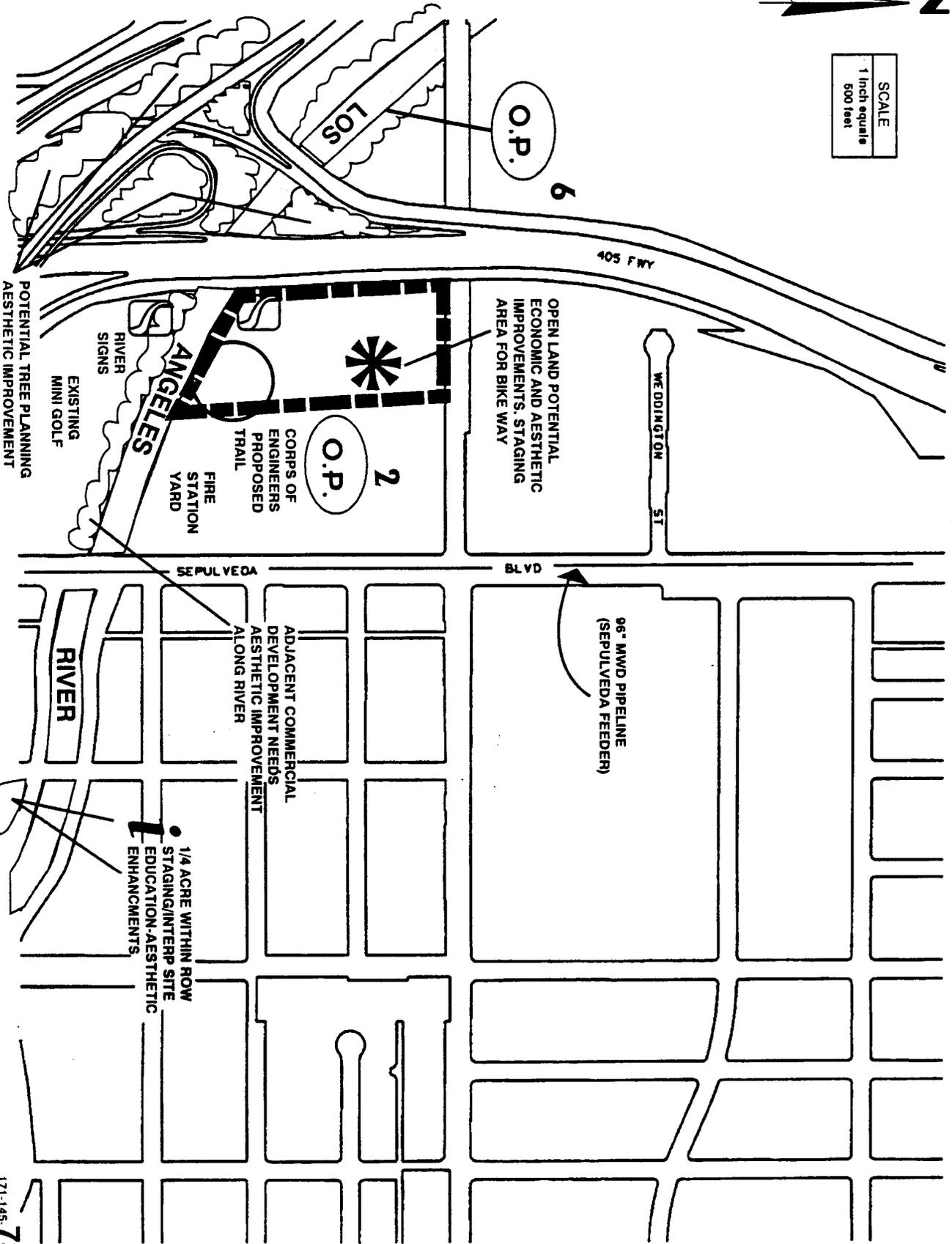


SCALE
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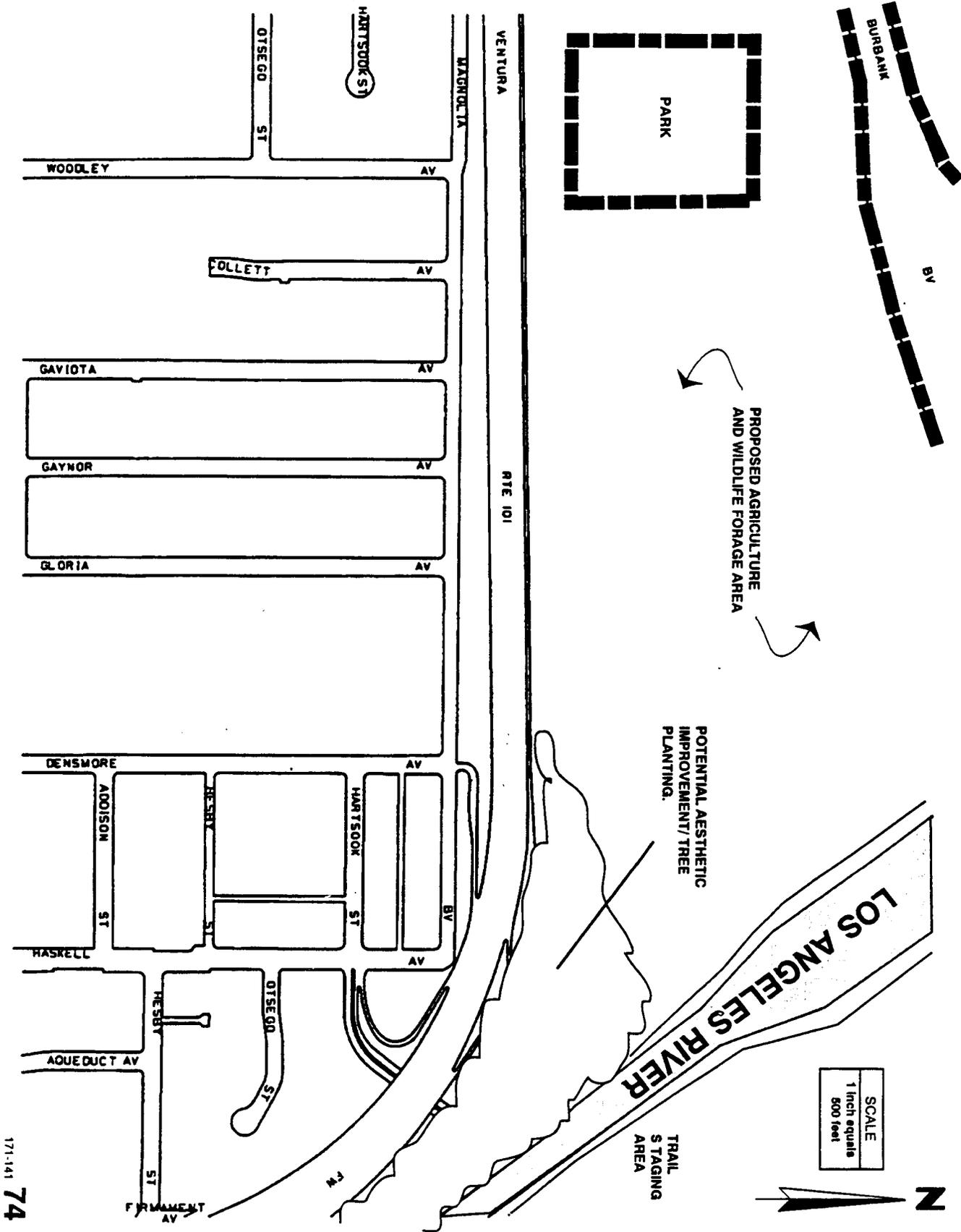
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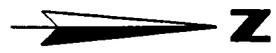
SCALE
1 inch equals 500 feet



171-145-73



171-141 74



SEPUVEDA BASIN
PROPOSED WILDLIFE
AREA RESERVE

SEPUVEDA FLOOD CONTROL BASIN

TILLMAN WATER
RECLAMATION PLANT

RIVER LINK IN
SEPUVEDA BASIN
DEMOSNTRATION PROJECT
PROPOSED BY MAYOR
BRADLEY'S TASK FORCE

SEPUVEDA BASIN
PROPOSED WILDLIFE
AREA RESERVE

O.P. 1

O.P. 4

O.P. 6

LOS ANGELES RIVER

GOLF
COURSE

BURBANK

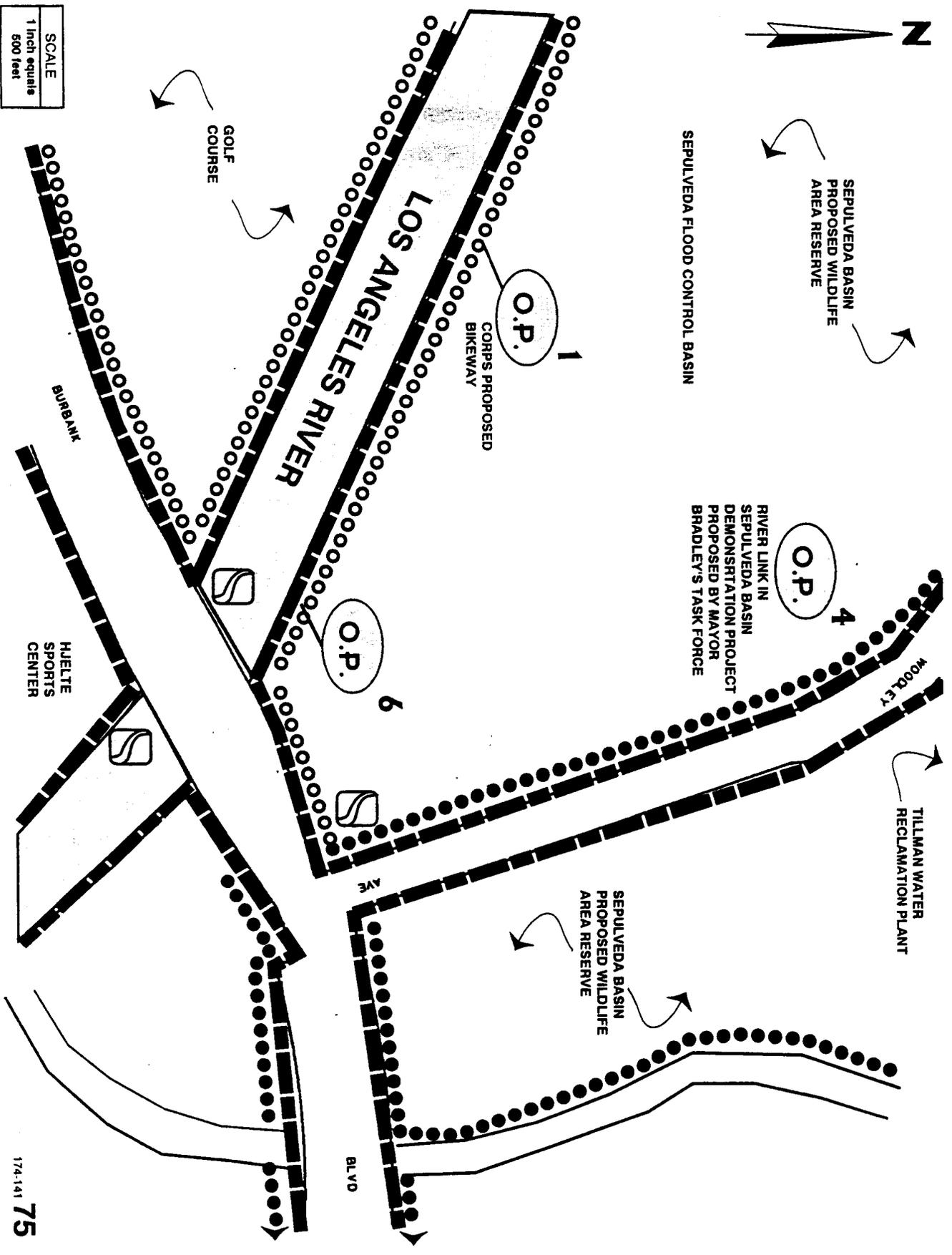
HUELTE
SPORTS
CENTER

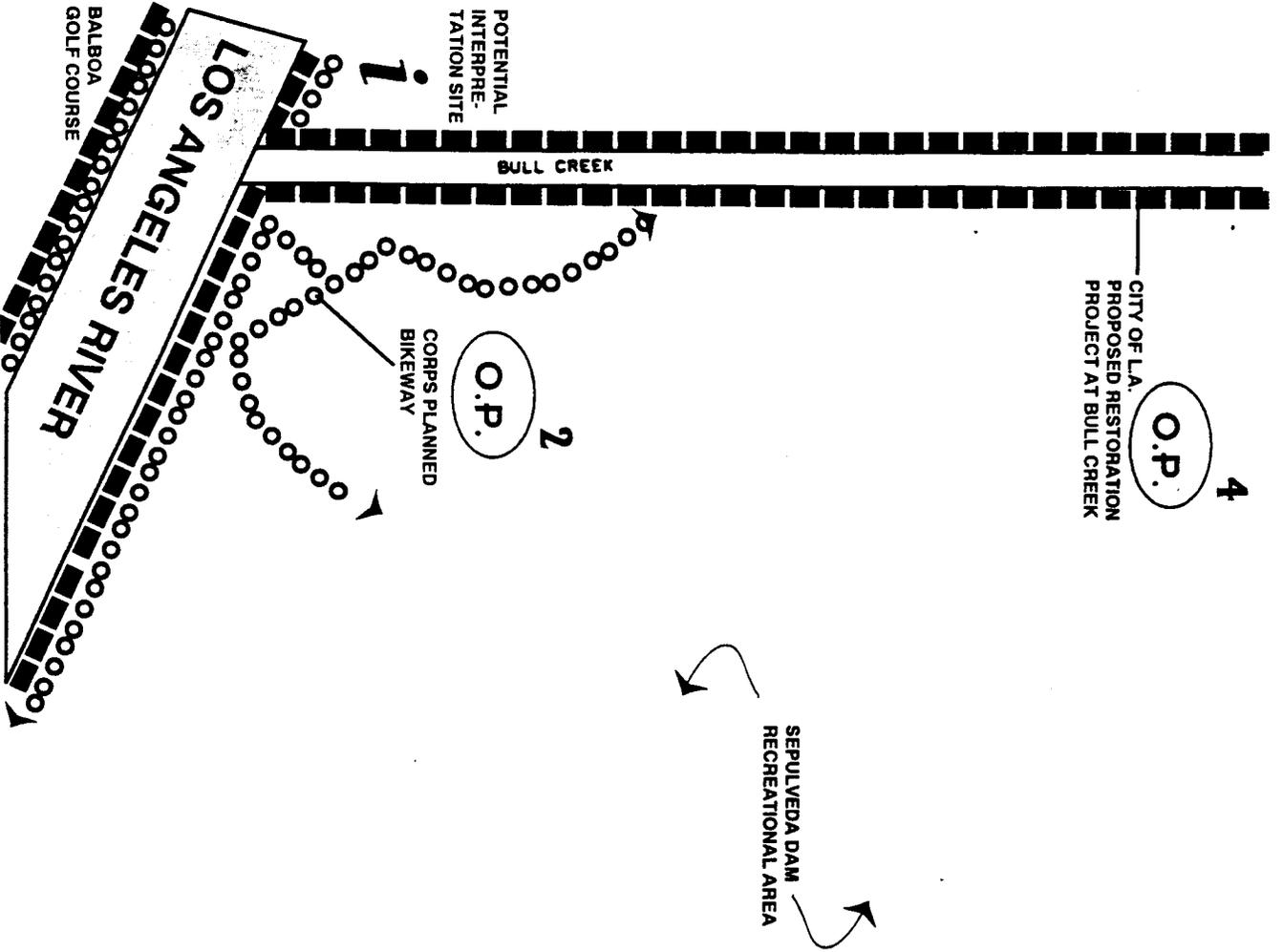
AVE

BLVD

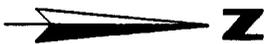
SCALE
1 Inch equals 500 feet

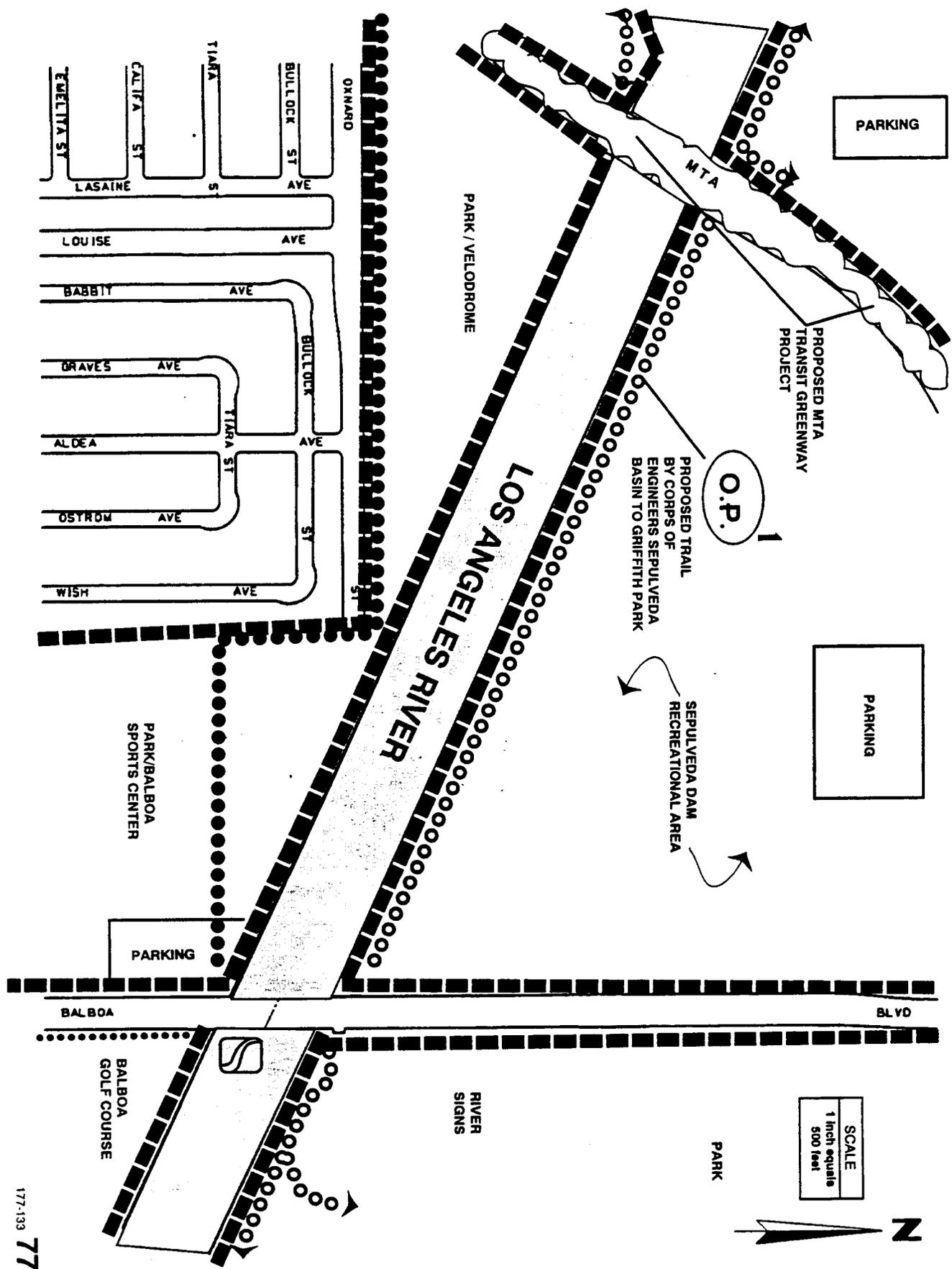
174-141
75



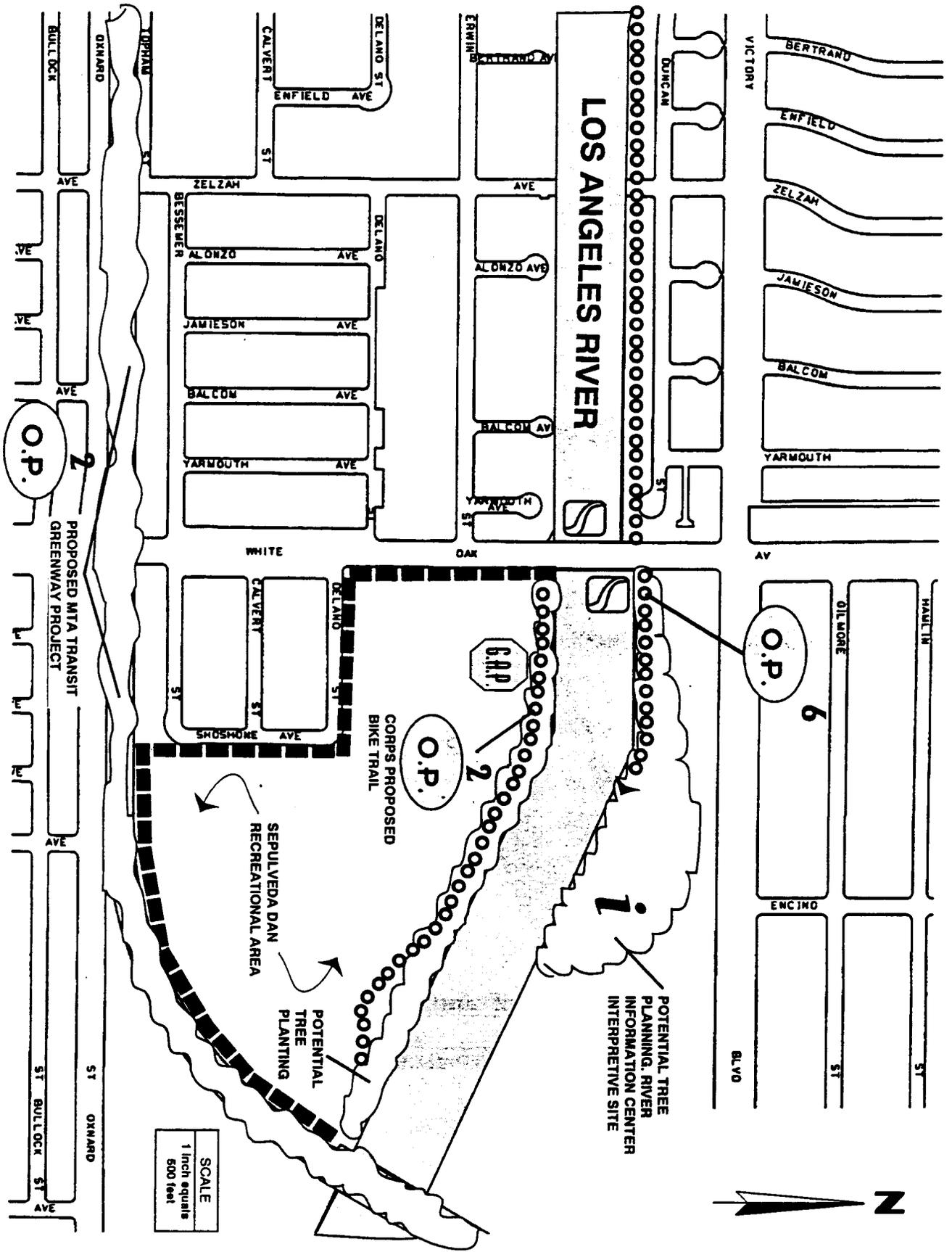


SCALE
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500 feet

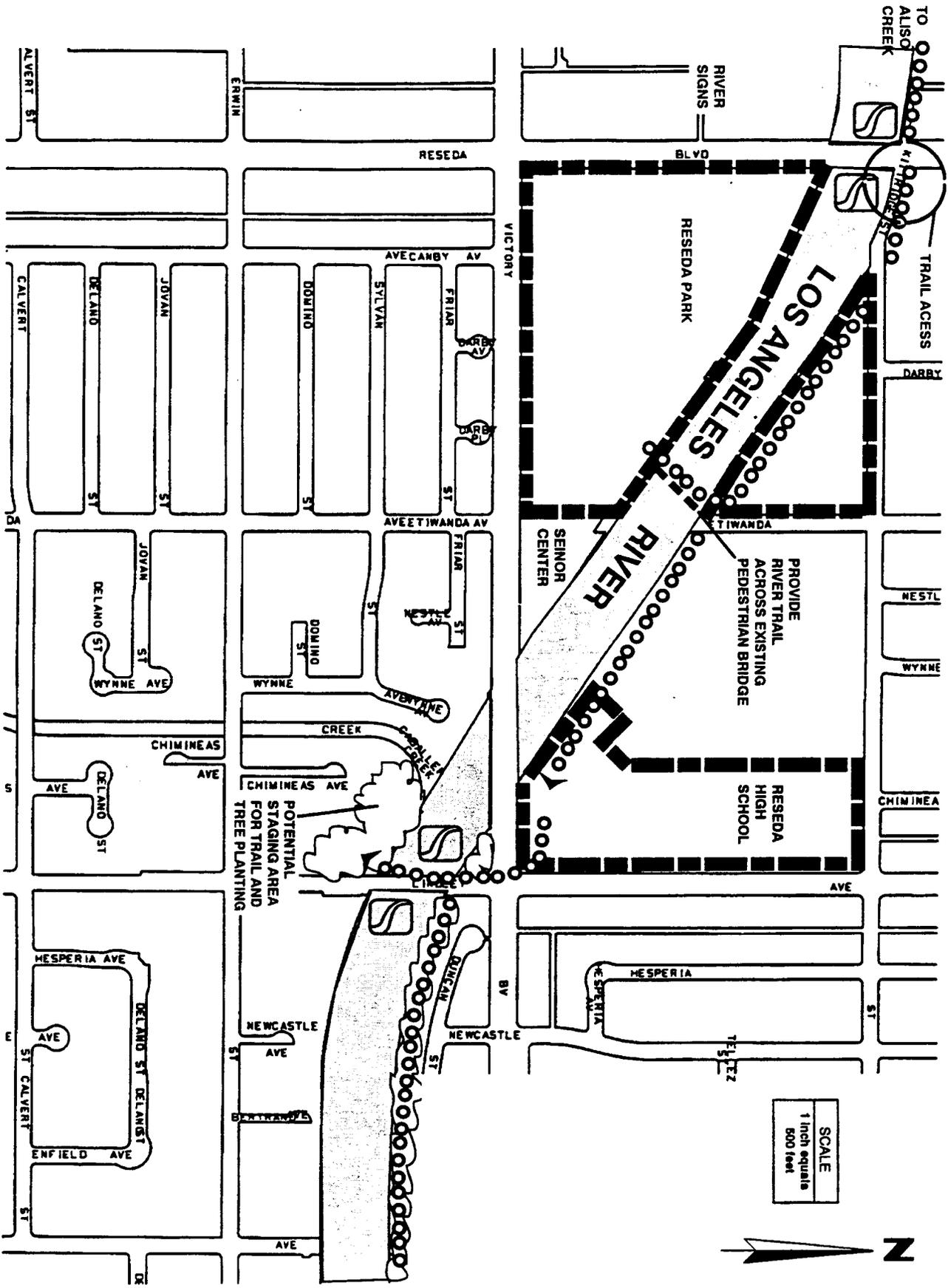




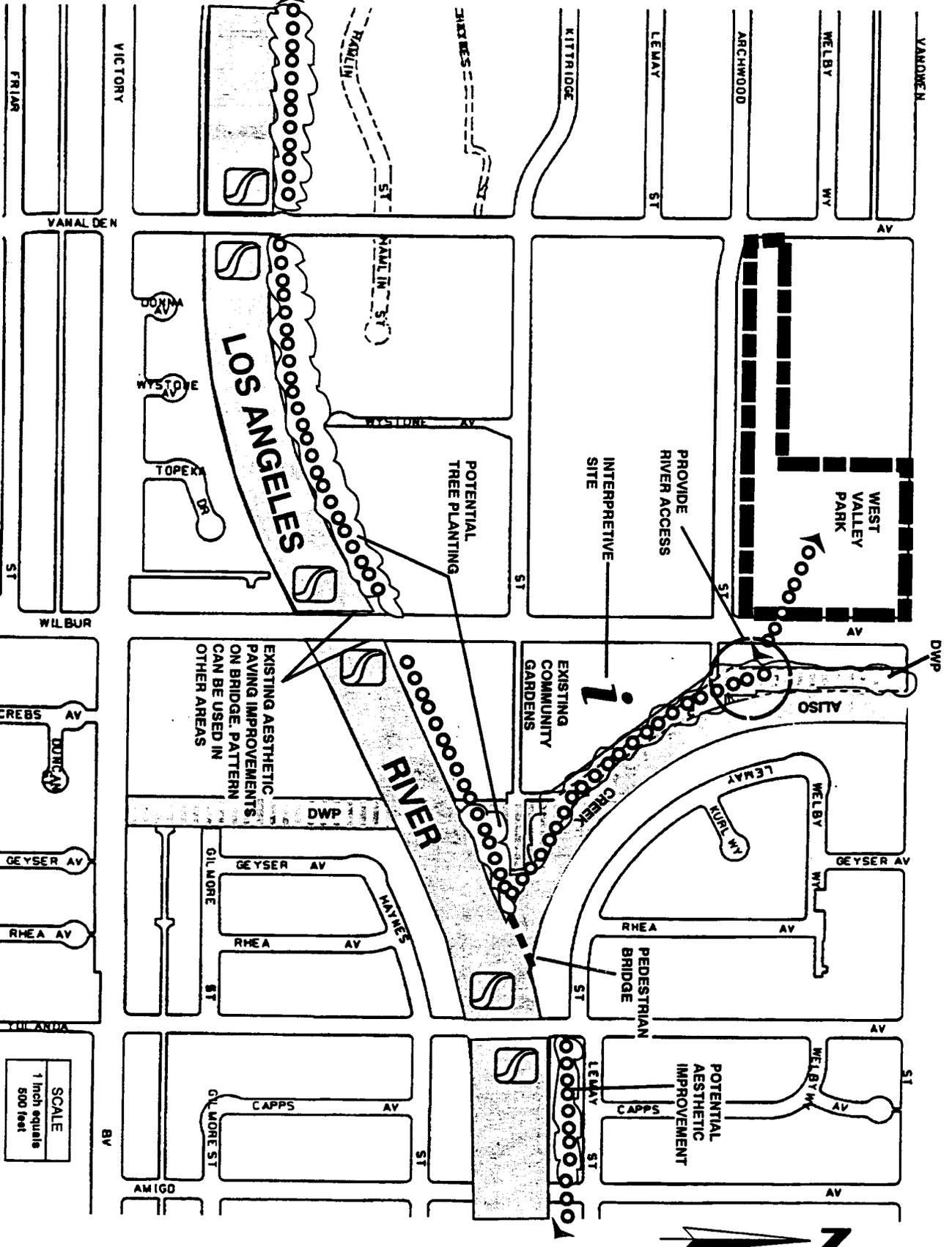
177-139 77

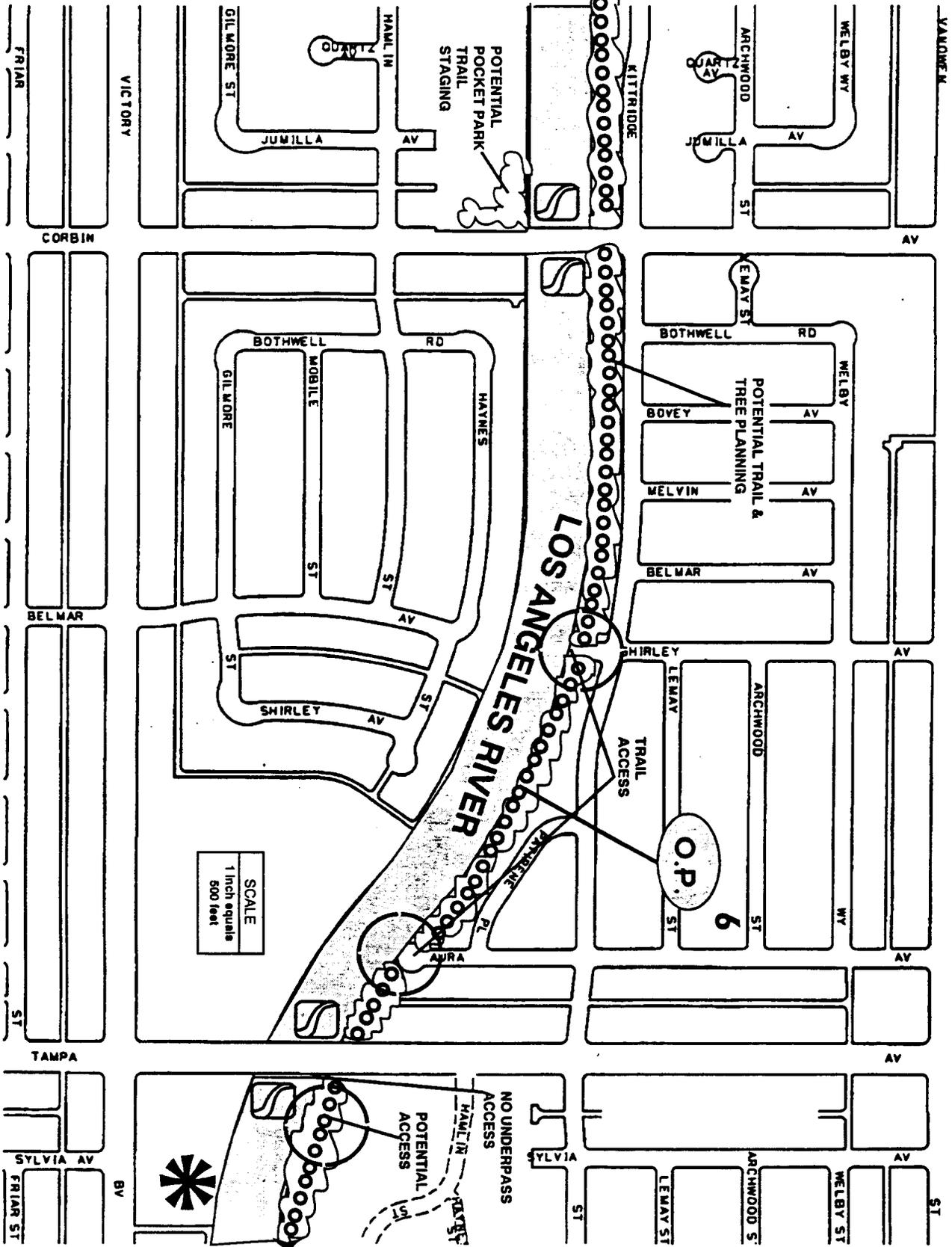
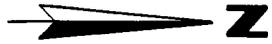


177-129(180-129,177-133)

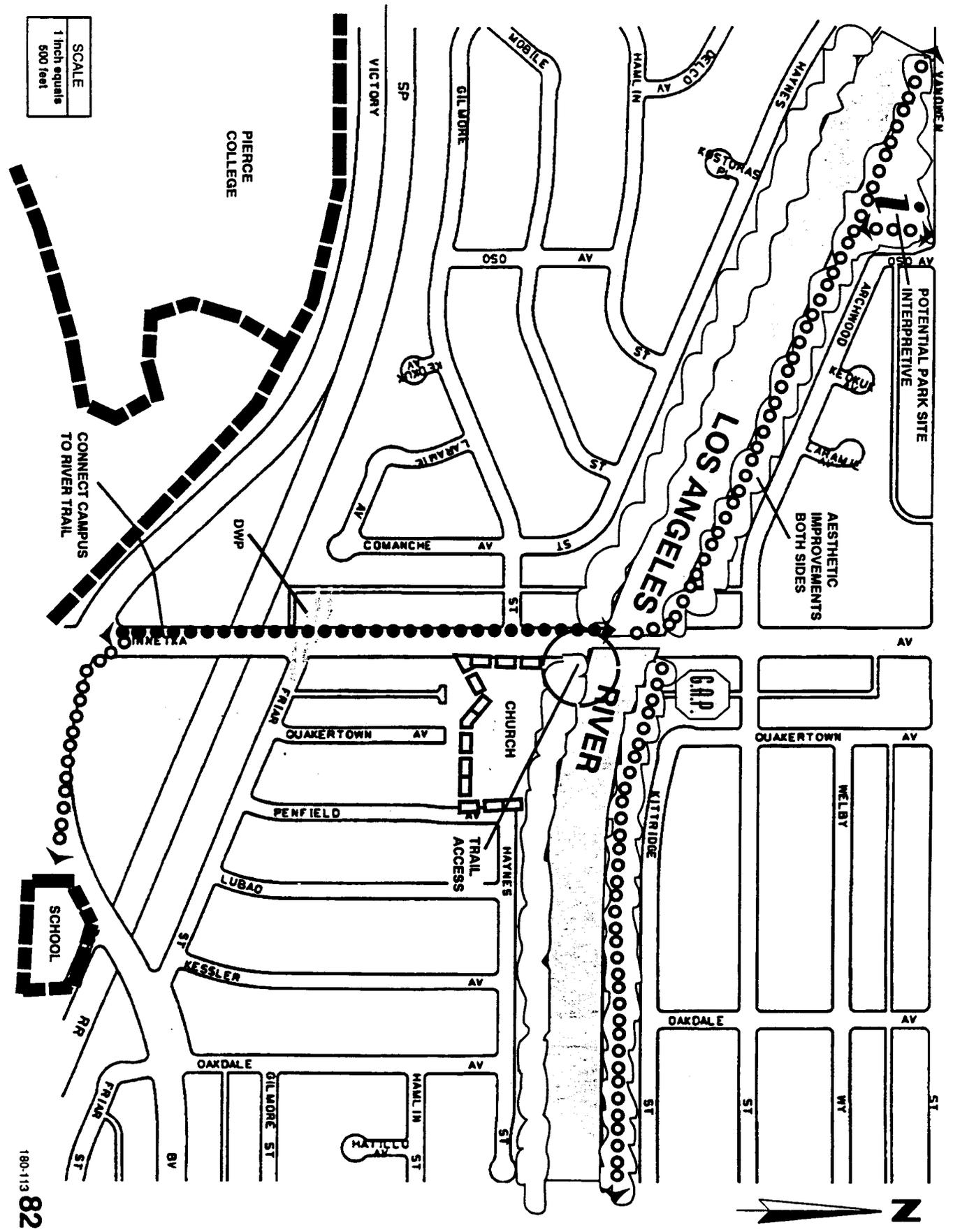


177-125(180-125, 177-129)





SCALE
1 inch equals
500 feet



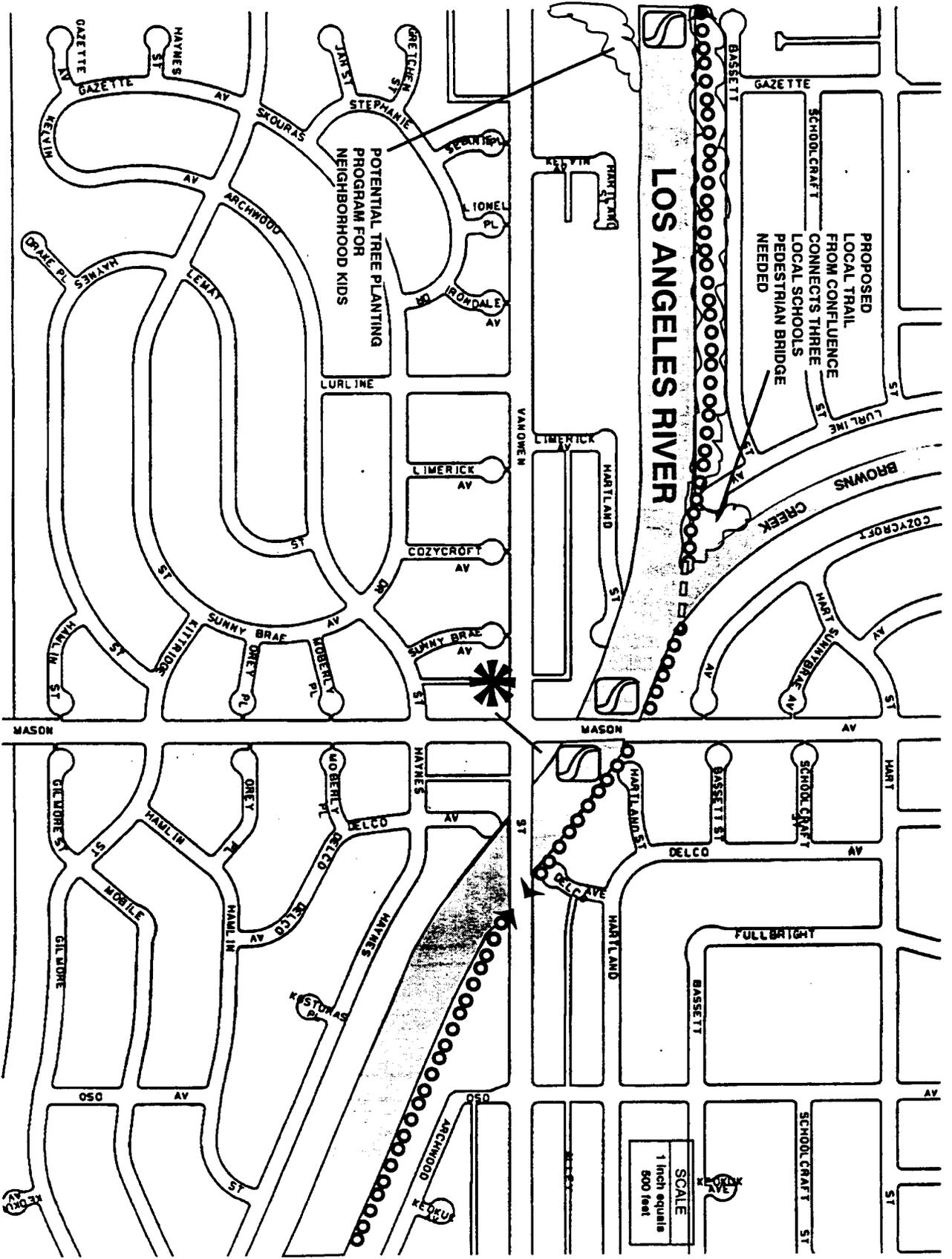
SCALE
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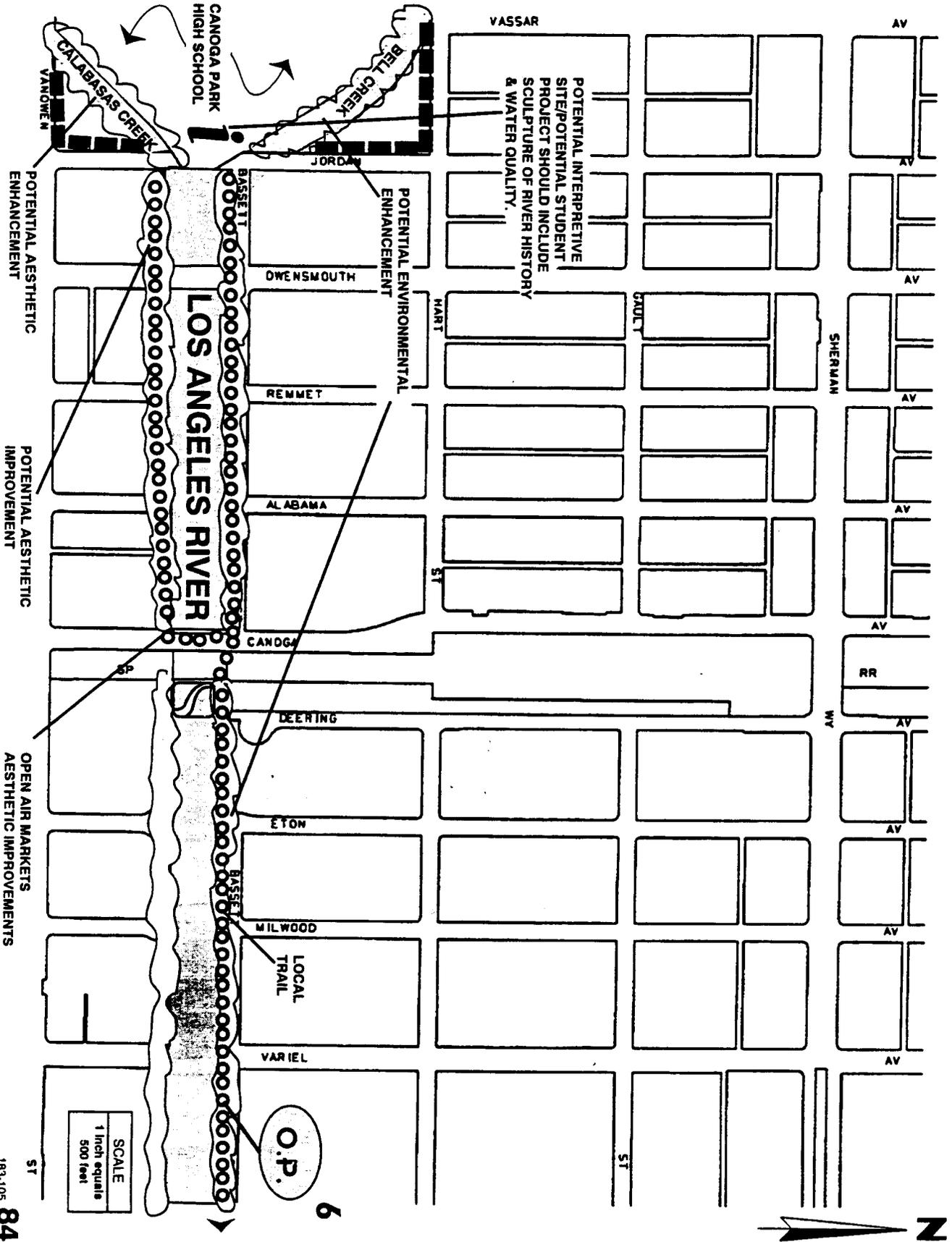
CONNECT CAMPUS
TO RIVER TRAIL

SCHOOL

180-113 82



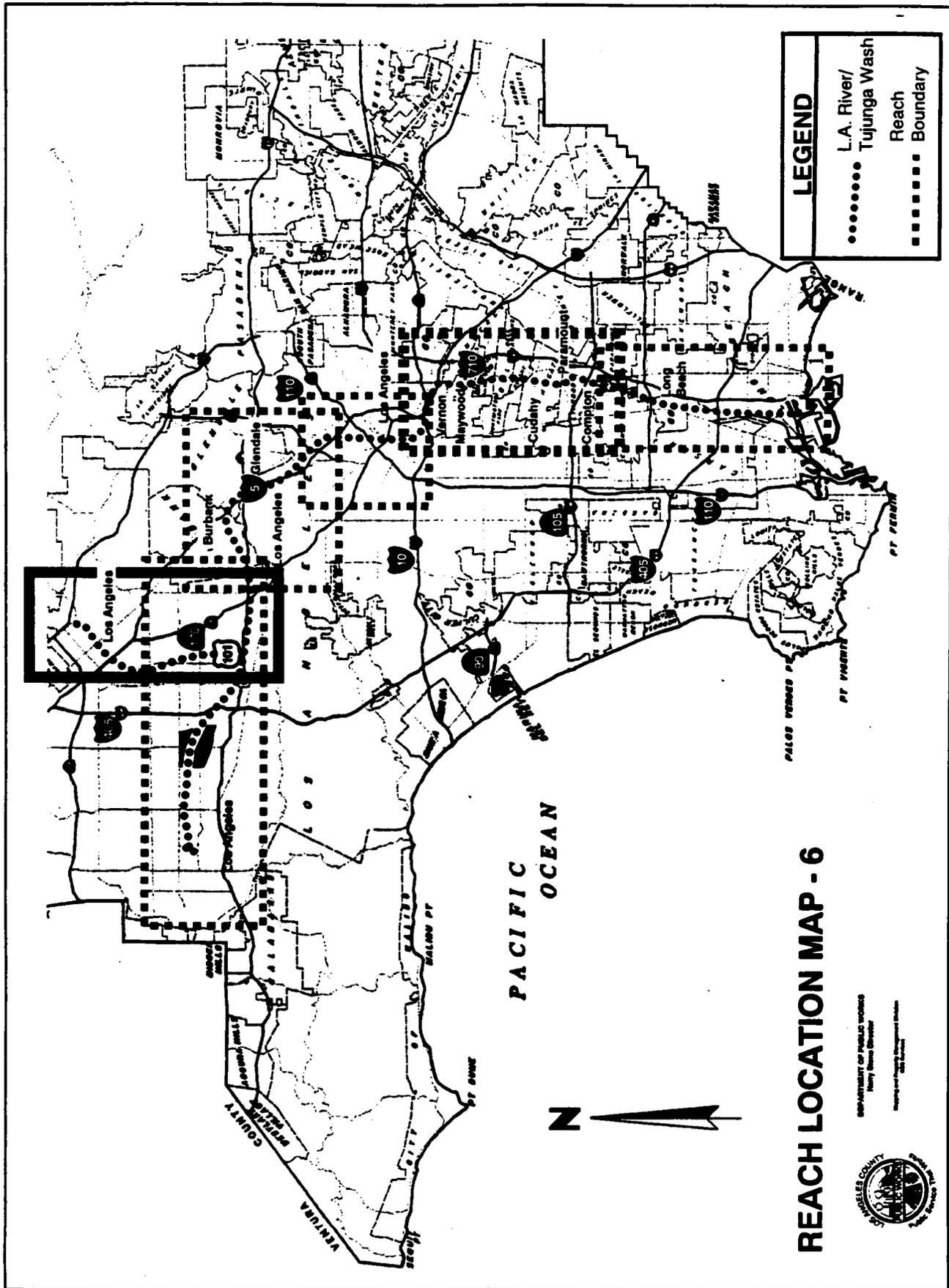




SCALE
1 inch equals
500 feet

REACH 6: TUJUNGA WASH





LEGEND

- L.A. River/ Tujunga Wash
- - - - - Reach
- Boundary

REACH LOCATION MAP - 6



DEPARTMENT OF PUBLIC WORKS
Harvey Milk, Supervisor
Planning and Engineering Division
1985 Edition

REACH 6: TUJUNGA WASH

This reach includes the City of Los Angeles communities of Lakeview Terrace, Sun Valley, Panorama City, Van Nuys and North Hollywood. The northern boundary of this reach is at Hansen Dam while the southern boundary is the confluence of Tujunga Wash with the Los Angeles River. This stretch of the Tujunga Wash spans approximately nine miles.

Beginning at Hansen Dam, Tujunga Wash runs southwest through Sun Valley. The wash is a rectangular reinforced-concrete channel that is between 60 to 70 feet at its base. The channel lies within a 200-foot wide right-of-way. Through the community of Van Nuys, the wash runs generally south. As the wash approaches the Los Angeles River, it curves to run southeast in North Hollywood. A corridor of land flanks each side of the channel. These corridors have 15-foot wide maintenance roads and are secured from surrounding lands with chain link fencing.

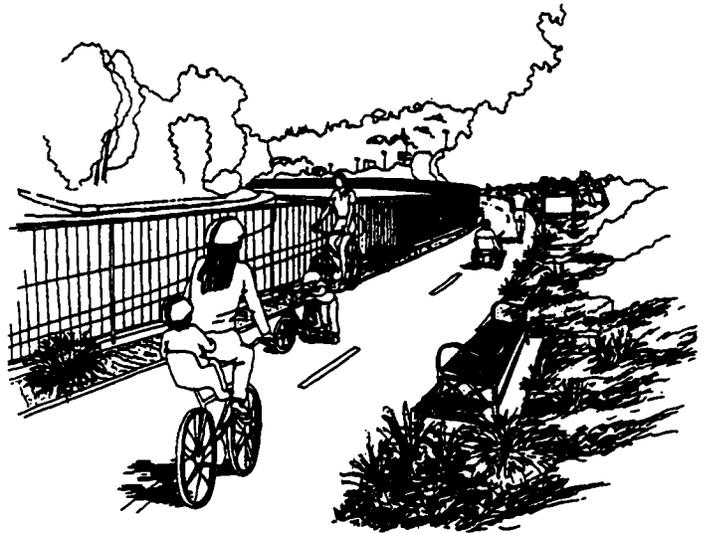
The Army Corps of Engineers' Hansen Dam represents a significant regional recreational facility with parks, a golf course and equestrian and bicycle trails. These facilities are maintained by the City of Los Angeles. Immediately south of the dam, Tujunga Wash traverses several county and City owned spreading basins and the industrial areas of Sun Valley. Further south, single-family residential neighborhoods abut the channel.

Los Angeles Valley College and Ulysses Grant

High School sit on the west side of the wash between Oxnard and Burbank Boulevards.

Single-family residences flank the wash throughout North Hollywood. Prior to merging with the Los Angeles River at CBS Studio Center, the wash traverses Moorpark Park.

The Community Plans of Arleta-Pacoima, Sun Valley and Van-Nuys-Sherman Oaks designate the Tujunga Wash as open space and recommend a





continuous bike trail on the west side of the concrete channel. The Hansen Dam Recreation Area is also designated as open space with equestrian and bikeway trails.

Little vegetation grows in the concrete river channel in this reach. And, with the exception of the Hansen Dam facility, little wildlife uses the channel here.

Other than Hansen Dam, there are no public recreational facilities along the wash, and little evidence of informal use of the river or its right-of-way. One exception is the walking trail and aesthetic enhancements (trees and vegetation) which have been developed along Los Angeles Valley College. Also in this area, the now famous "Great Wall" mural adorns the west wall of the channel.

ISSUES

- There is no wash access.
- Security issues need to be considered.
- Underpasses are needed at major streets to provide regional trail access.
- No direct trail connection to Hansen Dam is possible.

ADOPTED GENERAL OR RECREATIONAL PLANS

- The Community Plans for Arleta-Pacoima, Sun Valley and Van Nuys-Sherman Oaks cover the areas along the Tujunga Wash. These adopted plans designate the wash as open space and recommend a continuous bike trail on the west side of the concrete channel.
- City of Los Angeles reclaimed water line from Saticoy Street to Roscoe Boulevard.

RECOMMENDATIONS BASED ON MASTER PLAN GOALS

- Develop a continuous trail along the west side of the wash.
- In some areas, develop neighborhood "loop" greenways.
- Develop a water-quality interpretation site at the settling basin.
- Connect schools to the trail.
- Create a watershed interpretation site at Hansen Dam.
- Encourage recreation-related economic development at local shopping centers near the wash.
- Support outdoor swap meets and similar activities on large parking lots in the area.

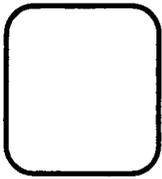
OTHER PROJECTS

1. MTA-Greenway Project: Tree planting project on the MTA right-of-way along Chandler Boulevard.
2. Chandler Boulevard Bikeway Project: Proposed bikeway within the railroad right-of-way along Chandler Boulevard.
3. City of Los Angeles Reclaimed Water Line Project: Department of Water and Power project between Saticoy Street and Roscoe Boulevard. Landscaping proposed in conjunction with the reclaimed water line project.

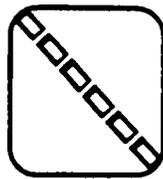


MAP ICON LEGEND

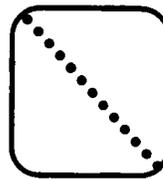
EXISTING FACILITIES



RIVER R.O.W.



PARK, SCHOOL, CHURCH,
EQUESTRIAN FACILITY



TRAIL

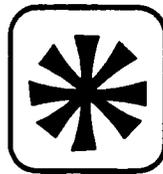


PEDESTRIAN
BRIDGE

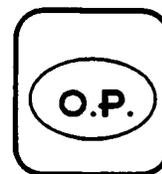
RECOMMENDED IMPROVEMENTS



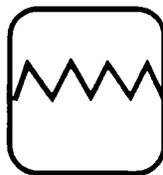
AESTHETIC
IMPROVEMENT



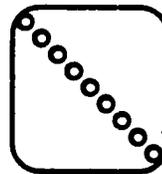
ECONOMIC
DEVELOPMENT



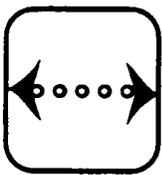
OTHER PROJECT



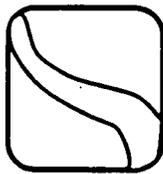
AESTHETIC
IMPROVEMENT
(MURAL)



TRAIL



TRAIL/OPEN SPACE
CONNECTION



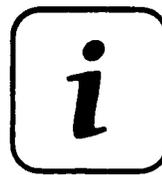
LOS ANGELES
RIVER SIGNAGE



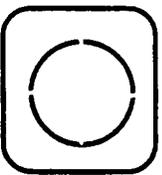
GRAFFITI
ABATEMENT
PROGRAM



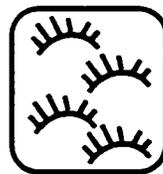
PUBLIC UTILITY
R.O.W.



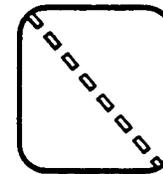
INTERPRETIVE SITE



ACCESS TO RIVER
TRAIL/OVERVIEW



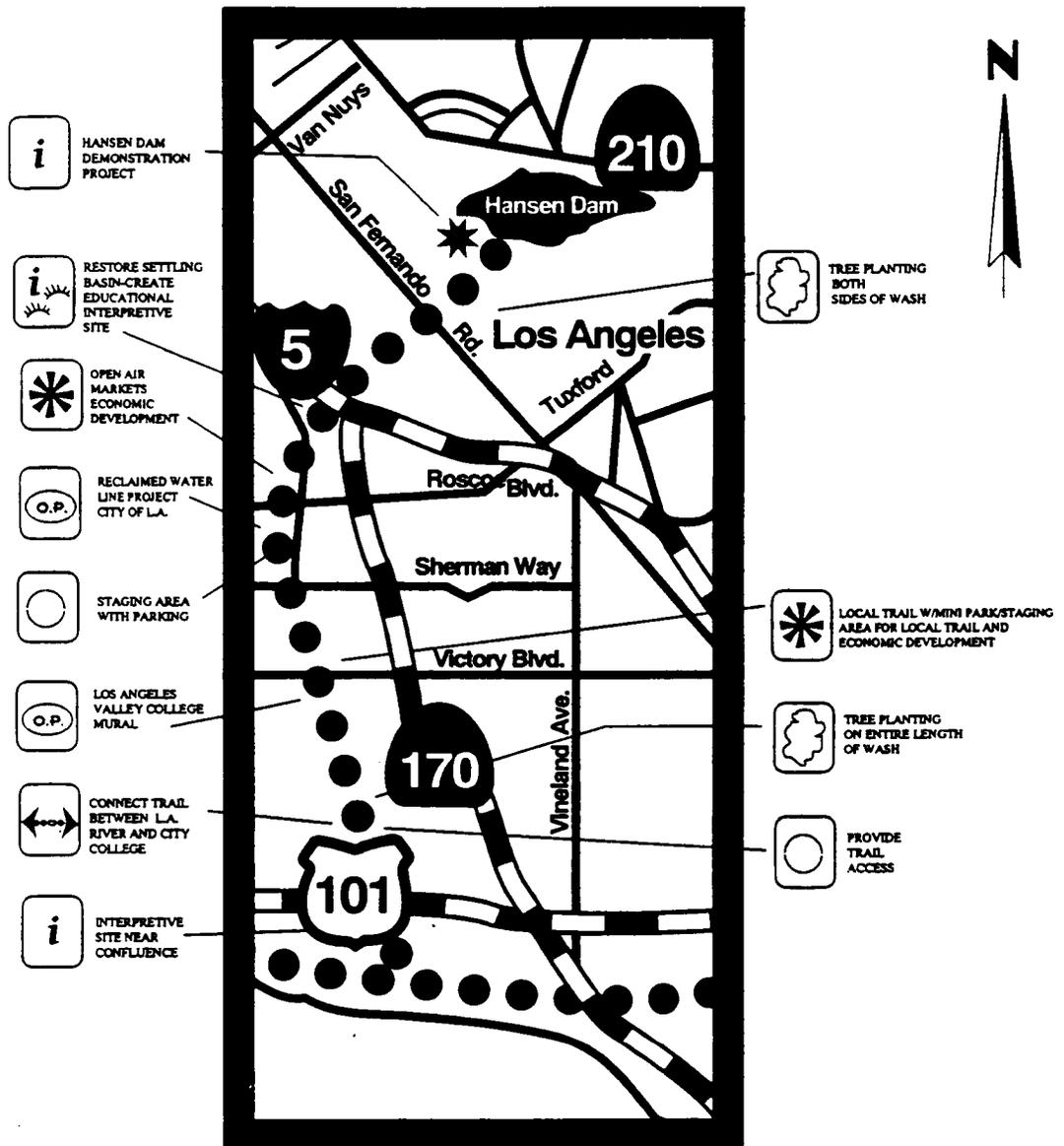
ENVIRONMENTAL
ENHANCEMENT



PEDESTRIAN BRIDGE

REACH/PROJECT LOCATION-6

SUPERVISORIAL DISTRICT 3

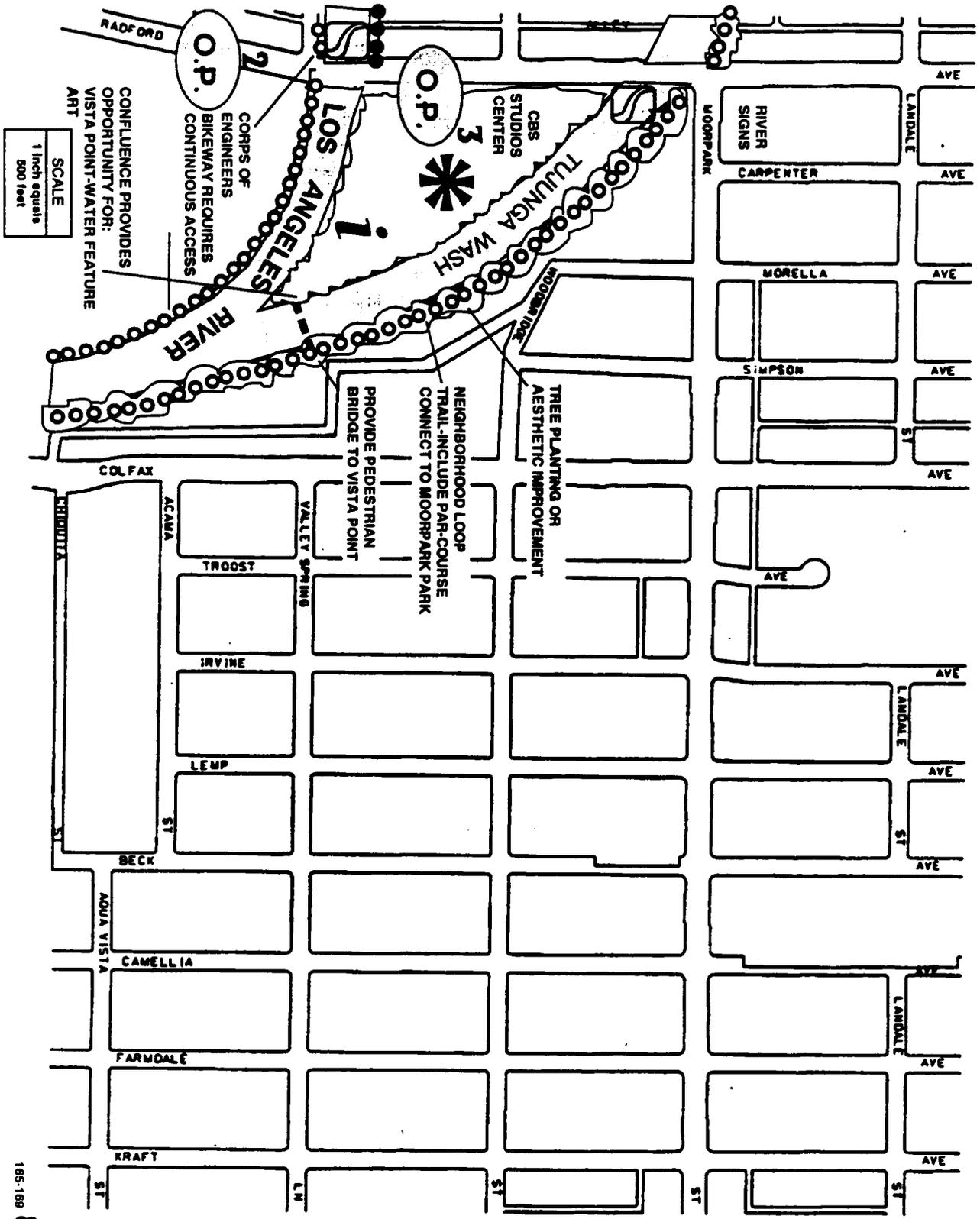


DEPARTMENT OF PUBLIC WORKS
Harry Stone Director

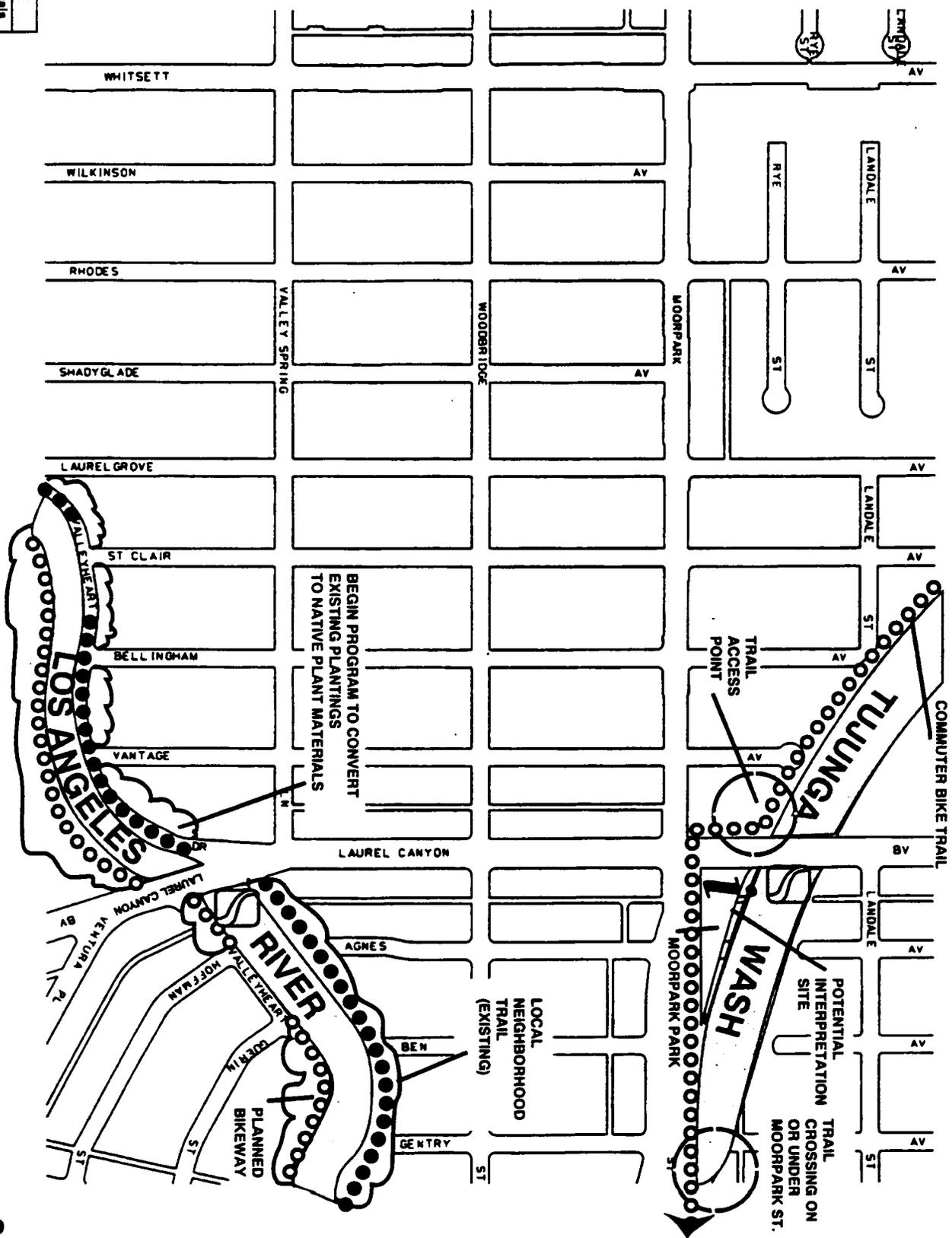
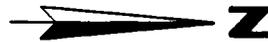
Mapping and Property Management Division
GIS Services

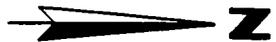
N. T. S.

LEGEND	
● ● ●	L.A. River/ Tujunga Wash
▬	Freeway
—	Streets

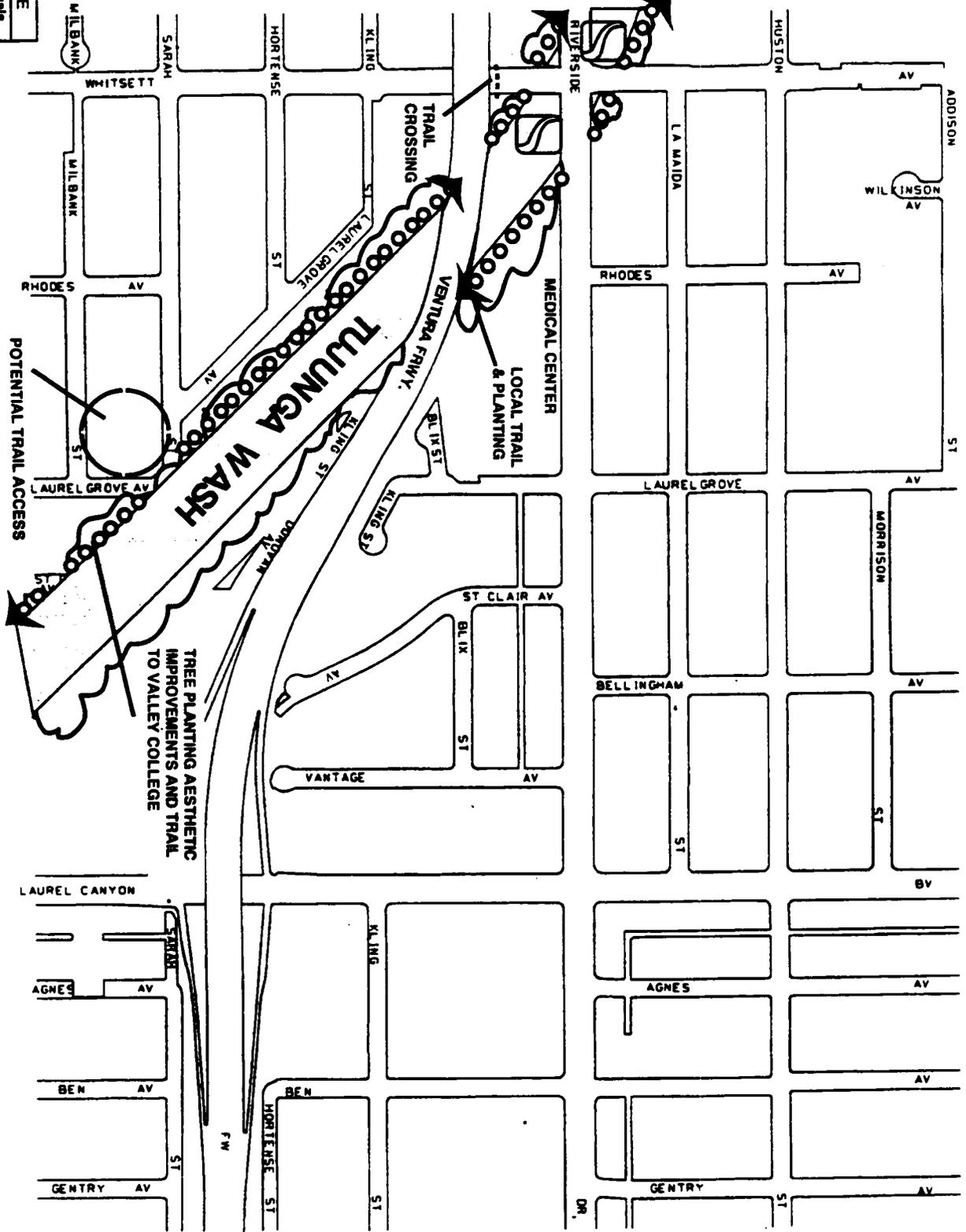


SCALE
1 inch equals
500 feet

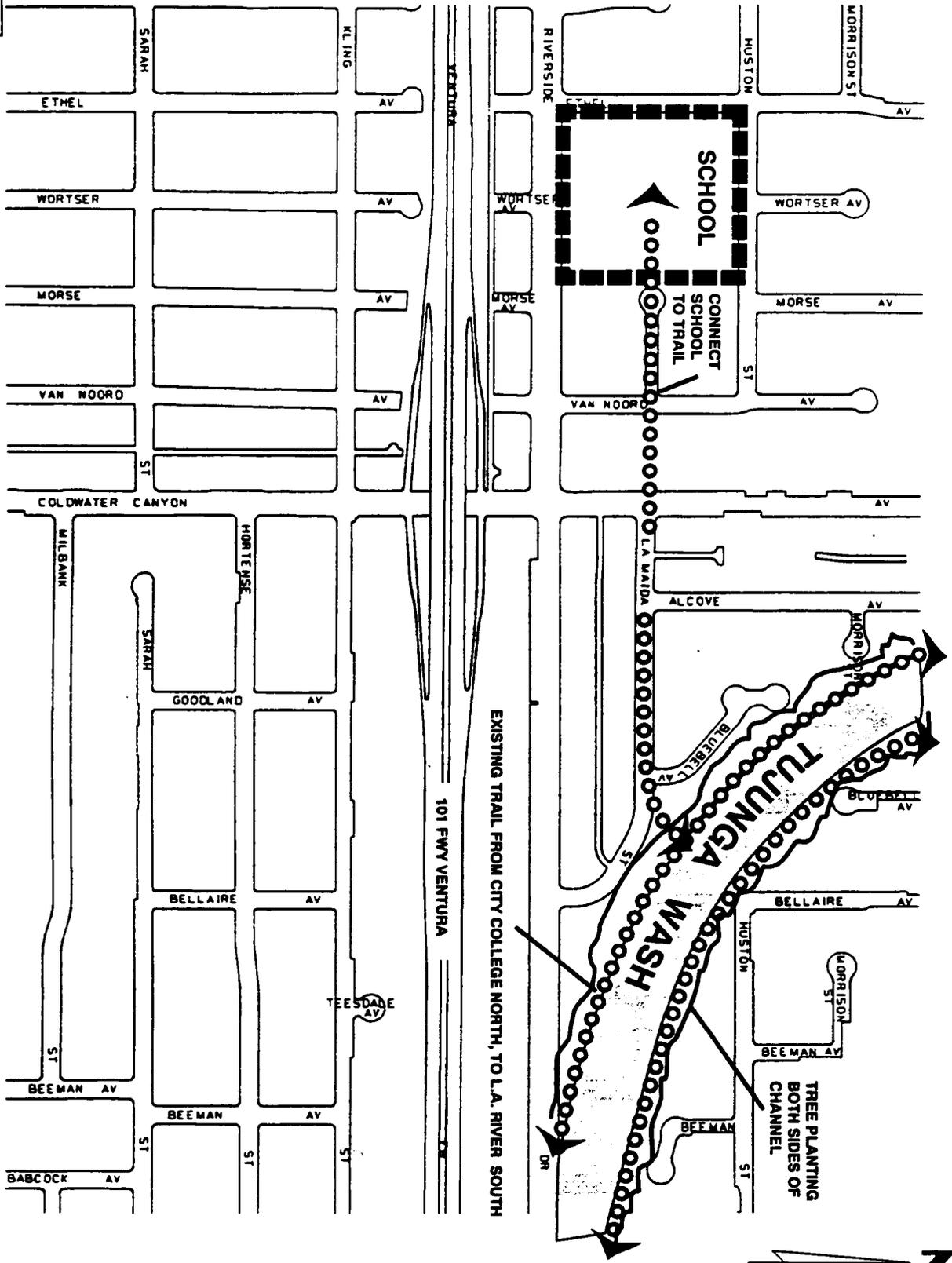




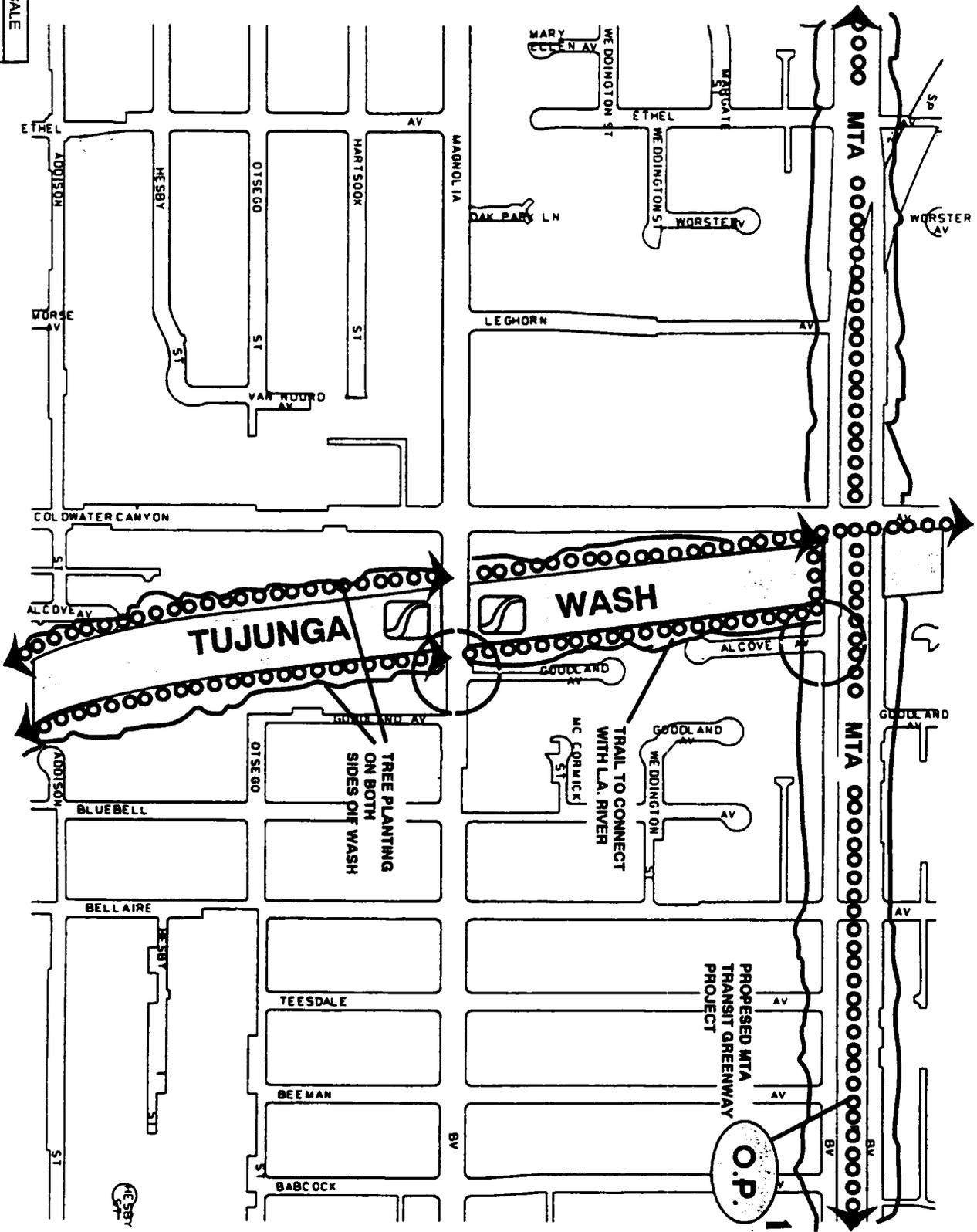
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 1 inch equals
 800 feet



SCALE
1 inch equals
500 feet

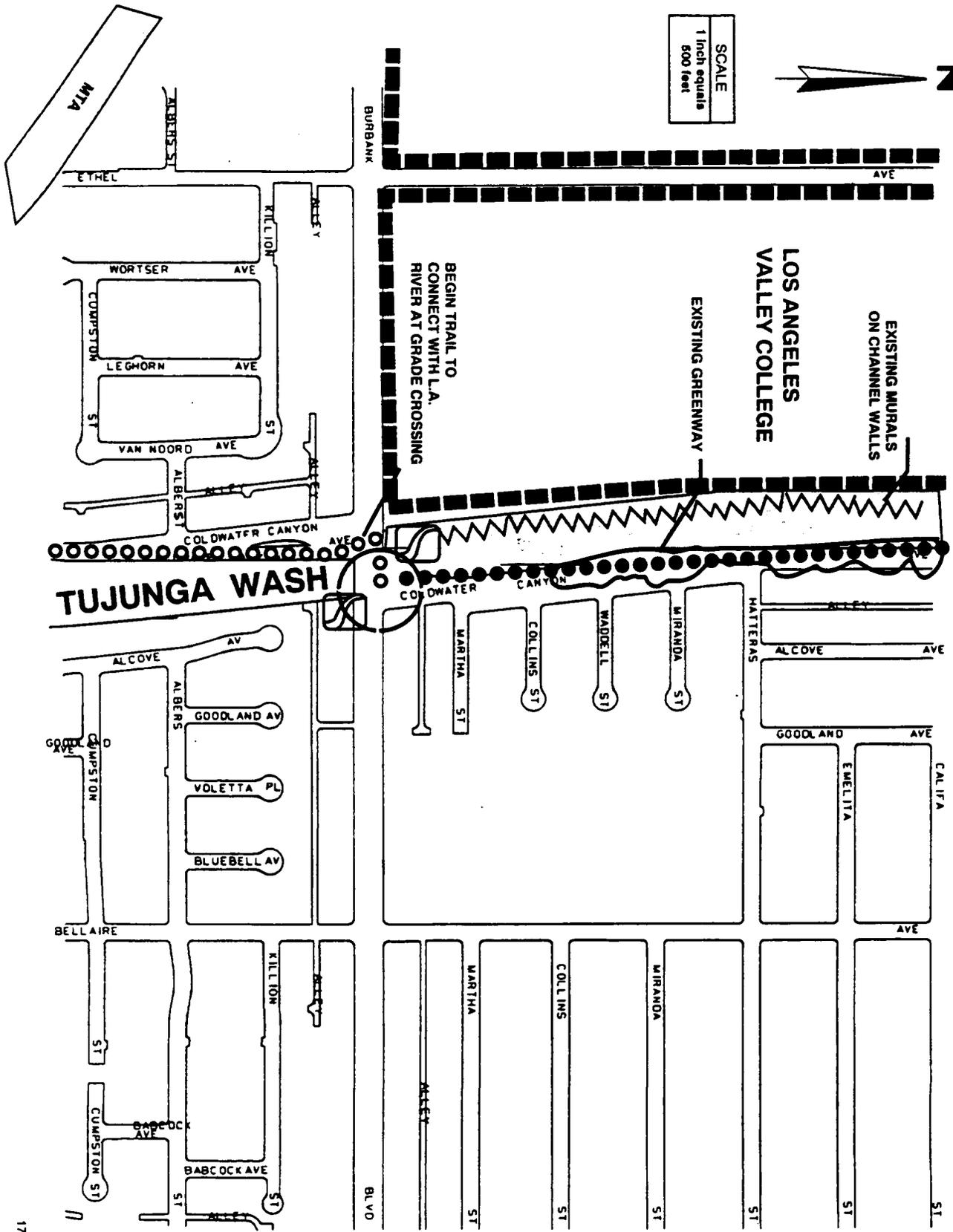


SCALE
1 inch equals
500 feet





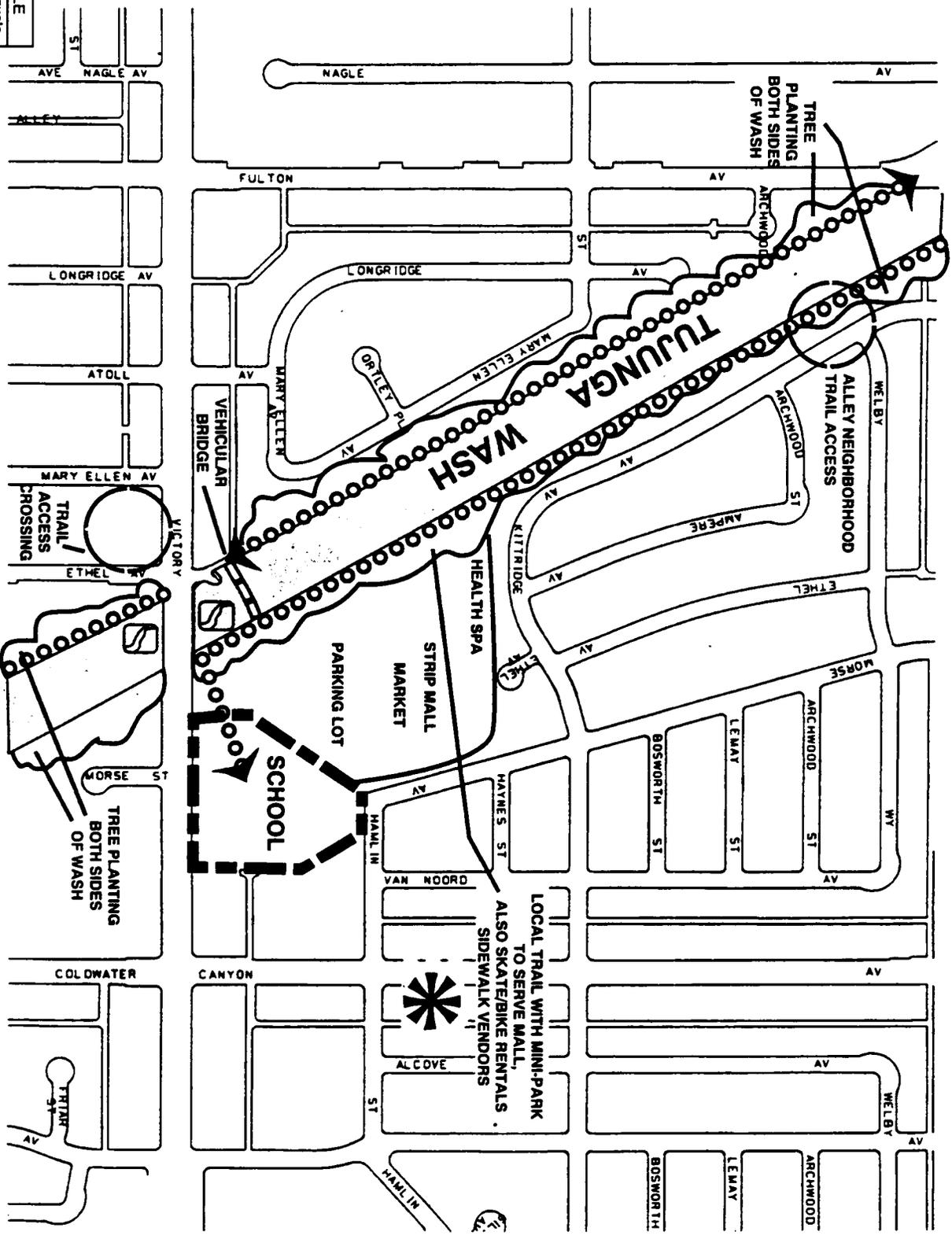
SCALE
1 inch equals 500 feet



174-181 90



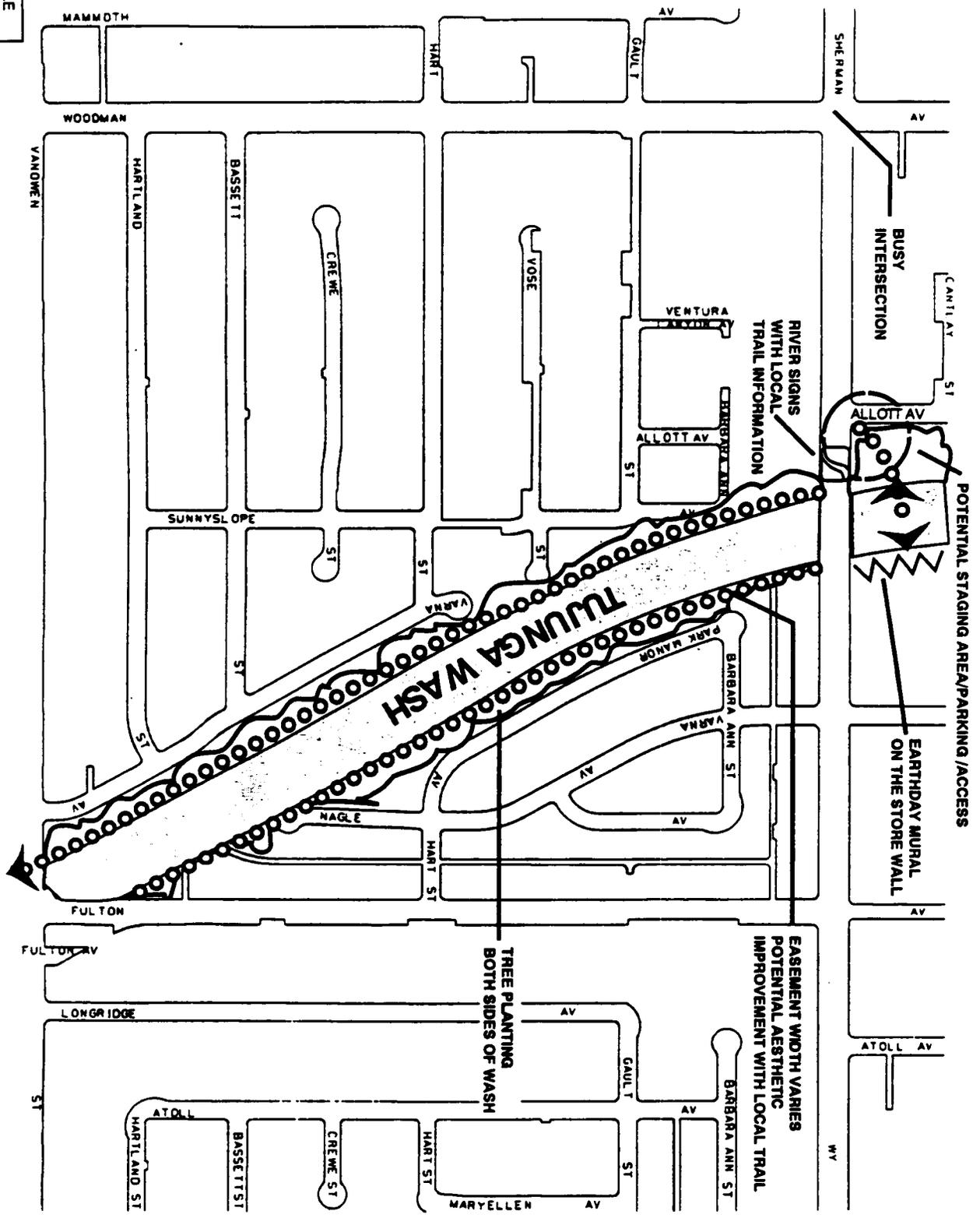
SCALE
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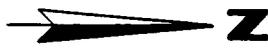
180-161 92



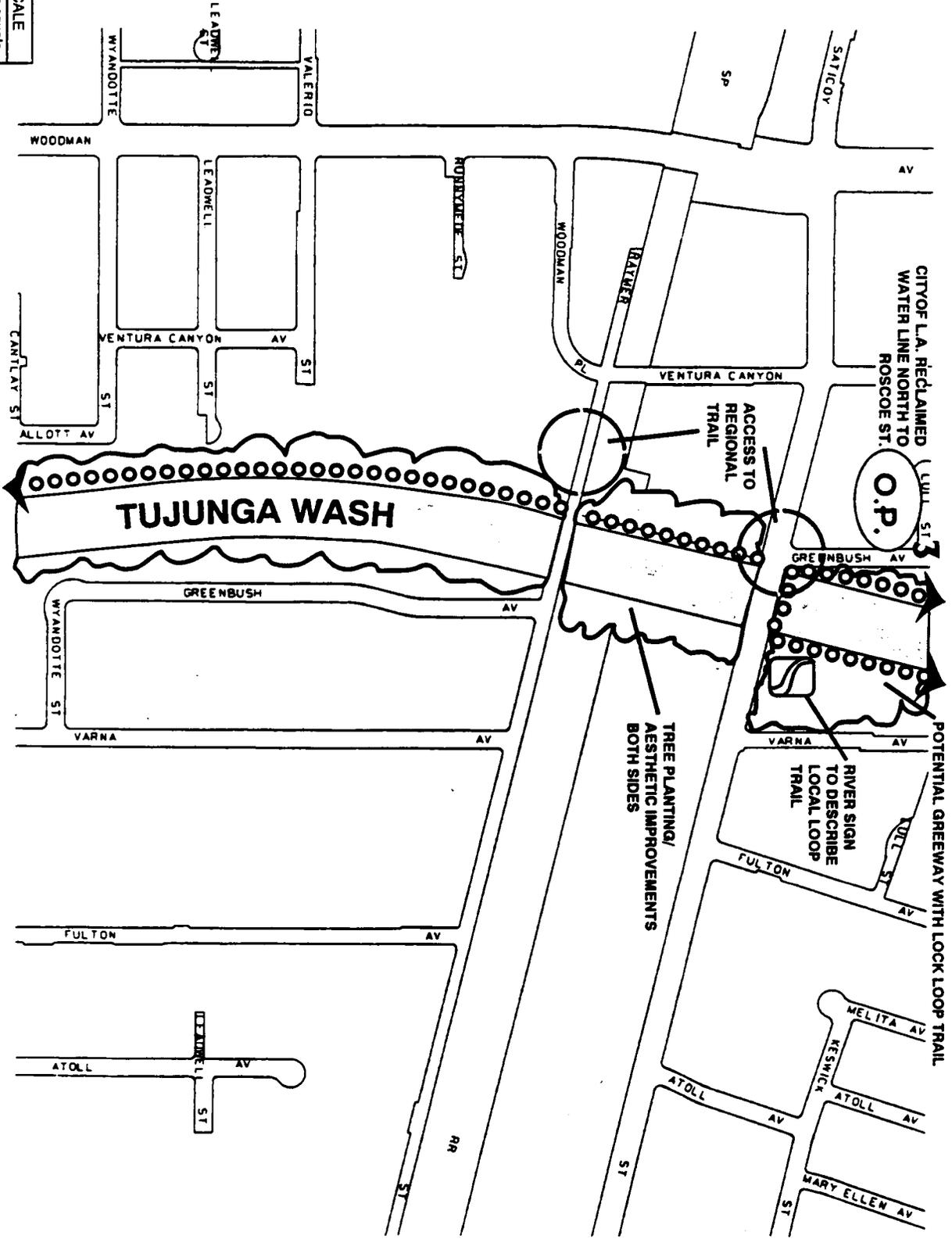
SCALE
1 inch equals
500 feet

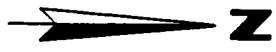


183-157 **93°**

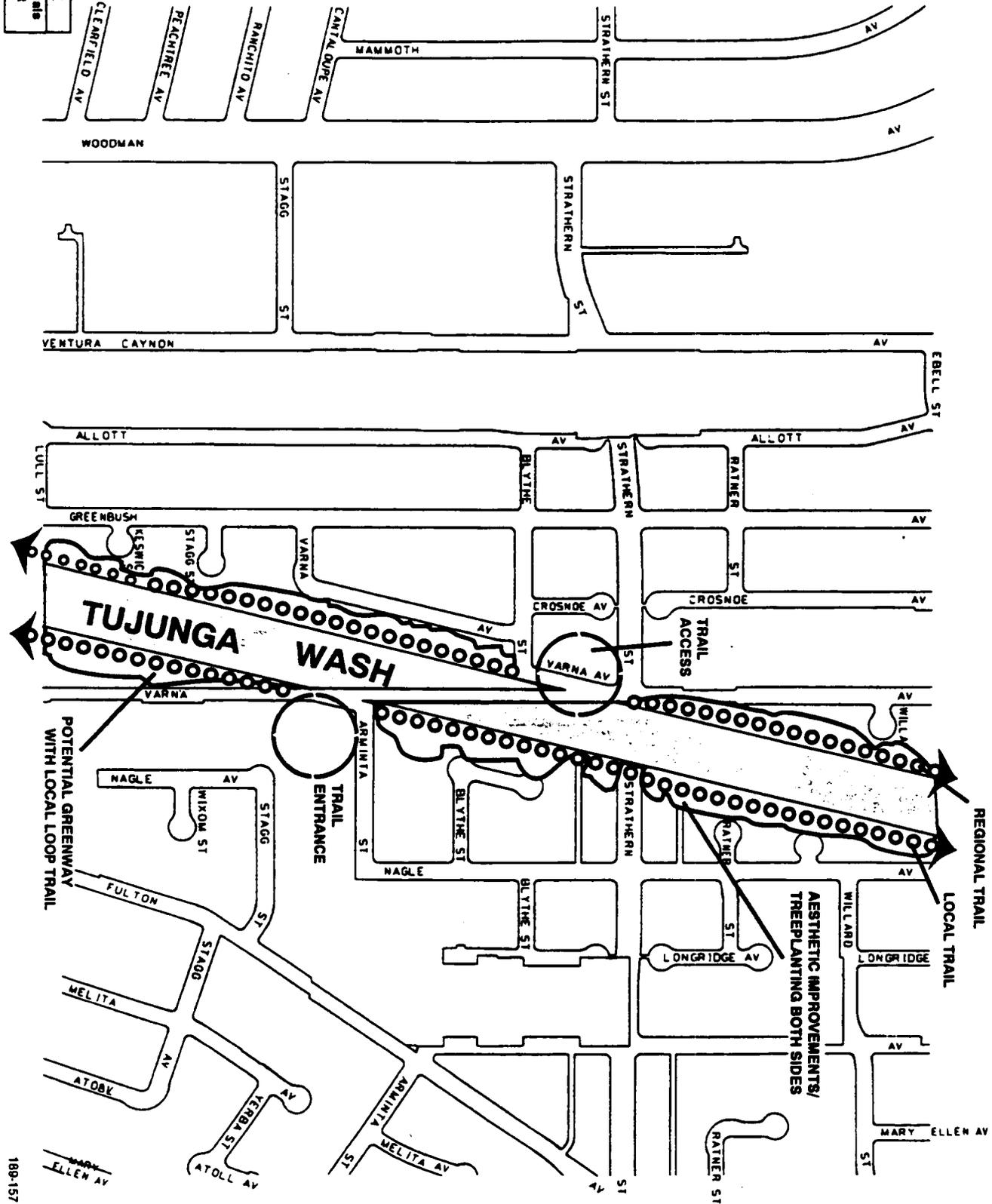


SCALE
 1 inch equals
 800 feet

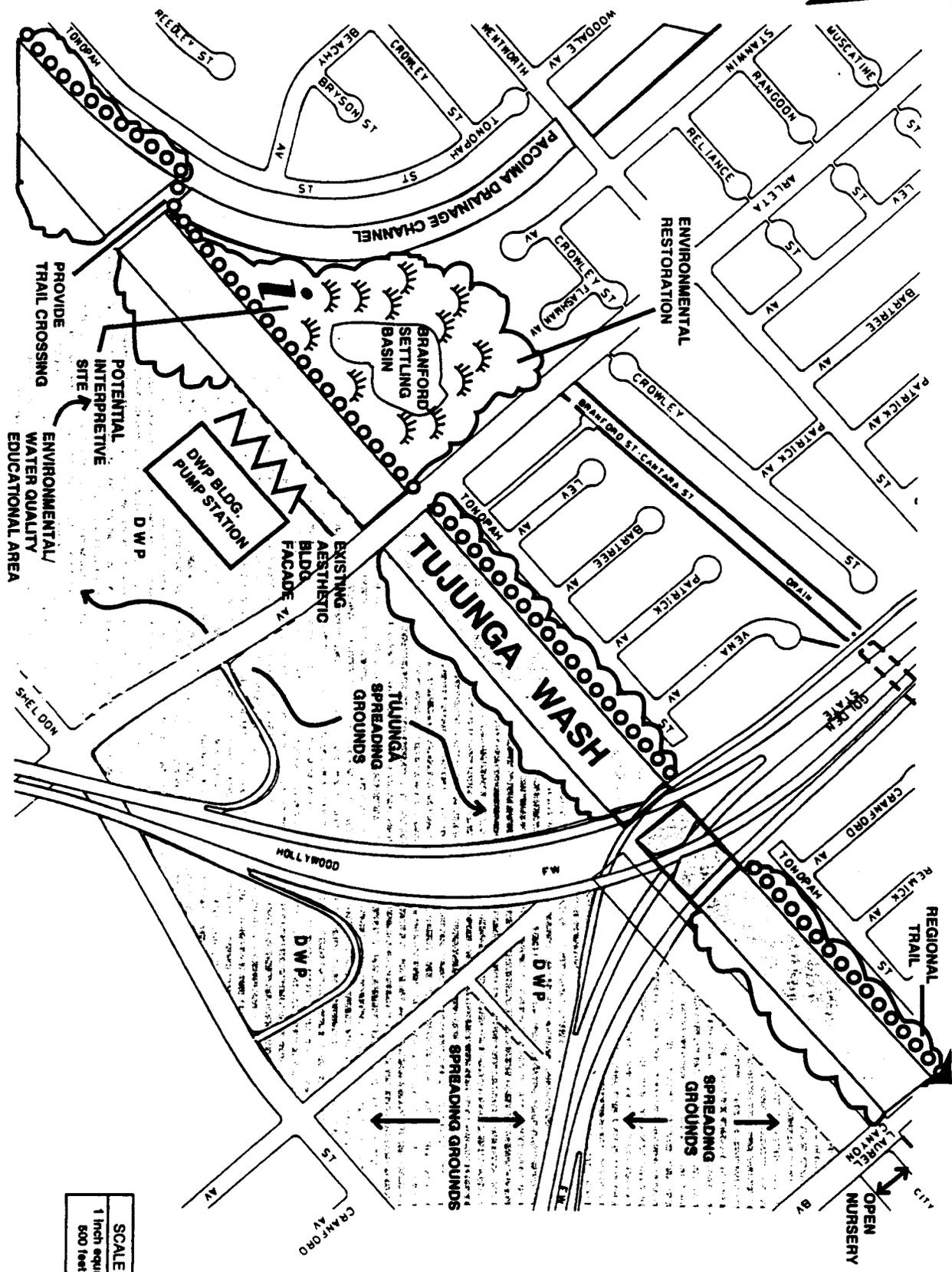
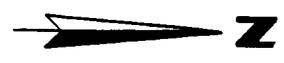




SCALE
1 inch equals
500 feet

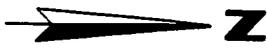


188-157
95

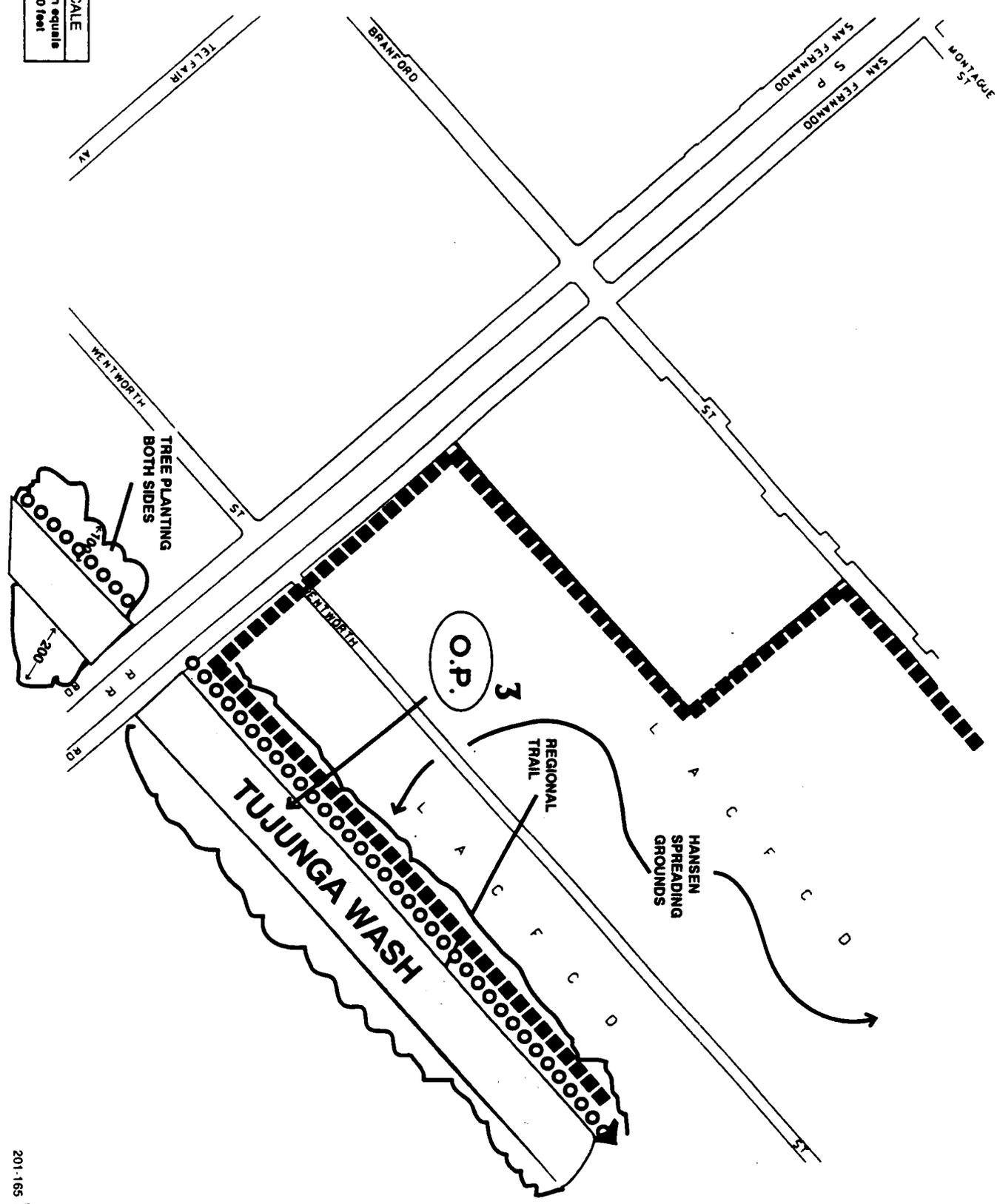


SCALE
1 inch equals
800 feet

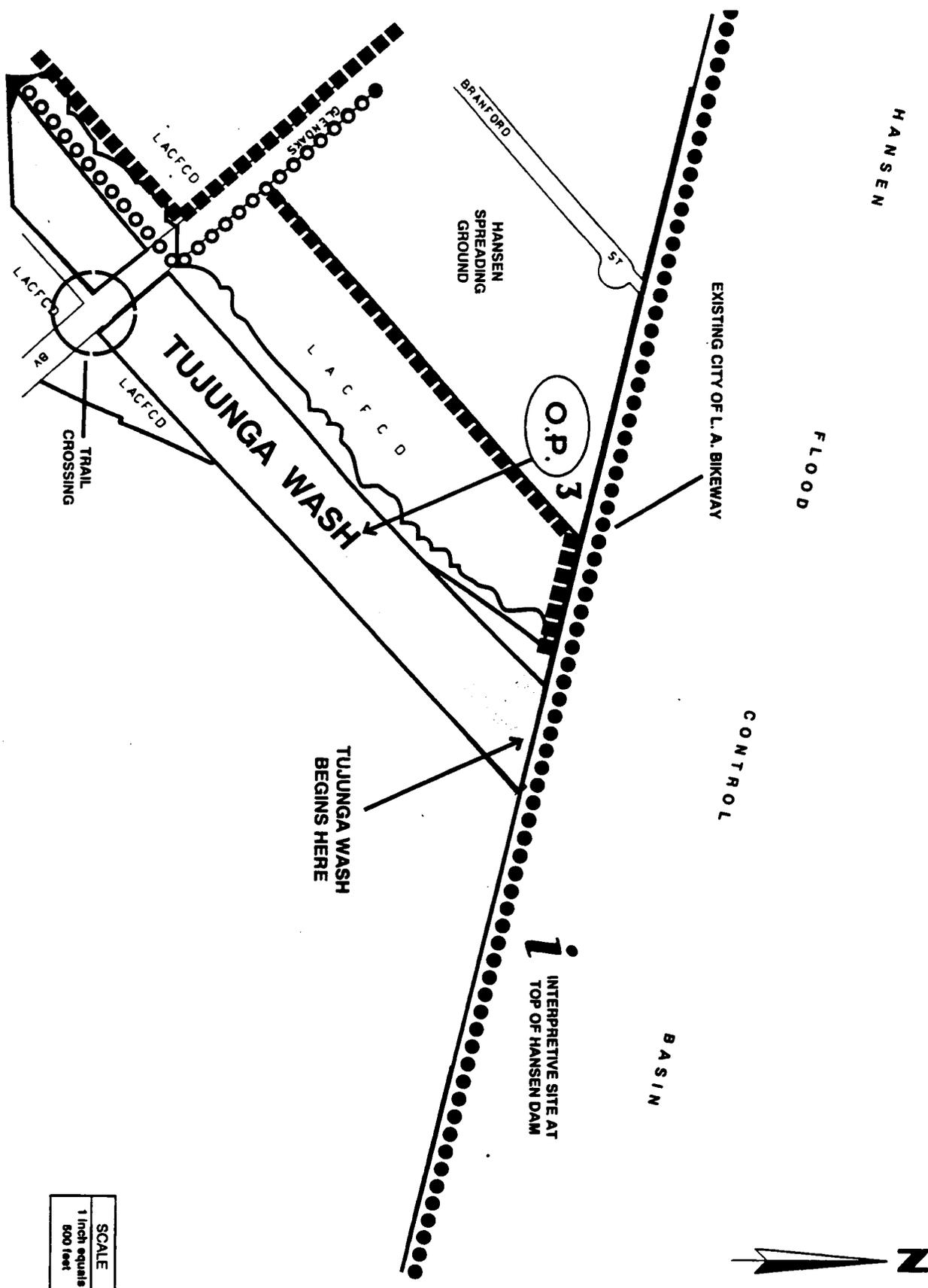
195-161 97



SCALE
1 inch equals
500 feet



201-165 99



SCALE
1 inch equals
800 feet

204-169 101

APPENDIX A: HISTORY OF THE LOS ANGELES RIVER

The City of Los Angeles is located where it is because of the Los Angeles River and its easily accessible supply of irrigation water. The river and its tributaries supported native peoples for centuries before the arrival of the first Europeans. Within 100 years after the founding of the Pueblo de Los Angeles, the population and its use of water had outgrown the flows in the river. Eventually the river's natural flooding patterns became too much of a threat to the developing land uses. The river was viewed as something that had to be "controlled" in order for the city to keep growing. Now, there is a renewed interest in the river, its historic significance and its importance as a natural resource. This document developed as part of an effort to find ways to reestablish a positive relationship between the Los Angeles River and the people who now live along it.

HISTORY OF THE LOS ANGELES RIVER	
10 million years ago	The region that will later become the Los Angeles River coastal plain is under water. Later the valleys and coastal plain are formed by the gradual erosion of the uplifted mountain ranges.
48,000 + years ago	Earliest human inhabitants occupy the coastal plain, supported by the waters of the Los Angeles River and its tributaries.
1000 + years ago	The Tongva tribe (later called Gabrielino by the Spanish) inhabit villages throughout the region, including the village of Yangna, near the river on the current site of City Hall. A part of the Shoshonean culture, the Tongva produce beautiful baskets and soapstone ware.
1769	Spanish explorer Gaspar de Portola is the first European to pass through the region. Juan Crespi, the expedition's diarist, described the river: "...through a pass between low hills we entered a very spacious valley, well grown with cottonwoods and alders, among which ran a beautiful river from the north-west and then, doubling the point of a steep hill, it went on afterwards to the south...We halted not very far from the river, which we named Porciuncula." (The previous day, August 1, having been the jubilee of Our Lady of Los Angeles de Porciuncula.) An estimated 5,000 to 10,000 Native Americans live in the region. Native place names are preserved in modern words: Kawenga became Cahuenga, Asukangna became Azusa, Maliwu became Malibu, Simj became Simi.

HISTORY OF THE LOS ANGELES RIVER

1776	Juan Bautista de Anza travels and camps along the Rio Porciuncula with the 300 soldiers and settlers he is leading from New Spain (Mexico) to found the Presidio and Mission at San Francisco.
1777	A site along the Rio Porciuncula is selected as one of the two civilian settlements, or pueblos, to be founded in California (San Jose is the other). The decision is based on Phelipe De Neve's recommendation: "Three leagues from that mission [San Gabriel] is found the Porciuncula River with much water easy to take on either bank and beautiful lands in which it all could be made use of..."
1781	A group of 45 settlers arrives from Mexico to found the Pueblo de Los Angeles. Plots for homes and fields are laid out and the Zanja Madre, or main water ditch, is completed which carries both domestic and irrigation water from an upstream weir on the River (near North Broadway).
1790	Population of the pueblo is 140.
1800	Population of the pueblo is 315.
1815	Floods wash away the original pueblo plaza; the river breaks its banks and changes course at Alameda and Fourth Streets, emptying into Ballona Creek.
1820	Population of the pueblo and the surrounding area is 650.
1822	California is transferred from Spain to Mexico.
1825	The river floods again and returns to its original course. Woodlands between the pueblo and ocean are washed out; marsh land is drained by the new channel.
1848	California Gold Rush. California is annexed to the United States by the Treaty of Guadalupe Hidalgo.
1854	Prompted by an increasing population and a lowering water table, the city appoints a water overseer to administer the distribution of irrigation and drinking water.
1858	Los Angeles is incorporated as an American city.

HISTORY OF THE LOS ANGELES RIVER

1861-62	Fifty inches of rain in five weeks washes away the river banks and existing water distribution system. Much of San Fernando Valley is under water.
1863-64	Severe drought kills most of the livestock in the region. This is a disaster for the ranchos which have been under financial and legal pressure to give up their extensive land holdings.
1867	Floods cause the river channel to overflow again, creating an immense temporary lake out to Ballona Creek.
1882	The first electrical plant in Los Angeles is built to generate light and power.
1890	Population of Los Angeles County reaches 101,000.
1892	Angeles National Forest established by President Harrison as a 1.5 million acre preserve "primarily for the purpose of watershed protection and improvement of water flow conditions."
1904	William Mulholland, Superintendent of Los Angeles City Water Company, announces that Los Angeles will need new water sources—the population has outgrown the Los Angeles River and local aquifers.
1913	The Owens Valley Aqueduct opens, bringing water to the city from the eastern Sierra Nevada.
1914	Flooding causes \$470 million (in 1990 dollars) in damage. Discussion of channelizing the Los Angeles River begins.
1915	The Los Angeles Flood Control District is formed. James R. Reagan, controversial head of the district, opposes the County Board of Engineers' recommendation which emphasizes controlling flood water upstream to minimize the flows downstream. Instead, Reagan supports channelizing the river.
1920	Devil's Gate Dam completed—first dam built by Los Angeles County Flood Control District. Population of Los Angeles County reaches 930,000.
1927	Merrill Butler, chief engineer of bridges, completed the Glendale/Hyperion Bridge with the intent to "preserve forever the unusual beauty of this viaduct by means of a park which will extend under and all around the bridge, making it an architectural jewel in a landscaped setting."

HISTORY OF THE LOS ANGELES RIVER

1930's	Groundwater levels are dropping by 2 to 20 feet per year. The first spreading grounds are constructed.
1930	Comprehensive Plan of the Commission on Recreation and Parks and Beaches proposes the purchase of lands in the flood plain for a linear greenbelt and settling grounds.
1931	First Comprehensive Plan for Control and Conservation of Flood Water developed. Elements include debris basins, concrete and rock lined channels and other bank protection, storm drains to carry surface water to channels, spreading grounds to conserve flood waters, and soil erosion control measures.
1934	Heavy flooding causes \$100 million (1990 dollars) in flood damages; forty people die in the La Crescenta area.
1935	Congress appropriates nearly \$19 million under Emergency Relief Act of 1935 for construction of storm drains and debris basins resulting from 1934 flooding.
1936	The Flood Control Act of 1936 redefined the role of the U.S. Army Corps of Engineers from providing emergency relief, to supervising permanent future flood control plans for the Los Angeles, Rio Hondo and San Gabriel rivers. The Act authorized \$70 million in federal dollars for improvements.
1938	<p>Heavy flooding causes \$795 million (1990 dollars) in damages; 49 people die across Los Angeles County. The Flood Control District asks Congress for the assistance of the U.S. Army Corps of Engineers.</p> <p>Congress passes the Flood Control Act of 1938 authorizing the Army Corps of Engineers to prepare a revised plan for the entire Los Angeles County Drainage Area (LACDA).</p>
1939	<p>14 dams and numerous debris basins are completed in mountain canyons to control flooding and debris in downstream areas.</p> <p>A freeway is constructed on a narrow strip of land which parallels the Arroyo Seco, eliminating most adjacent parklands.</p>
1940	<p>A freeway in the Los Angeles River bed is first proposed and denied.</p> <p>Population of Los Angeles County reaches 2.7 million.</p>

HISTORY OF THE LOS ANGELES RIVER

1941	<p>Congress approves the Los Angeles County Drainage Area plan, authorizing \$230 million for construction of a comprehensive system that will include five major flood control basins (Hansen, Sepulveda, Santa Fe, Whittier Narrows, and Lopez), debris basins in 31 tributary canyons, construction of 93 miles of main channel and 147 miles of tributary channels, and reconstruction of 316 bridges on the Los Angeles, Rio Hondo and San Gabriel rivers. Construction of the Los Angeles River channel takes 20 years to complete. The effort requires three-million barrels of concrete and 10,000 workers.</p> <p>Sepulveda and Hansen Basins completed.</p>
1949	San Fe Dam completed.
1950	Population of Los Angeles County reaches 4.1 million.
1954	Lopez Dam completed.
1957	Whittier Narrows Dam completed.
1960	<p>Golden State Freeway separates the Los Angeles River from Griffith Park, and isolating the Glendale/Hyperion bridge from part of its "landscaping setting."</p> <p>Population of Los Angeles County reaches 6.0 million.</p>
1969	<p>Los Angeles County flooding kills 73 people and cause \$4.5 million (1990 dollars) in damages.</p> <p>The U.S. Army Corps of Engineers is authorized by Congress to evaluate the need for improvements to the Los Angeles County Drainage Area system (LACDA).</p>
1972-76	Flood Control District creates the Landscape Treatment program with a \$550,000 per year budget.
1977	Los Angeles River/Rio Hondo Channel (LARIO) trail opens. Over 20 miles of bike and equestrian trails are built.
1978	Flooding causes \$350 million (1990 dollars); eleven people die county-wide. Proposition 13 passes and flood control funding is cut by two-thirds.

HISTORY OF THE LOS ANGELES RIVER

1979	<p>Voters pass Proposition A to allow for benefit assessments to supplement other funding of the flood control system. Assessment based on estimated amount of storm runoff from each parcel of land in the District.</p>
1980	<p>Floods cause \$375 million in damages; 18 people die. The population of Los Angeles County reaches 7.4 million.</p>
1983	<p>Floods cause \$48 million in damages; six people die.</p>
1986	<p>Friends of the Los Angeles River (FOLAR) is founded, a nonprofit group dedicated to restoring the Los Angeles River and creating a "Los Angeles River greenway from the mountains to the sea." FOLAR organizes community volunteers for annual river cleanups.</p>
1989	<p>Truckway in the Los Angeles River bed; the proposal was denied.</p>
1990	<p>The Mayor's Task Force is formed to study ways to increase opportunities along the Los Angeles River and improve the appearance of the river. The Task Force proposes three demonstration projects and recommends that an interagency master plan be prepared for the entire river.</p> <p>Earth Day: Friends of the Los Angeles River and Sierra Club hold river celebration.</p>
1991	<p>Los Angeles County Board of Supervisors approves the development of a Master Plan for the Los Angeles River to be coordinated by the Los Angeles County Department of Public Works. LACDPW forms a Planning Team with the Los Angeles County Departments of Parks and Recreation and Regional Planning and the National Park Service - Rivers, Trails and Conservation Assistance Program.</p> <p>L.A. Beautiful sponsors a Los Angeles River forum attended by over 300.</p>
1992	<p>U.S. Army Corps of Engineers publishes the LACDA Feasibility Report and EIS.</p> <p>The Master Plan Planning Team convenes a Los Angeles River Advisory Committee to develop goals for the river and to guide the planning process. The interjurisdictional Advisory Committee represents community groups, river adjacent cities and state and federal agencies.</p> <p>Floods cause \$74 million in damages; 8 people die.</p>

HISTORY OF THE LOS ANGELES RIVER

1993	<p>Over 200 people attend community meetings to discuss opportunities for recreation, environmental enhancement, aesthetic improvements, economic development, flood management and water conservation as part of the Master Plan development.</p>
1994	<p>Northeast Trees, a nonprofit urban forestry group, plants the first trees of the Los Angeles River Greenway.</p> <p>Several hundred people participate in the Los Angeles River Conferences organized by Friends of the Los Angeles River and UnPAVE L.A.</p> <p>The existing flood control system, in the Los Angeles County Drainage Area, has prevented a total of nearly \$3.6 billion in flood damages.</p> <p>Population of Los Angeles County is over 9.0 million.</p>
1995	<p>Los Angeles County Department of Public Works publishes the LACDA Master Environmental Impact Report.</p> <p>Los Angeles County Board of Supervisors approves the Los Angeles Drainage Area (LACDA) flood control project developed by the U.S. Army Corps of Engineers and the Los Angeles County Department of Public Works. A major element of the project is the construction of flood walls on top of the levees along Rio Hondo and the lower Los Angeles River.</p> <p>Santa Monica Mountains dedicates Elysian Valley Gateway Park adjacent to the river.</p>
1996	<p>City of Los Angeles begins construction of first phase of the Los Angeles River Bike Path.</p> <p>Los Angeles River Master Plan completed by the interagency Planning Team and released by the Advisory Committee to cities, agencies and interest groups for consideration and/or approval.</p>

INFORMATION COMPILED BY

Mountains Recreation and Conservation Authority

American Institute of Architects, Los Angeles River Task Force

Friends of the Los Angeles River

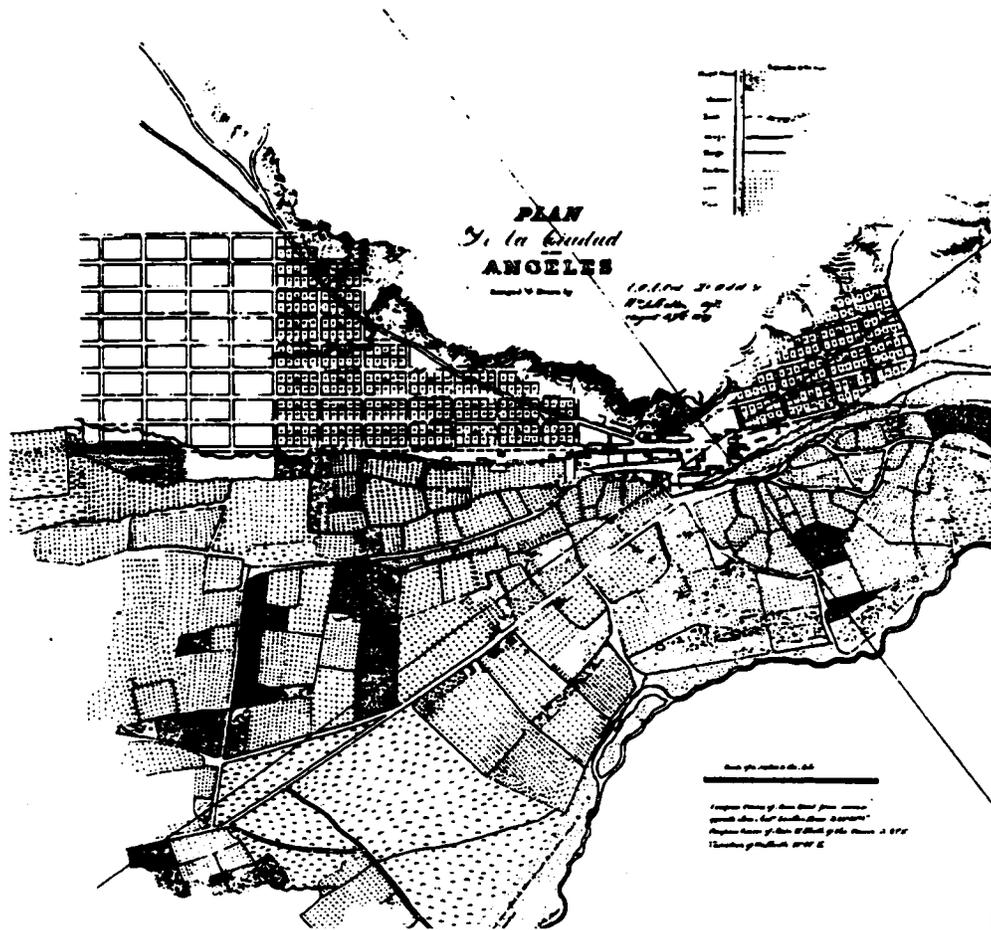
National Park Service-Rivers, Trails and Conservation Assistance Program

Los Angeles County Department of Public Works

Los Angeles County Department of Regional Planning

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APPENDIX B: EXAMPLES OF SUCCESSFUL PROJECTS

In Southern California and around the country, projects similar to those recommended in the Master Plan have already been implemented.

A. LOS ANGELES COUNTY

1. GREENWAYS AND TRAILS:

Tujunga Wash Greenway and Mural

- greenway with path and shade trees
- pedestrian bridge over the channel
- mural created by community artists



LARIO and San Gabriel River Trails

- located on existing maintenance roads
- long distance
- access to the coast
- accessible from adjacent communities



Ballona Creek Trail

- located on existing maintenance roads
- access to the coast



2. MULTI-USE FLOOD CONTROL FACILITIES

Pan Pacific Park in Los Angeles

Hamilton Bowl and Del Amo Park in Long Beach

Avalon Pump Station in Carson

- all function as both parks and detention basins



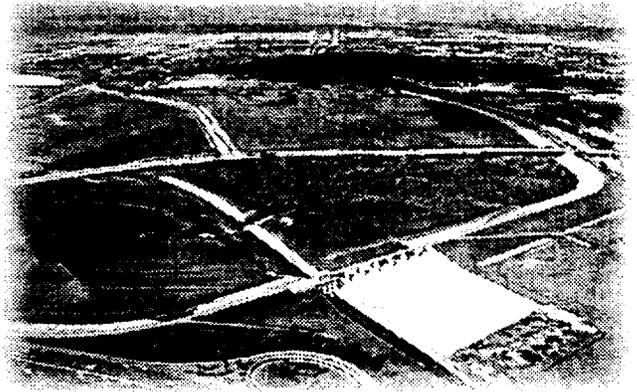
All American Park in Paramount

- functions as both park and detention basin
- developed through interagency agreements



**Hansen Dam, Whittier Narrows Dam, Santa Fe Dam,
Sepulveda Dam and Puddingstone Dam**

- function as flood control dams
- provide year-round recreational facilities
and some riparian and wildlife habitats



3. PLANTING ALONG WATERWAYS:

Ernie's Walk

- part of the Adopt-a-Reach program
- one person's efforts have improved
the river front



L.A. River/Arroyo Seco Tree Planting by North East Trees

- citizen volunteer group planted two miles
of river front with native trees



Elysian Valley Gateway Park

- first in a series of parks planned by the Santa Monica Mountains Conservancy for the river front between Griffith and Elysian Parks
- in cooperation with The Trust For Public Land and with support from the Los Angeles County Department of Public Works
- provides open space to adjacent communities of Elysian Valley and North East Los Angeles
- provides river access and other amenities to river bike path users
- Deforest Park in Long Beach



4. ADJACENT PARKS:

- Buena Vista Park in Burbank
- Eisenhower Park in Arcadia
- Hollydale Park in South Gate
- Dills Park in Paramount
- Deforest Park in Long Beach



B. AROUND THE COUNTRY

Projects from outside Southern California also include successful elements that might be applicable to the Los Angeles River and Tujunga Wash.

1. SOUTH PLATTE RIVER - DENVER, COLORADO

- cleaning and reclaiming “trashed” vacant lands
along the river for open space and parks
- non-profit South Platte River Greenway Foundation
helping with maintenance and patrolling



2. LITTLE DRY CREEK - INGLEWOOD, COLORADO

- athletic field as detention basin
- landscaped channel bottom with trail
- trail on top of levee



3. RILLITO RIVER PARK - TUSCON, ARIZONA

- channel with park and trail in adjacent ROW
- community sponsored artwork



4. SAN ANTONIO RIVERWALK - SAN ANTONIO, TEXAS

- artificially created setting with diverted water
- economically important tourism industry
built around the "river" setting



5. LOS GATOS CREEK TRAIL - LOS GATOS, CALIFORNIA

- trail developed between businesses and the river; employees use trail on lunch breaks
- trail retrofitted into existing channel structure (cantilevered, bridged)
- Jersey barriers used to define a bike lane on a bridge
- fencing for safety on vertical channel wall



6. CONTRA COSTA CANAL TRAIL - CONTRA COSTA COUNTY, CALIFORNIA

- fencing for safety on straight sided channel
- interagency agreement for management



APPENDIX C

LOS ANGELES RIVER AND TUJUNGA WASH

CORRIDOR MASTER PLAN

A BLUEPRINT FOR ACTION

OCTOBER 10, 1991

A REPORT TO THE LOS ANGELES COUNTY BOARD OF SUPERVISORS

PREPARED BY

Los Angeles County Department of Public Works

In coordination with

Los Angeles County Department of Parks and Recreation

Los Angeles County Department of Regional Planning

With grateful assistance, input and guidance from

National Park Service-Rivers, Trails and Conservation Assistance Program

U.S. Army Corps of Engineers (Corps)

California State Coastal Conservancy

Friends of the Los Angeles River (FOLAR)

City of Los Angeles' Los Angeles River Task Force

American Institute of Architects - Los Angeles River Task Force

Dilara El-Assaad and Edward Rodriguez - Landscape Architects



LOS ANGELES RIVER AND TUJUNGA WASH CORRIDOR MASTER PLAN

A BLUEPRINT FOR ACTION

INTRODUCTION

This report is prepared in response to an order by the Los Angeles County Board of Supervisors on July 30, 1991, Synopsis 62, to identify the scope of work required "to complete an analysis of potential compatible uses for the Los Angeles River, and to develop a proposal to coordinate efforts by all interested public and private parties in the planning, financing and implementation of the restoration efforts".

This effort is being led by the Department of Public Works with assistance from the Departments of Parks and Recreation and Regional Planning, and will provide a direct course of action for synthesizing all existing available reports, studies, and interests to identify the issues, opportunities and constraints, and formulate a Master Plan for the Los Angeles River and Tujunga Wash Corridors. The goal is to develop a Plan that can be implemented with a broad base of support and financing.

PURPOSE OF THE MASTER PLAN

The purpose of the Master Plan will be to provide a plan for the optimization and enhancement of the Los Angeles River and Tujunga Wash Corridors, recognizing that the primary purpose of the River rights of way is to provide flood control. The success of the Master Plan will be judged on its role in enhancing the quality of life, in and adjacent to the Corridors, by providing greater public benefits within the existing right of way and creating an amenity for adjacent land uses to focus on and emulate, while not compromising flood control.

The Master Plan will include, but not be limited to, the following elements:

- a) Resources
- b) Uses
- c) Issues
- d) Goals and Objectives
- e) Recommended Policies and Programs
- f) Potential Projects
- g) Priority Projects
- h) Implementation Plan

SCOPE OF WORK

The Scope of Work consists of the following seven main phases and associated tasks (A detailed discussion of these phases and tasks begins on Page 5):

Introduction: Definitions of Study Area and Restoration Effort

Phase A: Outreach and Document Review

- Task 1: Identify key interested/affected groups and agencies
- Task 2: Establish contacts with interested and affected parties
- Task 3: Establish an Advisory Panel
- Task 4: Collect and review documents
- Task 5: Identify known tentative projects, proposals and permit applications
- Task 6: Identify right-of-way ownership along the Los Angeles River and Tujunga Wash Corridors
- Task 7: Identify uses of all current pending sales and existing and potential leases of right of way

Phase B: Analysis of Resources, Uses, Issues and Goals

- Task 1: Identify resources
- Task 2: Identify current uses
- Task 3: Identify key issues
- Task 4: Identify goals
- Task 5: Identify objectives
- Task 6: Develop evaluation criteria
- Task 7: Identify all possible financing options and funding sources

It should be noted that Phases A and B will overlap and, in many cases, be concurrent.

Phase C: Master Plan Formulation

- Task 1: Identify river reaches as distinct geographic, demographic or community zones
- Task 2: Identify potential compatible uses and projects for each reach
- Task 3: Solicit public involvement to select potential projects
- Task 4: Map preferred projects
- Task 5: Identify and resolve project conflicts
- Task 6: Repeat above tasks for each reach

Phase D: Develop Implementation Strategy

- Task 1: Identify priority projects
- Task 2: Identify funding sources
- Task 3: Develop implementation timeline
- Task 4: Identify possible implementing agency(ies)

Phase E: Environmental Review

Phase F: Master Plan Adoption

Phase G: Master Plan Implementation



DEFINITIONS

"STUDY AREA"

The Master Plan will focus on the approximately 50 miles of the Los Angeles River, from its outlet in Long Beach to its origin at the confluence of Bell and Calabasas Creeks at Owensmouth Avenue, in the San Fernando Valley.

Additionally, the 9 miles of Tujunga Wash from the Los Angeles River to Hansen Dam will be included since this Department is proceeding with an investigation of opportunities along Tujunga Wash, utilizing a grant from the California Department of Water Resources Urban Stream Restoration Program. Additionally, Tujunga Wash provides an excellent north-south link through the San Fernando Valley to the Hansen Dam Recreational Area.

The Master Plan will focus on the River Corridors for both the Los Angeles River and Tujunga Wash, which consists of the flood control rights of way where projects will be identified in the Master Plan, as well as the adjacent lands where suggestions for land use standards or policies may be implemented. In most cases, the adjacent lands are under the jurisdictions of incorporated cities.

To keep the effort focused, two other major tributaries of the Los Angeles River, the Rio Hondo and Arroyo Seco, will not be addressed by this Master Plan at this time; however, linkages will be provided for future Master Planning efforts. An Arroyo Seco Master Plan would link efforts by the City of Pasadena to enhance the Devil's Gate Dam area with the Los Angeles River, and the Rio Hondo links the Whittier Narrows Dam and Recreation Area in the San Gabriel Valley to the Los Angeles River. We recommend these be considered for future Master Plan efforts by the County.

"RESTORATION EFFORT"

For purposes of the Master Plan, the term "restoration effort" will be defined as all activities leading to revitalization and enhancement of the Los Angeles River and Tujunga Wash Corridors. This will be accomplished through enhancement of the Corridor to provide the public with additional open space and environmental, recreational and educational opportunities. Other uses, which may include some form of compatible housing, commercial developments or transportation uses will also be considered. All possibilities will be evaluated against a set of prioritized criteria to be developed at the beginning of the Master Plan process to ensure objectivity. No proposal will be considered feasible if it reduces, or threatens to reduce, the flood control function of the channels.

PHASE A

OUTREACH AND DOCUMENT REVIEW

In developing the Plan, the Department of Public Works will consult and coordinate on a regular basis with the Departments of Parks and Recreation and Regional Planning, as well as appropriate officials of other local government, Federal or State agencies which have jurisdiction or active interests over lands and waters within the Corridors. The County will also consult with interested conservation, business, professional, and citizen organizations to define or clarify issues, goals, objectives and uses. To facilitate this, an advisory panel will be created from the groups, agencies, and entities listed on Appendix A.

Additionally, public meetings will be held within the Corridor to provide other interested persons with the opportunity to provide input with respect to matters to be addressed in the Master Plan. These meetings would be conducted in each community along the River and would be moderated by a representative of the National Park Service-Rivers, Trails and Conservation Assistance Program.

The first phase of the outreach and document review effort is currently underway by the Department of Public Works to lay the foundation for the next phases.

This Phase consists of the following tasks:

1. Identify key interested/affected groups and agencies.

Appendix A lists groups and agencies known to have an interest in, or responsibility for, the Los Angeles River. Parties on this list may include various departments within a government entity, or represent a contact point for a wider base of interest, such as FOLAR or Los Angeles Beautiful, Inc.

2. Establish contacts with interested and affected parties.

This is already underway and will expand as the project progresses. Many of the parties listed in Appendix A provided input and guidance for development of this Scope of Work.

A master mailing list is being developed with assistance from the Corps; additionally, letters will be sent to the City Administrators/Managers of all 13 Cities along the Los Angeles River seeking contacts from their Parks and Recreation and Planning Departments and information on other key groups.

Input from the Cities and community groups will be important to develop ownership of the final product. This effort will be coordinated by the Department of Public Works with assistance from the National park Service-Rivers, Trails and Conservation Assistance Program, and the County Departments of Parks and Recreation and Regional Planning. We will also work closely with the California Coastal Conservancy and the Corps who are conducting concurrent compatible studies.

The California Coastal Conservancy's efforts are focused on identifying a broad range of issues and constraints affecting the Los Angeles River Corridor. Their goal is to identify specific short-term projects, involving public benefit and enhancement of recreation and wildlife habitat, which could be funded by the State, with authorization by the Legislature.

At the same time, the Corps will be working with funds obtained by Congressman Beilenson through HR 2427 to evaluate the demonstration projects proposed by the City of Los Angeles' Los Angeles River Task Force for compatibility with the flood control function of the River. The Corps will additionally investigate opportunities for environmental enhancement, including wetlands, bikeways and transportation. If the Corps can identify favorable environmental enhancement or recreation projects, Federal cost sharing may be available.

3. Establish an Advisory Panel.

An Advisory Panel comprised of members selected from Appendix A, and possibly others, will be created for coordination and input.

4. Collect and review documents.

Agencies, universities, groups, and other interested parties are being contacted by the Department of Public Works through phone calls and letters soliciting reports and studies known to them. Appendix B shows a list of reports, studies, and proposals known to date. A bibliography will be compiled to list and catalog all the reports. The bibliography will include a synopsis of the location or portion of the River focused on, and the type of features examined. Features may include boating, bridges, bicycling, transportation, housing, economics, historical sites, etc.

These reports will be housed in the Planning Division of the Department of Public Works. They will be accessible for review by the public during normal business hours.

5. Identify all known tentative projects and proposals and permit applications.

Appendix C lists tentative projects and proposals for the Los Angeles River and Tujunga Wash known to the County at this time. Additionally, Appendix D lists current Permit Requests and probable future permit applications involving the Los Angeles River rights of way. Appendices C and D will be expanded as more information develops.

6. Identify right-of-way ownership along the Los Angeles River and Tujunga Wash corridors.

7. Identify uses of all current pending sales and existing and potential leases of channel rights of way.

PHASE B

ANALYSIS OF RESOURCES, USES, ISSUES AND GOALS

This phase will identify the resources, uses, issues and goals necessary to develop a Master Plan containing implementable projects.

The following tasks will be completed in this phase.

1. Identify resources (existing and potential) on base maps

Natural - Wildlife

- Water quantity
- Water quality
- Groundwater
- Environmental - botanical/ ecological
- Air quality

Historical - Bridges

- Architecture

Archaeological

Cultural - Traditional uses

- The role of the River in cultural developments

Social - River uses by gangs

- River uses by homeless
- Access
- Separation of communities

Recreational - Bicycling

- Equestrian
- Jogging
- Boating
- Photography
- Parks
- Trail linkages
- Park linkages
- Open space linkages
- River uses by film industry

Educational - Flood Control

- Environmental
- Litter (trash in gutters and catch basins)
- Vehicle safety instruction for law enforcement, fire department, RTD
- Water conservation

Residential
Commercial
Industrial
Transportation
Utilities

2. Identify current uses on base maps

Flood Control
Adjacent Land Uses
 Existing
 General Plan
 Zoning
 Non-conforming
River Flow and Water Right/Water Needs
Water quality
Parks, recreational
Botanical/ecological
Illegal Uses
Property Ownership and Right of Way
Property Management
Official Permitted Uses

3. Identify key issues

Flood Control (inadequate flood capacity)
Right-of-way ownership
Potential uses
Use of the corridor for transportation
Lack of coordinated land use planning
Public safety
Liability
Maintenance
Water quality
Water conservation
Water reclamation
Hazardous wastes

4. Identify goals

Goals will be developed based on what is learned from the identification of resources, uses and issues. Goals have already been developed from the City of Los Angeles' River Task Force and include the following:

- Meet flood control needs within the context of multiple use of the Los Angeles River.
- Restore the River's natural ecosystem, wherever possible.
- Improve quality and maximize use of River water.
- Enhance the inherent beauty of the River and its environs.
- Maximize appropriate public uses and recreation opportunities of the River.

- Enhance public awareness and build support for the Los Angeles River.
- Develop alternative transportation uses.
- Encourage land uses which enhance the environment of the River.
- Develop coordinated governance of the River Corridor.
- Produce and adopt a Master Plan for the River.
- Develop strategies for implementation of the Plan.
- During this task, and through the planning process, additional goals may be developed, which could include:
 - Determine a balance between providing access, flood control, and protecting habitats and implementing mitigation measures for endangered species.
 - Create a continuous network of trails, parks, and open space which will provide recreational opportunities to the diverse groups in the County.
 - Create or enhance wetlands areas.
 - Determine a balance between public access and liability issues.
 - Create an enhanced right-of-way corridor which serves as a catalyst for enhancement of adjacent land uses.
 - Identify other possible uses, including housing, commercial or transportation uses, consistent with other uses and adjacent lands.
 - Protect and enhance historic, cultural, natural and scenic features of the corridor.

5. Identify objectives

Within the confines of flood protection as the primary concern, develop policies and programs for each of the goals.

6. Develop evaluation criteria

Following Phase B, the potential uses identified will be evaluated for their suitability as components of the Master Plan. Suitability will be based on the ability of the proposed project to afford conservation and environmental education benefits, to provide recreation and open space, to serve as linkage between areas, or to provide corridors for alternative modes of transportation, while providing adequate flood protection. The criteria will relate directly to the stated goals and objectives of the Master Plan and may include the following:

- a. Impact on flood control (mandatory)
- b. Creation of open spaces/recreational opportunities
- c. Environmental enhancement/restoration
- d. Creation of open space and/or environmental linkages
- e. Enhancement of social/cultural/historical Conditions
- f. Enhancement of adjacent land uses
- g. Enhancement of transportation networks with compatible alternative transportation modes
- h. Revenue production

7. Identify all possible financing options and funding sources

- Create a matrix to relate funding sources with potential projects.
- Identify funding conflicts or gaps and make proposals to resolve them.

PHASE C

MASTER PLAN FORMULATION

The River Corridors will be divided into broad reaches to break the planning effort into manageable units. In this phase, projects for each area within the Corridor will be identified on a base map. The Department of Parks and Recreation, Public Works, and Regional Planning will coordinate to prepare the Plan. Coordination of the Master Plan with adjacent land uses within the Los Angeles River Corridor will be the responsibility of the Department of Regional Planning. This will be done through meetings with planning staff of each of the 13 Cities affected by the Corridor. The goal will be to identify revitalization projects in the Master Plan that will enhance existing scenic adjacent land uses. These projects should create amenities within the existing rights of way that will serve as a catalyst for possible change in adjacent lands which are deteriorating or have no aesthetic value, such as heavily industrialized areas.

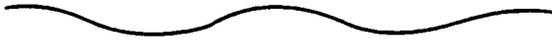
The steps required to complete this Phase include:

1. Identify reaches of distinct geographic, demographic, community, or adjacent land use characteristics within the Los Angeles River and Tujunga Wash Corridors on base maps.
2. Identify potential compatible uses and projects for each reach identified in Task 1.
3. Identify potential involvement and coordinate with local community officials on the identification and selection of potential projects.

This Task will be accomplished through community meetings. Graphics will be prepared in advance of the meetings to provide typical examples of the types of options available.

Coordination with local community officials will include advice and input on local community issues and discussion of the opportunities for rezoning or creating land use standards and practices which will focus towards the River and enhance the Corridor.

4. After each community meeting, the preferred projects will be graphically identified on the base map.
5. Areas containing conflicting uses or adjacent community dissention will be resolved through discussion and, if possible, compromise. The intent is to develop projects that reflect the values and needs of the communities involved.
6. Upon completion of the Master Plan for each reach, Tasks 1 through 5 will be repeated for the next reach until the entire Master Plan is complete.



PHASE D

DEVELOP IMPLEMENTATION STRATEGY

This phase involves the following tasks:

1. Identify priority projects
2. Identify funding sources (from matrix developed in Phase B, Task 7.)
3. Develop an implementation timeline (1-year, 3-year, 5-year, etc.)
4. Identify possible implementing agencies or combination of agencies:

- Los Angeles County Department of Public Works
- Los Angeles County Department of Parks and Recreation
- Los Angeles County Department of Regional Planning
- Cities
- Joint Powers Agreement
- Federal
- Creation of River Authority
- Creation of a River Conservancy

A limited review of possible organizational structures of implementing agencies has been conducted by County Counsel and is summarized in Appendix E.

PHASE E

ENVIRONMENTAL REVIEW

Following development of the implementation strategy and printing of a draft Master Plan document, we will initiate an environmental analysis to determine if an environmental document is needed, and if so, what type.

PHASE F

MASTER PLAN ADOPTION

Upon completion of the draft Master Plan, public meetings will be conducted in each reach to solicit final public support.

Since the Master Plan will include recommendations for adjacent land uses in the Corridors in addition to the specific projects identified within the River right of way, adoption of the Master Plan by each adjacent or affected City will be sought prior to adoption by the County.

Upon approval by all the Cities affected, the Master Plan will be presented to the County Regional Planning Commission and Board of Supervisors for final adoption.

PHASE G

MASTER PLAN IMPLEMENTATION

The Master Plan will be implemented by this Department in coordination with other Federal, State, County, and local agencies based on available funding requirements and phasing recommended in the adopted Master Plan. An implementation monitoring program shall be established to ensure City and County compliance with the Master Plan implementation strategy.

A feedback system will be developed to provide information to determine if any adjustments to the Plan are required during the implementation process.

APPENDIX A

INTERESTED / AFFECTED GROUPS / AGENCIES / ENTITIES

A. GOVERNMENT

California Coastal Conservancy
California Department of Fish and Game
California Department of Transportation (Caltrans)
California Department of Water Resources
California Regional Water Quality Control Board
City of Bell
City of Burbank
City of Compton
City of Cudahy
City of Glendale
City of Long Beach
City of Los Angeles
City of Lynwood
City of Maywood
City of Paramount
City of South Gate
City of Vernon
Federal Highway Administration
Local Law Enforcement Agencies
Los Angeles County Department of Public Works
 Department of Parks and Recreation
 Department of Regional Planning
 Arboreta & Botanic Gardens
 Museum of Natural History
 Chief Administrative Office
 County Counsel
 Mosquito Abatement District

National Park Service
Southern California Association of Governments (SCAG)
U.S. Army Corps of Engineers
U.S. Fish and Wildlife Service
U.S. Forest Service

B. QUASI-GOVERNMENT, UTILITIES AND OTHERS

Air Quality Management District (AQMD)
Alameda Corridor Transportation Authority (ACTA)
City of Los Angeles Department of Water and Power (DWP)
Los Angeles County Transportation Commission (LACTC)
Southern California Edison
Southern Pacific Railroad

C. SCHOOLS/ UNIVERSITIES

California State Polytechnic University Pomona (Cal-Poly Pomona)
California State University, Fullerton
California State University, Long Beach
California State University, Los Angeles
California State University, Northridge
School Districts
Southern California Institute of Architecture
University of California, Los Angeles (UCLA)
University of Southern California (USC)

D. GROUPS AND COMMUNITIES

American Institute of Architects - Los Angeles River Task Force
American Society of Landscape Architects - So. Calif. Charter
Board of Realtors
Building Industry Association
Chambers of Commerce
City of Los Angeles' Los Angeles River Task Force
Community Groups
Friends of the Los Angeles River (FOLAR)
Los Angeles Beautiful, Inc.
Northeast Los Angeles Planning Advisory Committee
Sierra Club, Los Angeles River Task Force

It should be noted that this and all appendices will be expanded as the work progresses, and more information becomes available.

APPENDIX B

EXISTING REPORTS AND STUDIES

A. LOS ANGELES RIVER

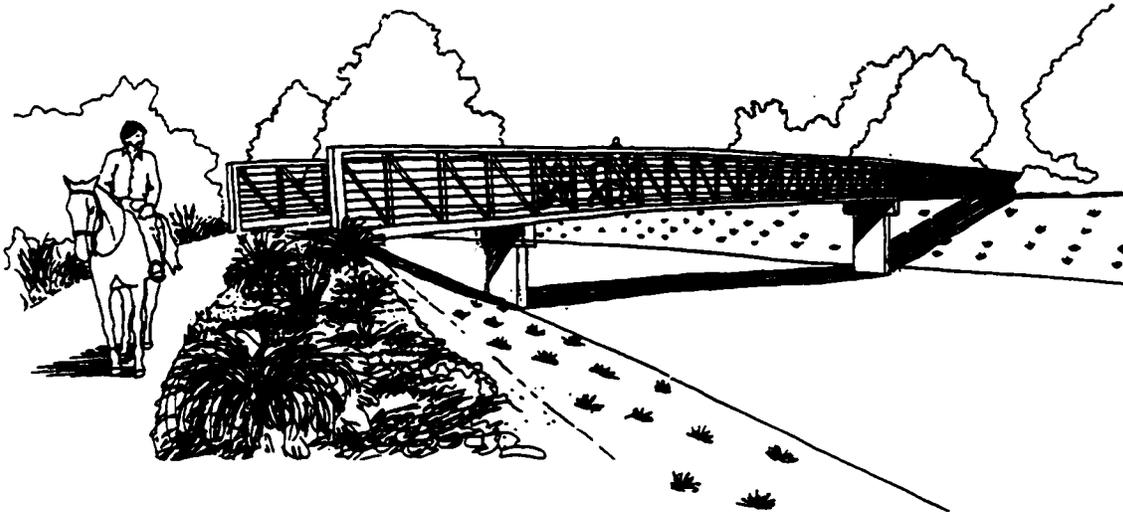
TITLE	SOURCE
Property Use Plan	L.A. County Flood Control District
Flood Control Channel Transportation Study	IWA Engineers for LACTC
Water Quality Monitoring Activities - Staff report	LARWQCB California Regional Water Quality Control Board
Ecological Corridors in Urban Southern California	John Lyle, Landscape Architecture Dept. Cal Poly Pomona and Ronald D. Quinn, Department of Biological Sciences, Cal Poly Pomona
Proposed L.A. River Greenbelt Corridor Feasibility Study	City of L.A. Planning Dept.- Recreation and Parks Dept.
LACDA Recreation Review	Peridan Group
The L.A. River: Regional setting, Hydrology and Case Study Proposals	Kemsley, Koenig and Sommer
L.A. River Study: Conceptual Plan for the reintroduction of wildlife and Native Vegetation	Bivens, Condon, Graham, lesser Perry and Thomas
Juan Bautista De Anza National Trail Study: Draft Feasibility Study and Environmental Assessment	National Park Service
The Bradley Locks	Paul R. Atwood
East Tujunga Wash-L.A. River Bikeway Greenway Project	Larry E. Smith Universal City/North Hollywood Chamber of Commerce
Master Plan for the Lower Arroyo Seco/ City of Pasadena	Cal Poly Pomona Dept. of Landscape Architecture
Plan of Bikeways	Department of Regional Planning, County of Los Angeles
Flood Control in the Los Angeles County Drainage Area	LA District, Corps of Engineers, 1939

APPENDIX D: DEMONSTRATION PROJECTS

The Planning Team and Advisory Committee investigated the feasibility of developing one or more short-term demonstration projects along the river which best exemplified a long-term Master Plan project. The projects would reflect the stated goals of the Advisory Committee as well as the input from the public workshops.

During October and November of 1993, a total of 208 participants shared their ideas for the Los Angeles River Master Plan at six public workshops. The meetings were facilitated by the Planning Team. Participants worked in small groups to review preliminary project ideas generated by the Advisory Committee relating to aesthetics, economic development, environmental quality, flood management and water quality and recreation. Additional project ideas were also noted and considered. An effort was made to gauge the level of support for the various preliminary project ideas either through group discussions or by ranking preference.

The Planning Team prepared the "Summary of Public Workshop Discussions." This document presents the meeting results in more detail. The document includes a discussion summary, questions posed by the workshop participants and a list of project types strongly supported by participants. The following describes the selection process used for determining the most viable demonstration projects and describes the four selected projects.



SELECTION PROCESS

A subcommittee of volunteers from the Advisory Committee worked with the Planning Team to select the four demonstration projects presented on page 343.

The following initial project list was generated by the Planning Team and the Advisory Committee.

1. Expand on the North East Trees planting projects near Arroyo Seco
2. Soccer field in Vernon
3. Dominguez Gap planting
4. Los Feliz walkway to Colorado Boulevard.
5. Glendale river front trail connection to Bette Davis Picnic Area

6. Fletcher Drive Park
7. Los Angeles River signs
8. Flood management and water conservation public information program
9. Golf driving range in Vernon
10. Tree planting along the river at City of Los Angeles soccer fields
11. Fish ponds along river at 405 and 710 Freeways.
12. River safety training site, short and long term approaches
13. Erosion control planting on levee in Paramount
14. Tree planting projects in the cities of: Compton, Bell and South Gate
15. Trout stocking of river (would be a longer-term project)
16. Interpretive site for engineering and industrial use of the river in the cities of: Vernon, downtown Los Angeles and Compton
17. Connection to park on Golden Avenue in Long Beach

The subcommittee developed a set of seven criteria for use in selecting the most feasible demonstration projects. The following table shows the outcome of the scoring that was done by the entire group at one of their meetings.

Each project was scored for each criteria on a scale of 1 to 5, with 1 being the least favorable or definite, and 5 being most favorable or definite, as shown by the examples below.

SITE

1 = no apparent site available or identified

5 = definite site available, no acquisition required, owner apparently willing to support project

FUNDING

1 = no funding source identified, or funding unavailable in the near future

5 = dependable funding source, or promising funding source in the near future

COMMUNITY SUPPORT

1 = little or no interest or support expressed at public workshops

5 = high level of interest or support expressed at public workshops

MEETS RIVER GOALS

1 = meets none or only one of the river's goals developed by the Advisory Committee

5 = meets several of the river goals

SHORT IMPLEMENTATION

1 = project cannot be completed or well underway within 2 years

5 = project can be completed within 2 years

MAINTAINABILITY

1 = completed project would be difficult or expensive to maintain; no jurisdiction is willing to take on maintenance responsibility

5 = completed project would be easy or inexpensive to maintain; jurisdiction willing to take on maintenance responsibility

The following table shows the outcome of the scoring.

**LOS ANGELES RIVER MASTER PLAN
PROPOSED DEMONSTRATION PROJECTS JANUARY 1994**

PROPOSED PROJECTS	SITE	JURISDICTIONS	FUNDING	COMMUNITY SUPPORT	MEETS RIVER GOALS	SHORT IMPLEMENTATION	MAINTAINABILITY
1. Tree Planting-- Arroyo Seco	2	City of LA, DWP, MTA, LACDPW, Caltrans	4	5	3	3	4
2. Soccer Field	3	Vernon, Private, DPW, DWP	4	2	2	3	2
3. Dominguez Gap	5	LACDPW, Long Beach, Co. P&R	4	5	4	4	3
4. Los Feliz	4	LACDPW, Corps, City of LA, DWP	5	5	3	4	5
5. Glendale River front	5	City of Glendale, Corps, LACDPW	4	4	4	3	4
6. Fletcher Drive Park	3	Private land, City of LA	4	3	3	3	3
7. River Signs	4	All	4	5	3	4	3
8. Public Information	5	All	4	5	3	4	4
9. Golf Driving Range	3	City of Vernon, DWP, LACDPW	4	4	3	4	4
10. Trees at River	5	City of LA, Edison, Corps	3	5	2	4	4
11. Fish Ponds (not ranked)	--	----	----	----	----	----	----
12. River Safety (not ranked)	--	----	----	----	----	----	----
13. Erosion Control (not ranked)	--	----	----	----	----	----	----
14. Trees (Compton)	3	City, Corps, LACDPW	4	5	3	4	4
15. Trout Stocking (not ranked)	--	----	----	----	----	----	----
16. Engineering Interp. Site	4	Corps, Cities, LACDPW, DWP	4	4	5	3	3
17. Connection to park on Golden Avenue	5	City of Long Beach, LACDPW	4	5	4	4	4

The types of projects supported by the workshop participants and organized by issue, are summarized below.

AESTHETICS: tree plantings, nurseries and community gardens, defensive plantings, clean-ups, art contests, bronze map, petroglyph paintings.

ECONOMIC DEVELOPMENT: economic development projects should contain recreational, aesthetic or other components and make decision makers aware of the benefits that proximity to the river can bring to economic development projects.

ENVIRONMENTAL QUALITY: re-vegetation and planting projects, wetlands restoration.

FLOOD MANAGEMENT AND WATER CONSERVATION: recognition of the flood control function of the river as well as enhancing this function through use of detention basins, the use of parks for detention, increase water conservation, reclamation, groundwater recharge, and minimizing of runoff.

RECREATION: develop a network of trails along the entire river, acquire easements for recreation, develop more accessibility to the river, develop features and programs to ensure public safety and, where feasible, develop additional detention basins.

What the demonstration projects will accomplish:

- Take the first steps toward implementing the Advisory Committee's goals for the river.
- Reveal potential problems that may be encountered in future projects and provide an opportunity to begin developing solutions (e.g. soil contamination at potential project sites).
- Reinforce the need for the Master Plan.
- Clarify the types of implementation plans that will be most useful to local jurisdictions and citizens' groups.
- Reinforce the contributions all those who have been involved in the planning process.

A Demonstration Project Subcommittee, consisting of volunteers from the Advisory Committee, recommended the following projects for implementation:

1. Tujunga Wash/Hansen Dam Interpretive Site
2. Los Feliz Riverwalk
3. Dominguez Gap Environmental Enhancement
4. Wrigley Greenbelt Trail Enhancements (The Wrigley Greenbelt Trail Enhancement, was not implemented due to a coordination conflict with the LACDA Project. It is anticipated that it will be constructed at a later date.)

A fifth demonstration project was also considered: construction of an interpretive sign in the City of South Gate at the confluence of the Los Angeles River and Rio Hondo Channel. Unfortunately, after careful consideration from South Gate's City staff and its City Council it was not recommended as a short-term demonstration project due to complex issues resulting from its previous use as a landfill. The project is still listed as a long-term project in the Final Master Plan.



PROPOSED DEMONSTRATION PROJECTS

1. TUJUNGA WASH/HANSEN DAM INTERPRETIVE SITE

PROJECT LOCATION

Hansen Dam is located on the confluence of the Big and Little Tujunga washes along the northern edge of the San Fernando Valley. The basin lies in an area of rapid commercial and residential growth and is quickly reaching capacity. The area is readily accessible by automobile from several freeways, highways and boulevards: Interstate 5 (Golden State Freeway); Interstate 210 (Foothill Freeway); State Highway 118 (Foothill Boulevard); and San Fernando Road.

PROJECT DESCRIPTION

Develop a series of interpretive signs at the crest of Hansen Dam (elevation 1087.0 feet, maximum height of 97.0 feet) which is owned and operated by the U.S. Army Corps of Engineers. The signs would educate and inform the public on various water conservation resources: Tujunga Wash, Hansen Spreading Grounds, San Fernando Groundwater Basins, San Gabriel Mountains and Big Tujunga Wash.

A 40- to 60-foot wide bike path currently traverses the dam's crest and continues into the reservoir area. The City of Los Angeles' Recreation and Parks Department has leased a portion of reservoir area and developed it into parkland. The Corps completed a Master Plan for Hansen Dam in 1991 which includes a 15-acre swim lake, expansion of the existing Equestrian Center, 70-acre boat lake and development of a land resource plan for the entire basin.

Other appurtenances: benches, bike racks, telescopes.

RELATIONSHIP WITH OTHER PLANS

Consistent with Corps' Hansen Dam Master Plan.

STATUS

The Corps will design and construct the project in coordination with the Department of Public Works and Planning Team.

2. LOS FELIZ RIVERWALK

PROJECT LOCATION

The proposed project is located on the access road on the east bank of the Los Angeles River extending 1.3 miles from Los Feliz Boulevard north to Colorado Boulevard. The walkway is accessible to Griffith Park—the largest recreational facility in the City of Los Angeles. It also abuts Atwater Park, numerous horse stables and a golf course. Future extensions of this trail could be accomplished northerly along the river's maintenance road to Betty Davis Park and the Griffith Park Equestrian Center in Burbank. Southerly extensions could be developed to connect the trail with Taylor Yard and Elysian Park.

PROJECT DESCRIPTION

The Los Feliz Riverwalk consists of providing pedestrian access to the east bank of the Los Angeles River between Los Feliz Boulevard and Colorado Avenue. This project would legalize the use of the east bank of the river by providing a walking environment for residents. Presently the east bank is enclosed by six- to eight-foot high chain link fencing. Sections of this fencing have been opened illegally to allow pedestrian and equestrian access and use of the bank. Access gates at three locations, informational signage and landscaping at key locations would be desirable. The one-way distance is 1.3 miles.

The future vision is to connect the proposed Glendale Riverwalk to the Los Feliz Riverwalk and also continue the walkway south to Elysian Park and the Pasadena Freeway. Combining those areas would create a trail more than seven miles long.

RELATIONSHIP TO OTHER PLANS

This project is consistent with the adopted Los Angeles City General Plan and its elements. Plan programs call for the creation of linear trail systems along flood control channels.

STATUS

The Planning Team continues to coordinate this project with the City of Los Angeles and the U.S. Army Corps of Engineers.

3. DOMINGUEZ GAP ENVIRONMENTAL ENHANCEMENT

PROJECT LOCATION

Dominguez Gap Spreading Grounds in north Long Beach.

PROJECT DESCRIPTION

Enhance bird habitat by removing existing non-native plants and planting additional native trees and shrubs compatible with wetland and upland conditions. Install interpretive signs visible to users of the LARIO bike and equestrian trails. Signs will interpret the bird life of Dominguez Gap and the Los Angeles River, as well as the role of the spreading grounds in flood protection and water conservation, concepts of watersheds and urban run-off and water quality.

RELATIONSHIP TO OTHER PLANS

The L.A. County Department of Public Works operates Dominguez Gap as a spreading grounds for ground water recharge. The exact design of the project (the number and location of plantings and the locations of signs) will be coordinated with the operation and maintenance requirements of the site.

General Plan maps from Long Beach show the L.A. County flood control easement as Parks and Open Space. A strip of land on the west side is labeled Right-of-Way (Edison). On the east side, directly adjacent to the river there is a mix of open space and parks, single family residential, mixed style homes, mixed uses, and institutions/schools.

Dominguez Gap is surrounded by recreation trails—the LARIO bike trail on the west and the equestrian trail on the east, with connecting trails at the north and south ends. Near Del Amo Boulevard, at the north end of the site, is a major access point to the LARIO Trail.

STATUS

The Corps of Engineers has proposed to co-sponsor with L.A. County Department of Public Works the enhancement of the spreading grounds area including the clean-up and planting of Dominguez Gap (east side), just south of Del Amo Boulevard. The project will involve areas both inside and outside the basin fence.

4. WRIGLEY GREENBELT TRAIL ENHANCEMENTS

PROJECT LOCATION

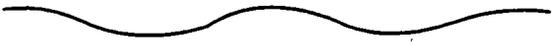
This project will be located between Wardlow Road and Willow Street on DeForest Avenue. This trail runs parallel to the Los Angeles River, at the base of the raised levee in the City of Long Beach. The trail will be accessible from 34th Street, 32nd Street, 31st Street, Spring Street, 28th Street and 27th Street.

PROJECT DESCRIPTION

The proposed demonstration project (covering approximately two miles of trail) would include trail improvements to the LARIO County Riding and Hiking Trail. The project includes the following trail amenities: a trail head (a large sign indicating the trail entrance), a 12-foot wide access trail connecting to the LARIO Trail, trail fencing, trail signage and trail resurfacing (see attached map). This trail improvements project could serve as Phase I: a demonstration phase to the city's proposed Wrigley Greenbelt project. The Wrigley project involves the vacant land between De Forest Avenue and the LARIO Trail. Phase II: development of the Wrigley Greenbelt, would be completed by the City of Long Beach.

The county trail is not well-used in this area because it is in such poor condition. There is a need to enhance the trail and construct a trail head with access to the LARIO Trail from Deforest Avenue.

The greenbelt site has been difficult to acquire a lease for until now. The City of Long Beach has now been given approval to lease the land and develop it into a greenbelt. This project has a lot of support from the City Council and the community. The city has applied for Proposition A monies to develop this project. As a way of promoting community involvement, a design competition to develop a specific river graphic should be held. This graphic would be repeated along the river on all signs and used in any publications related to the river front.



RELATIONSHIP TO OTHER PLANS

Los Angeles River Master Plan: The signage on this trail can tie the entire trails system together by providing a means for identifying the river. A call box would serve as a safety element proposed in the Master Plan. **City of Long Beach, Wrigley Greenbelt Project:** This trail would tie the pedestrian trails proposed in the Wrigley project to the LARIO Trail.

LACDA: Because this area would serve as a high-visibility node, the LACDA project could incorporate aesthetic improvements to the walls that will be constructed in this area.

STATUS

Due to construction scheduling of the LACDA Project, it is anticipated that this project will be constructed at a later date.

APPENDIX E: FUNDING SOURCES

Those seeking to develop, build, maintain and operate projects recommended in this plan will need funding to do so. This appendix provides information on sources of funding available to support these efforts. It includes a general discussion on how and where to apply for grants and a detailed matrix which matches appropriate funding sources with specific types of projects. A list of funding resources at the end of the appendix provides addresses where one can send for more information and conduct further research.

In Southern California, the initial single source of information is:

California Community Foundation (CCF)
606 South Olive Street
Los Angeles, CA 90014

The Foundation houses a library of funding information and holds a free class once a week that explains the basics of grant writing and how to use their library.

THE BASICS OF FINDING FUNDING

During the course of implementing Master Plan recommendations, many different groups will be planning and developing a variety of projects. Likewise, funding for these projects will come from a variety of sources. Scenarios might range from a nonprofit organization which plans a tree planting project, to a school which wants to develop an environmental education program, to a city which desires to undertake a major site construction or clean-up.

Before seeking funds, the project concept should be developed to a point where it's possible to identify one or two specific qualifying categories from the funding matrix. A lead agency or participant should be selected and information on a particular site gathered.

Grants are given because the outcomes and objectives of a program match those of the funder. Private foundations generally make contributions to certain geographic locations, to address issues of importance to them, and are within specific monetary ranges. Government grants are generated by bond issues, initiatives and legislation and are specific in regard to the kinds of projects and organization that are funded.

FUNDING CATEGORIES

Private Sector Funding offers a diverse and wide ranging resource base from which to choose. The range of funding includes private foundations, local retail or commercial enterprises, and citizen volunteer groups.

- **Private foundations** distribute funds according to their mission statement. Amounts, funding cycles, and criteria for awarding grants vary greatly. By law, these foundations must contribute 5% of their assets annually. Grant guides that categorize foundations by size, location and type can be found at the CCF library mentioned earlier.
- **Large corporations** donate cash in several ways. The public or community relations department may have a program for giving to charities or local projects. An employees' charitable organization may



exist that allows employees through payroll deductions to give to a designated charity that may be matched with funds from the employer. Finally, corporations may set up a private non-profit foundation that is funded from the sponsor corporation but administered separately.

- **Individual contributions** account for about 80% of all private charitable giving in the United States. Local, grass-roots volunteer organization can accomplish a great deal with help and donations from the people in their communities. The first and most important step is often simply to ask.
- **In-kind donations** are materials or services provided by local companies or contractors. For example: local nurseries or suppliers may provide plants or materials at reduced cost, or building contractors may provide expert labor. Corporations have construction equipment or staff who can provide assistance. A first step to see who operates within your community, since they are often the most interested in improving the community while at the same time gaining recognition as good corporate citizens.
- **Service clubs** such as Lion's, Rotary, or Kiwanis often take on local projects and can offer cash donations as well as expertise that resides with the individual members. Cleanup days, planting, and other civic beautification projects can be sponsored by these organizations.
- The following neighborhood groups often fund local grants for various projects:
 - Concerned Citizens of South Central L.A.
 - Green Links, U.S. Forest Service
- These community service organizations often fund grants:
 - Rotary
 - Kiwanis
 - Lions
 - Optimists/Soroptimists
- These foundations often fund grants:
 - The California Community Foundations
 - The Conservation Fund
 - EcoNet Grantmakers List
 - The Foundation Center
 - Mountains Conservancy Foundation
 - The Nature Conservancy
 - Trust for Public Land
 - The Urban League
 - Urban Resource Partnership
- **City & Local Agencies Resources:**
 - Assessment districts
 - Board of Public Works - Special Projects (L.A.)

- 
- Bond issues and initiatives
 - Capital Improvement Programs
 - General Fund
 - Heritage Tree Protection/Relocation Program
 - Joint Powers Authorities
 - Landscaping and Lighting Act of 1972
 - Lease of facilities
 - One percent for art programs
 - Quimby Act/local park obligations
 - Recreation Enterprise fund
 - Redevelopment areas
 - Subdivision process
 - Tax increment
 - Zone Change
- Public Sector Funding are also available from the public sector, although applying for and obtaining them can be a complex process. Generally, many requirements must be met before funds are granted. Several types of county, State and Federal grants are listed in the matrix, but those seeking funds would be wise to do additional research to determine which grant source best fits their specific project.

By Federal legislation, funds may be set aside for specific grants that can be applied for directly, or allocated to states, then further allocated to the local level. Funding may also be created at the county or city level within special districts. Two such funding sources currently available are the County Proposition A Bond Act (1993) and the Federal ISTEA fund program. Both are applicable to Master Plan-type projects and are listed in the matrix. The matrix provides information on project types, grants and the grant sources.

City and local agency resources vary by jurisdiction. The types of funding sources are listed here, but are too numerous to elaborate on. The California Community Foundation listed above can provide specific information about funding resources available in your area.

MATRIX OF POTENTIAL FUNDING SOURCES
(produced Spring of 1995 - call resources list contact for updates)

GRANT SOURCE	Grant Information	Matching Requirement	Allowance for Maintenance	Land Acquisition	Resource List Number	Project Type	Trails and Greenways	Environmental Restoration & Clean-Ups	Watershed Management & Flood Protection	Housing & Redevelopment	Historic Preservation Arts & Culture
Public Sector	\$ Range of Grant										
A. County Sources											
Proposition A:											
• Specific project allocations			10%	✓	1		✓	✓	✓		✓
• Competitive grants	Max. grant to \$500 K	Varies	10%	✓	1		✓	✓	✓		✓
B. State Sources											
California Bikeways Act, Bike Lane Account, CALTRANS	\$90,000 max.	10%			2						
California Wildlife, Costal & Parkland Conservation Bond Act, CA Dept. of Parks & Recreation					3		✓				
Cigarette & Tobacco Tax Initiative, Environmental License Plates		50%		✓	STATE						
Congestion Relieve (FCR) Funds		50%			2		✓				
Environmental Enhancement & Mitigation Program, CALTRANS	\$500,000 max.	advisable		✓	4		✓	✓			✓
Environmental Water Program, CA Dept. of Water Resources		50%		✓	5			✓			

MATRIX OF POTENTIAL FUNDING SOURCES

(produced Spring of 1995 - call resources list contact for updates)

GRANT SOURCE	Grant Info		Project Types		Resource List Number	Project Types				Historic Preservation Arts & Culture		
	\$ Range of Grant	Matching Requirement	Allowance for Maintenance	Land Acquisition		Parks, Recreation & Open Space	Trails and Greenways	Environmental Restoration & Clean-Ups	Watershed Management & Flood Protection		Housing & Redevelopment	
Public Sector												
Fish & Wildlife Enhancement Bond Act (Prop 19), CA Dept. of Fish & Game					6			✓				
Gasoline Tax (Prop 117)		50%		✓	STATE			✓				
Habitat Conservation Fund, CA Dept. of Parks & Recreation		50%			7		✓	✓	✓			
Inland Fisheries Division Grant Program, CA Dept. of Fish & Game					8			✓				
Intermodal Surface Transportation Efficiency Act (ISTEA), CALTRANS	\$1,000,000 max	20%			9							✓
Land & Water Conservation Fund, CA Dept. of Parks & Recreation		50%		✓	10			✓				
National Recreation Trails Fund Act, CA Dept. of Parks & Recreation					10			✓				
Non-Point Source Implementation Grant Program, State Water Resources Control Board					11				✓		✓	
Shoreline Access Grants, State Coastal Conservancy	\$50,000	advisable		✓	12			✓			✓	
Transportation Department Act, CA Transportation Commission					13			✓				
Urban Forestry Grant Program, CA Dept. of Forestry & Fire Protection	\$40,000				14				✓			
Urban Stream Restoration Program, CA Dept. of Water Resource	\$10 K - \$50 K; \$200 K max	Partner with non-profit			15			✓			✓	

MATRIX OF POTENTIAL FUNDING SOURCES

(produced Spring of 1995 - call resources list contact for updates)

GRANT SOURCE	Grant Info	Matching Requirement	Allowance for Maintenance	Land Acquisition	Resource List Number	Project Types	Trails and Greenways	Environmental Restoration & Clean-Ups	Watershed Management & Flood Protection	Housing & Redevelopment	Historic Preservation Arts & Culture
Public Sector											
Water Quality Management Planning, State Water Resources Control Board	\$ Range of Grant				11			✓	✓		
Vehicle Registration Surcharge, Air Quality Management District					STATE		✓				
C. Federal Sources											
Costal Wetlands Planning, Protection, and Restoration Act, U.S. Fish & Wildlife Service	\$50,000 max	50%	✓	✓	16			✓			
Costal Zone Management Administration Award, National Oceanic & Atmospheric Administration	\$450,000 - \$2,000,000				17			✓			
Costal Zone Management Estuarine Research Reserves, National Oceanic & Atmospheric Administration	\$10,000 - \$400,000	30% -50%	✓	✓	18			✓			
Community Development Block Grant Entitlement Program, U.S. Dept. of Housing & Urban	Apply through local office				19	✓				✓	
Cooperative Agreements for Research in Public Lands Management, Bureau of Land		BLM must be substantially involved			20	✓	✓	✓	✓		
Cooperative Forestry Assistance, Forest Service	\$25,000- \$6,000,000; avg \$1,000,000	20%			21	✓	✓	✓	✓		

MATRIX OF POTENTIAL FUNDING SOURCES

(produced Spring of 1995 - call resources list contact for updates)

GRANT SOURCE	Grant Information		Matching Requirement	Allowance for Maintenance	Land Acquisition	Resource List Number	Project Types	Trails and Greenways	Environmental Restoration & Clean-Ups	Watershed Management & Flood Protection	Housing & Redevelopment	Historic Preservation Arts & Culture
	\$ Range of Grant											
Public Sector												
Design Arts Program, National Endowment for the Arts	\$500,000		50%			22						✓
Disposal of Federal Surplus Real Property for Parks, Recreation, and Historic Monuments, National Park Service					✓	23	✓					
Environmental Education Grants, U.S. Environmental Protection Agency						24	✓	✓		✓		
Hazard Mitigation Assistance, Federal Emergency Management Agency	\$5,000 - \$250,000					25	Education component of a project could be funded					
Highway Planning and Construction, Federal Highway Administration	\$5,000 - \$20,000					26						
Land & Water Conservation Fund, National Park Service						27	✓					
National Estuary Program, Environmental Protection Agency	\$10,000- \$795,000; avg \$70,000		25%		✓	28	✓					
National Park Service Challenge Cost-Share Program, National Park Service	\$40,000		50%			29		✓		✓		
National Recreation Trails Program, Federal Highway Administration	\$70,000- \$400,000; avg \$140,000				✓	30	✓					
Recreation & Cultural Resource Management, Bureau of Land Management	\$300- \$125,000; avg \$26,000			✓		31	✓					✓

MATRIX OF POTENTIAL FUNDING SOURCES

(produced Spring of 1995 - call resources list contact for updates)

GRANT SOURCE	GRANT TYPE	Matching Requirement	Allowance for Maintenance	Land Acquisition	Resource List Number	Project Types	Trails and Greenways	Environmental Restoration & Clean-Ups	Watershed Management & Flood Protection	Housing & Redevelopment	Historic Preservation Arts & Culture
Public Sector											
Resource Conservation & Development, Soil Conservation Service	\$ Range of Grant Varies, also advisory service	✓		✓	32	✓		✓	✓		✓
Small Reclamation Projects, Bureau of Reclamation	Varies, also loans	50%			33	✓		✓			
Surface Transportation Program, Federal Highway Administration	See State ISTEA				34						
Urban Park and Recreation Recovery Program, National Park Service	Varies by year	30%	✓		35	✓				✓	✓
USDA Forest Service Challenge Cost Share Program, U.S. Dept. of Agriculture	Varies	50%			36	✓					✓
Water Bank Program and Wetland Reserve Program, U.S. Department of Agriculture	\$7- \$66/acre			For private landowners	37						
Watershed Protection and Flood Protection, Soil Conservation Service	Varies, also advisory service	✓			38	✓		✓			
Water Quality Management Planning, Environmental Protection Agency	See State Water Quality Management Planning				39						
Los Angeles Urban Resources Partnership	\$500 min. to \$50 K max. Fed. share	50%			40	✓	✓	✓	✓		

FUNDING RESOURCE LIST

(NUMBERS CORRESPOND TO FUNDING MATRIX)

1. Los Angeles County Regional Park and Open Space District
433 South Vermont Avenue
Los Angeles, CA 90020
(213) 738-2961
2. State of California
Department of Transportation
1120 N Street
Sacramento, CA 95814-5690
(916) 445-6314
3. California Department of Parks & Recreation
Habitat Conservation Fund
P.O. Box 942896
Sacramento, CA 94296-0007
(916) 653-8776
4. State of California Resources Agency
1416 Ninth Street, Suite 1311
Sacramento, CA 95814
(916) 653-5674
5. California Department of Water Resources
1020 9th Street
Sacramento, CA 95814
6. California State Department of Fish & Game
1416 Ninth Street
Sacramento, CA 95814
7. California Department of Parks & Recreation
Local Assistance Section
1416 Ninth Street, Room 1449-1
Sacramento, CA 94296-0001
8. California State Department of Fish & Game
Inland Fisheries Division
1416 Ninth Street
Sacramento, CA 95814
9. California Department of Transportation
Division of Transportation Facilities Management
1120 N Street, Room 5306
Sacramento, CA 95814

- 
10. California Department of Parks & Recreation
Local Assistance Section
P.O. Box 942896
Sacramento, CA 94296-0001
 11. State Water Resources Control Board
Division of Water Quality
901 P Street
P.O. Box 100
Sacramento, CA 95801-0100
(916) 322-2867
 12. State Coastal Conservancy
1330 Broadway, 11th Floor
Oakland, CA 94612
 13. Division of Mass Transportation Assistance
California Transportation Commission
Sacramento, CA 95814
 14. Department of Forestry & Fire Protection
1416 9th Street
Sacramento, CA 95814
 15. Califormto, CA 94236-0001
(916) 327-1664
 16. U.S. Fish & Wildlife Service
U.S. Department of the Interior
Washington, DC 20240
(703) 358-2156
 17. Coastal Programs Division
Office of Ocean & Coastal Resource Management
National Oceanic & Atmospheric Administration
U.S. Department of Commerce
1825 Connecticut Avenue, NW
Washington, DC 20235
(202) 606-4158
 18. Sanctuaries & Reserve Division
Office of Ocean & Coastal Resource Management
National Ocean Service
National Oceanic & Hemospheric Administration
U.S. Department of Commerce
1825 Connecticut Avenue, NW Room 714
Washington, DC 90235
(202) 606-4122

- 
19. Entitlement Community Division
Office of Block Grant Assistance
Community Planning & Development
U.S. Department of Housing & Urban Development
451 7th Street
Washington, DC 20410
(202) 708-1577
 20. Resources Sciences Staff
Bureau of Land Management (709)
U.S. Department of the Interior
Washington, DC 20240
(202) 653-9200
 21. State & Private Forestry
Forest Service
U.S. Department of Agriculture
P.O. Box 96090
Washington, DC 20090
(202) 205-6090
 22. Design Arts Program
National Endowment for the Arts
1100 Pennsylvania Avenue, NW
Washington, DC 20506
 23. National Park Service
Recreation Resource Assistance Division
U.S. Department of the Interior
P.O. Box 37127
Washington, DC 20013-7127
(202) 343-3759
 24. Environmental Education Specialist
Office of Environmental Education (AI07)
U.S. Environmental Protection Agency
401 M St., SW
Washington, DC 20460
(202) 260-3335
 25. Hazard Mitigation Branch
Disaster Assistance Programs
Federal Emergency Management Agency
500 C Street, SW
Washington, DC 20472
(202) 646-4173

- 
26. **Federal Lands Highway Administrator**
400 7th Street, SW
Washington, DC 20590
(202) 366-9494
 27. **Recreation Grants Division**
National Park Service
U.S. Department of the Interior
P.O. Box 37127
Washington, DC 20013-7127
(202) 343-3700
 28. **Oceans & Coastal Protection Division**
Office of Wetlands, Oceans & Watershed Protection (WH-556F)
Environmental Protection Agency
Washington, DC 20460
(202) 260-6502
 29. **National Park Service**
Challenge Cost-Share Program
P.O. Box 37127
Washington, DC 20013-7127
(202) 208-4581
 30. **Office of Environment & Planning**
Federal Highway Administration
400 7th Street, SW
Washington, DC 20590
(202) 366-2951
 31. **Branch of Recreation Resources**
Bureau of Land Management (WO 271)
1849 C Street NW
Washington, DC 20240
(202) 653-8828
 32. **Soil Conservation Service**
U.S. Department of Agriculture
P.O. Box 2890
Washington, DC 20013
(202) 720-4527
 33. **Bureau of Reclamation**
U.S. Department of the Interior
Washington, DC 20240
(202) 208-3014
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34. **Office of Engineering**
Federal Highway Administration
Room 3134 (HNG 10)
400 7th Street SW
Washington, DC 20590
(202) 366-0494
 35. **Recreation Grants Division**
National Park Service 783
P.O. Box 37127
Washington, DC 20013-7127
(202) 343-3700
 36. **U.S. Department of Agriculture**
Forest Service - Recreation
P.O. Box 96090
Washington, DC 20013-6090
(202) 205-1035
 37. **Agriculture Stabilization & Conservation Service**
U.S. Department of Agriculture
P.O. Box 2415
Washington, DC 20013
(202) 720-6221
 38. **Soil Conservation Service**
U.S. Department of Agriculture
P.O. Box 2890
Washington, DC 20013
(202) 720-4527
 39. **Assessment & Watershed Protection Division (WH-553)**
Office of Water
Environmental Protection Agency
401 M Street, SW
Washington, DC 20460
(202) 260-7103
 40. **Los Angeles Urban Resources Partnership**
201 North Figueroa Street, Suite 200
Mail Stop 177
Los Angeles, CA 90012
(213) 580-1055

APPENDIX F: MASTER PLAN PROCESS

HIGHLIGHTS AND MILESTONES

- In **July 1991**, the Los Angeles County Board of Supervisors directed the Departments of Public Works, Parks and Recreation and Regional Planning to study the potential compatible uses of the Los Angeles River.
- In **August 1991**, the Planning Team was formed with representatives of the above-mentioned County departments and the National Park Service's Rivers, Trails and Conservation Assistance Program.
- The Planning Team develops a "Blueprint for Action" which outlines the preparation of the Master Plan and includes seven major phases. A time frame of three years, with completion in the fall 1995, is established.
- The first phase, Outreach and Document Review, was completed by the Planning Team in **late 1991**. This report includes a bibliography of existing documents about the river and a master mailing list of agencies, groups and individuals interested in the river.
- In **May 1992**, the first newsletter was published announcing the beginning phases of the Master Plan process, completion of the outreach and document review phase and a listing of river activities.
- The introductory meeting of the Los Angeles River Master Plan Advisory Committee was held in **September 1992**. Thirty-nine representatives of cities adjacent to the river, citizen interest groups and state and federal agencies generate issues and ideas to be addressed in the Master Plan.
- In **November 1992**, a second newsletter was published announcing formation of the Advisory Committee and a list of topics to be addressed. Also, the purpose of the Master Plan was stated.
- During the early part of **1993**, the Planning Team held a number of subcommittee meetings to discuss and formulate objectives on six issue areas as well as biological resources for the Los Angeles River.
- At a **February 1993** workshop, the Master Plan Advisory Committee developed a set of goals and preliminary project ideas to be presented and discussed at upcoming community meetings.
- In **April 1993**, a third newsletter was published listing the Master Plan's goals based on the issue areas and developed by the Advisory Committee. A Scope of Work program was also provided showing the various phases.
- In **August 1993**, the Planning Team and the Advisory Committee issued a Progress Report at the completion of Phases A and B, the Outreach Phase established the Advisory Committee and Analysis Phase included the history of the river, resource maps, planning issues and potential funding ideas.
- In the **summer of 1993**, the Planning Team completed the mapping of existing conditions along the River, including recreation facilities, publicly owned land, wildlife habitat areas, residential densities, land uses, transportation facilities, and community destination points.
- In **October 1993**, a fourth newsletter was published announcing the six public workshops scheduled across the County and near the River to gather project ideas and input from the community. A brief summary on the Master Plan's program was also provided.
- During **October and November of 1993**, the public was invited to share ideas for the Los Angeles River Master Plan at a series of public workshops held throughout the communities along the River.

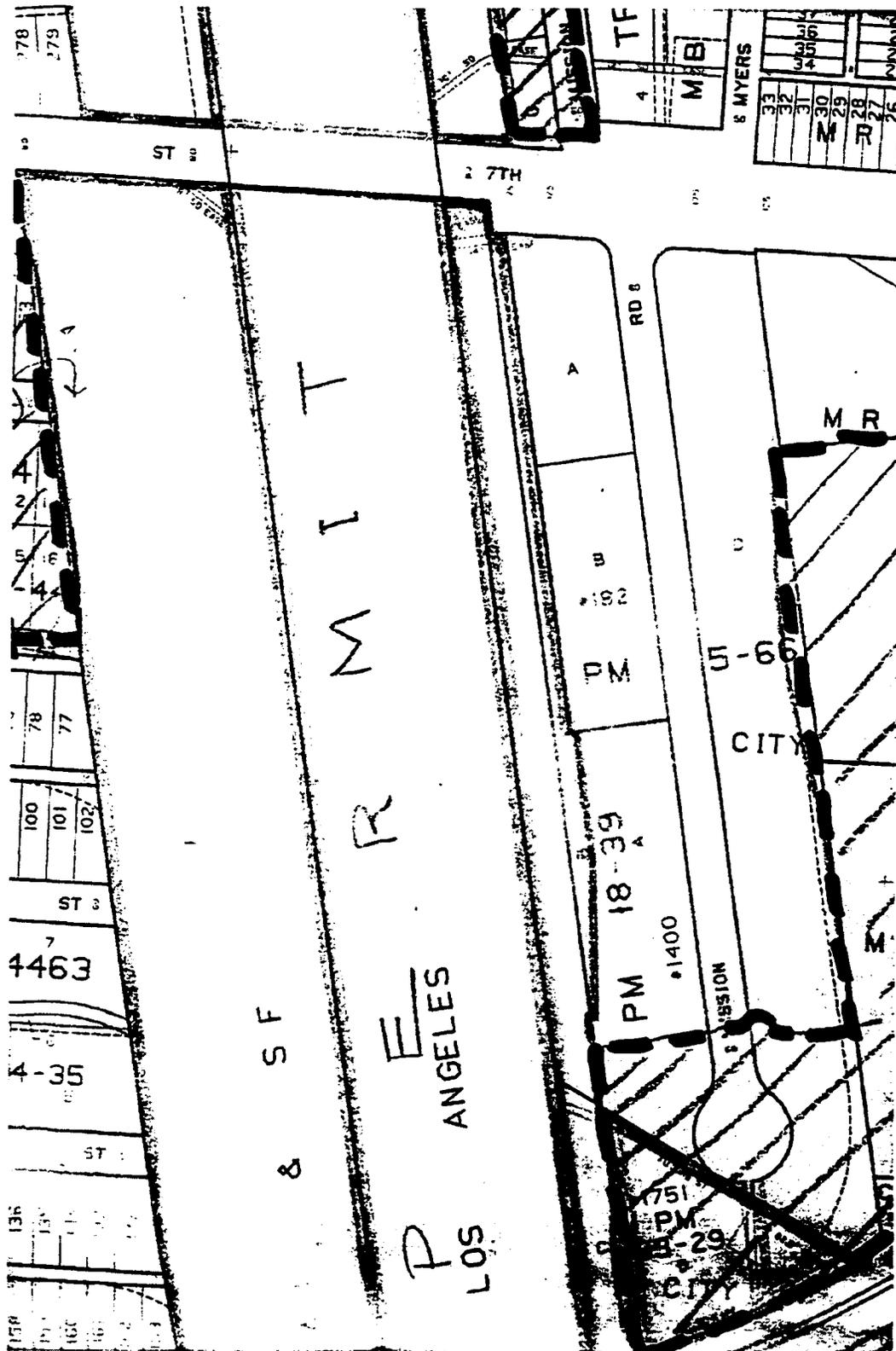
- In response to the priorities expressed by participants at the public workshops, the Advisory Committee evaluated potential short-term demonstration projects and based on specific criteria, selected four projects which would accomplish the first step towards Master Plan implementation. A report outlining potential demonstration projects was released for public review.
- In **April 1994**, a fifth newsletter was published discussing the public workshops' results and listed four potential demonstration projects.
- Beginning in **July** and ending in **September of 1994**, the Planning Team met with 22 individual cities and nearly all City of Los Angeles Council Districts that are adjacent to the River. The purpose of these meetings was to present the Master Plan work completed to date and to solicit specific project and program information and ideas on a community by community level and determine if local needs could be addressed through the Master Plan.
- In **November 1994**, a sixth newsletter was published listing information gathered from meeting with staff from all the impacted Cities along the River. Also, an update on the draft Master Plan report was provided.
- In **February 1995**, the Planning Team completed the Phase C report, Master Plan Formulation, which consisted of soliciting public participation and input and a discussion of various funding sources for Master Plan implementation. Also in February, the Implementation Subcommittee was formed to begin working on a framework for the Master Plan's Implementation Phase.
- In **April 1995**, the draft Mapping component for the Los Angeles River Master Plan was transmitted to the Advisory Committee and affected agencies for review and comment. The report contained maps that identified existing facilities and recommended improvements for the entire 51-mile river corridor and Tujunga Wash. Conceptual images of recommended projects were also incorporated.
- In **May 1995**, a draft of the Regional Context section of the Master Plan was completed and circulated to Advisory Committee members for review and comment.
- In **July 1995**, the Implementation Subcommittee met to discuss the environmental documentation for the Master Plan, the Advisory Committee's release of the Master Plan and possible ways of incorporating the Master Plan into city general plans.
- In **September 1995**, the draft Los Angeles River Master Plan was distributed to the Advisory Committee for review and comment.
- In **December 1995**, Sapphos Environmental was hired to complete an environmental document for the project.
- In **January 1996**, Implementation Team begins process of forming community assistance contacts, support/approval from cities, and focused funding effort.
- In **March 1996**, release of Final Master Plan - cities to adopt.
- In **June 1996**, adoption by Board of Supervisors.

APPENDIX G: LOS ANGELES RIVER SOURCE MAPS

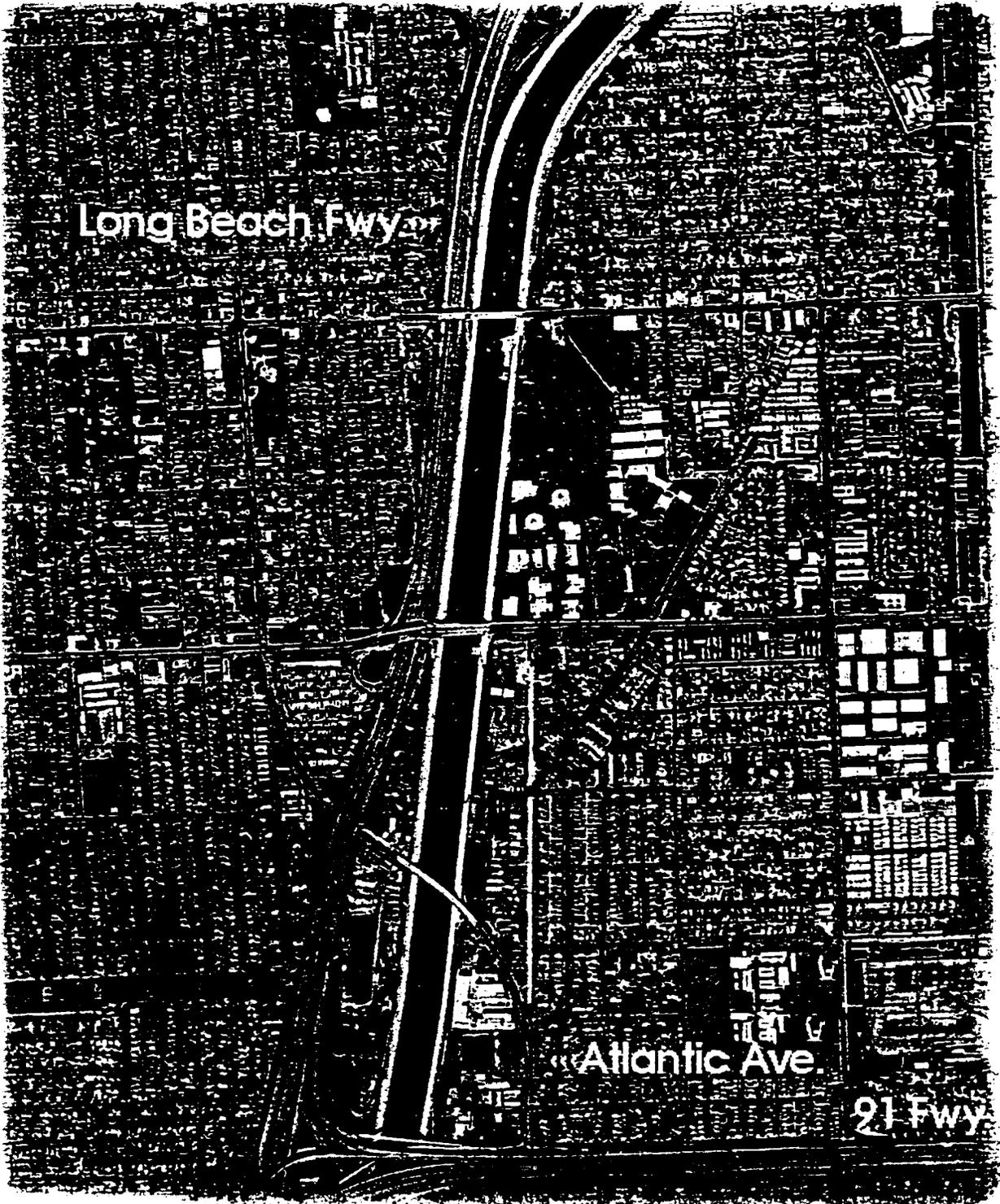
Several kinds of maps were used in preparing the Los Angeles River Master Plan. These are described below with information to access and use for future planning and implementation. Examples of various maps type follows the table.

LOS ANGELES RIVER SOURCE MAPS				
MAP TYPE OR TITLE	TYPE OF INFORMATION	FORMAT	COMPILED AND MAINTAINED BY	AVAILABILITY
A. Community Resources	Community based resources within approximately one mile of the Los Angeles River: recreation facilities, transportation lines and stations, schools, and some cultural and historic sites.	Acetate overlays, hand drawn in color on oversized GIS base map of streets and freeways. Two parts, each approximately three feet high by eight feet wide. Scale: 1:28,800	Compiled by the Los Angeles River Master Plan Planning Team in 1993. No plan for update.	On file at L.A. County Dept. of Public Works (LACDPW) - Planning Division. May be used in the office by appointment with L.A. River pro-
B. Utility Right-of-Way	Easement holders of the Los Angeles River. Private and public property lines and easements.	Color markups on blue line prints of assessor's maps.	Easement holders along the river were mapped for the Master Plan process by LACDPW on LA County Assessor's maps. Updated annually.	On file at LACDPW - Planning Division. May be used in the office by appointment with L.A. River project manager.
C. County Land Use	Color-coded land uses (47 total) within one mile of the Los Angeles River.	GIS print out with land uses shown only in study area (one mile on each side of the River) Scale: 1:24,000	Printed for the Master Plan project by L.A. County Dept. of Regional Planning. No plans for updates.	On file at LACDPW - Planning Division. May be used in the office by appointment with L.A. River project manager.
D. City General Plan and Land Use	Land use and zoning within each city's boundaries.	More accessible copies are reproduced in published General Plans. Formats can range from 8 1/2" X 11" to large fold-out maps.	Compiled and maintained by each city. Updates vary.	Copies on file in city administrative office and in public libraries.
E. USGS Topographic Maps	Depict a wide range of physiographic (natural) and cultural (built) characteristics of the landscape.	7.5 minute quadrangle. Scale: 1:24,000	U.S. Geological Survey. Updates vary. Recent photo survey updates printed in purple ink.	Available for purchase from USGS, sporting goods stores, and map dealers.
F. Aerial Photographs	Photographs of the landscape shot perpendicular to the ground plane.	Color photographs in varying sizes with overlap for stereo viewing. Flown January 1992.	U.S. Army Corps of Engineers and L.A. County Depts. of Public Works and Regional Planning through contracts with private aerial survey firms.	On file in respective offices. May be used in the office by appointment with L.A. River project manager. Negatives owned by private aerial survey firms. Sets of photographs may be purchased from them.

B. UTILITY RIGHT-OF-WAY



F. AERIAL PHOTOGRAPHS



APPENDIX H: REFERENCES

1. A Plan for City North, Los Angeles Planning Department and the Urban Design Advisory Coalition.
2. Additional reference, City of Los Angeles Historic Cities
3. Aerial Photos of Los Angeles County - January 1992
4. An Illustrated History of Mexican Los Angeles, Antonio Rios-Bustamante/Pedro Castillo, Chicano Studies Research Center Publications/ Monograph No. 12, University of California, Los Angeles.
5. Analysis of Economic Impacts of the Northern Central Rail Trail, Maryland, Maryland Greenways Committee, June 1994.
6. Assessor's Maps, Los Angeles County Public Works
7. Burbank Map Info. 1993
8. Cal Trans Map Info. 1993
9. City of Cudahy General Plan.
10. City of Paramount Redevelopment Plan.
11. City of Burbank Redevelopment Plan.
12. Commuter Transportation Services Inc. - Commuter Computer.
13. DPR - Whittier Narrows Flood Control Basin, Los Angeles District, Corps of Engineers 1945.
14. Dr. Frank Weirich - Geomorphologist specializing in Hydrology and Sedimentology; Research Engineer, Iowa Institute of Geography, Professor of Civil and Environmental Engineering, Professor of Geography, University of Iowa.
15. East Tujunga Wash - Los Angeles River Bikeway Greenway Project, Larry E. Smith, Universal City/North Hollywood Chamber of Commerce.
16. Ecological Corridors in Urban Southern California, John Lyle, Landscape Architecture Department Cal Poly Pomona and Ronald D. Quinn, Department of Biological Sciences, Cal Poly Pomona.
17. The Effect of Greenways on Property Values and Public Safety, The Conservation Fund and Colorado State Parks, State Trails Program, March 1995.
18. Environmental Assessment of Sepulveda, 1987, Army Corps of Engineers.
19. Estimating the Benefits of the Urban Stream Restoration Program, Carol Streiner and John Loomis, Department of Agricultural and Resource Economics, Colorado State University, September 1995.
20. Final Report for Freshwater Reservoir, Phase I, Preliminary Feasibility, Montgomery Watson for L.A. County Department of Public Works and Water Replenishment District of Southern California, August 1995.

21. Final Report Review of Water Resources within the Los Angeles County Drainage Area, Los Angeles District, Corps of Engineers, 1985.
22. Flood Control in the Los Angeles County Drainage Area, Los Angeles District, Corps of Engineers, 1939.
23. Flood Control in Metropolitan Los Angeles, Richard Bigger, University of California Press, 1959
24. Flood Control Channel Transportation Study, IWA Engineers for LACTC.
25. Hansen Dam Sediment Modeling Study, Los Angeles District, Corps of Engineers, 1983.
26. Hansen Dam Preliminary Formulation Report, Los Angeles District, 1984.
27. Hansen Dam Environmental Assessment, 1984, Army Corps of Engineers.
28. Historic - cultural Monuigualis Heritage Commission
29. Hydrology in the Los Angeles County Drainage Area, Los Angeles District, Corps of Engineers, 1939.
30. Hydrology, San Gabriel River and the Rio Hondo above Whittier Narrow Flood Control Basin, Los Angeles District, Corps of Engineers, 1944.
31. Interim Report on Hydrology and Hydraulic Review of Design Features of Existing Dams for LACDA Dams, Los Angeles District, Corps of Engineers, 1978.
32. Juan Bautista De Anza National Trail Study: Draft Feasibility Study and Environmental Assessment, National Park Service.
33. Los Angeles County Drainage Area Recreation Review, Peridan Group.
34. Los Angeles County Transportation Commission, Map Info. Greenways Plan
35. Los Angeles County Assessor.
36. Los Angeles River Bikeway, City of Los Angeles.
37. Los Angeles County Drainage Area Recreational Planned, Peridian Group, St '88, Booklet and City-Wide Map, Cultural, July 1990.
38. Los Angeles County Department of Regional Planning GIS data base.
39. Los Angeles River at Taylor Yard, Robert Bein, William Frost & Associates for the Los Angeles County Department of Public Works and Friends of the Los Angeles River, 1994.
40. Los Angeles County Department of Regional Planning General Plan.
41. Los Angeles County Transportation Commission.
42. Los Angeles - Biography of a City, John and Caree Caughey, University of California Press.

- 
43. Los Angeles County Museum of Natural History, Map Info. 1993
 44. Los Angeles Times
 45. Master Plan for the lower Arroyo Seco/City of Pasadena, Cal Poly Pomona Department of Landscape Architecture.
 46. Mountains Conservancy Foundation.
 47. National Register of Historic Places 1966 to 1994, National Park Service.
 48. Operations and Maintenance Manual, Los Angeles County Drainage Area, Los Angeles, Corps of Engineers, 1975.
 49. Original SEA Status for Tujunga and Rio Hondo Spreading Grounds.
 50. Plan of Study, Review Report for Flood Control and Allied Purposes, Los Angeles County Drainage Area, Los Angeles District, Corps of Engineers, 1976.
 51. Plan of Bikeways, Department of Regional Planning, County of Los Angeles.
 52. Property Use Plan, Los Angeles River, Los Angeles County Flood Control District.
 53. Property Use Plan, Tujunga Wash, Los Angeles County Flood Control District.
 54. Proposed Los Angeles River Greenbelt Corridor Feasibility Study, City of Los Angeles Planning Department Recreation and Parks Department.
 55. "Re-Defining the Role of the Los Angeles River in the Urban Landscape of Southern California." Masters thesis of Dilara El-Assaad, Graduate School of Landscape Architecture, University of Southern California, 1988.
 56. Report on Flood of February and March 1978 in Southern California, Los Angeles District, Corps of Engineers, 1978.
 57. Reports of the Board of Engineers. Flood Control to the Board of Supervisors, Los Angeles County, California, Los Angeles County, 1915.
 58. Review Report and Environmental Assessment with Technical Appendices for the Los Angeles River Flood Prevention Program, United States Department of Agriculture, Forest Service, Angeles National Forest, 1980.
 59. Review Report for the Los Angeles River Flood Prevention Program, United States Department of Agriculture, Forest Service, Angeles National Forest, 1982.
 60. Southern California Regional Rail Authority.
 61. State of California Department of Transportation.
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63. Survey of Existing Recreational Facilities Along the Los Angeles River, United States Army Corps of Engineers, 1988.
64. Taylor Yard Study, American Institute of Architects, Los Angeles Chapter Urban Design Committee, September 1992.
65. Final Draft Report Taylor Yard Development Study, HNTB, Economics Research Associates and Barrio Planners, Inc. for Los Angeles County Metropolitan Transportation Authority, November 1993.
66. The Boyle Heights LA/DAPT, Los Angeles Planning Department and the Urban Design Advisory Coalition.
67. The Los Angeles Metropolis, Howard J. Nelson, University of California, Los Angeles.
68. The Los Angeles River: Regional Setting, Hydrology and Case Study Proposals, Kemsley, Koeing and Sommer.
69. The Los Angeles River Park and Recreation Study, State Coastal Conservancy, December 1993.
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71. The Bradley Locks, Paul R. Atwood.
72. Thomas Guide, 1993 Edition
73. Tillman Water Reclamation Plant, June 1991, City of Los Angeles.
74. United States Geological Survey.
75. Water Quality Monitoring Activities - Staff Report, LARWQBCB California Regional Water Quality Control Board.
76. Economic Impacts of Protecting Rivers, Trails and Greenway Corridors, RTCA, National Park Service, 1991.
77. Maryland Greenways...A Naturally Better Idea, Report by Maryland Greenways Commission, 1990.
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80. Healing America's Cities, Trust for Public Land.
81. Protecting the Land Where We Live, Trust for Public Land.
82. Green Cities Initiative, Needs and Opportunities to Enhance, Protect, and Preserve Open Space in Americas Cities, Trust for Public Land.
83. Greensense. Financing Parks and Conservation, A quarterly periodical - The Trust for Public Land.

VII. ENVIRONMENTAL STATEMENT

Based upon the recommendation from the Implementation Subcommittee, a Programmatic Negative Declaration (ND)/Environmental Assessment (EA) for the Los Angeles River Master Plan was prepared to satisfy requirements of both the California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA). It is included in this Final Master Plan document.

The environmental document analyzed the environmental impacts of the Master Plan and can be considered during implementation of individual projects and General Plan revisions by various entities.

As projects become more defined in the future, this document may also be used as the basis for any required supplemental or addendums.

**PROPOSED PROJECT:
LOS ANGELES RIVER MASTER PLAN**

**DRAFT PROGRAMMATIC
NEGATIVE DECLARATION
ENVIRONMENTAL ASSESSMENT**

APPLICANT:

Los Angeles River Master Plan Advisory Committee

LOCATION:

Los Angeles River and Tujunga Wash Tributary
Los Angeles County, California

PREPARED FOR:

*STATE LEAD AGENCY PURSUANT TO CALIFORNIA
ENVIRONMENTAL QUALITY ACT*
LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS

Planning Division

900 South Fremont Avenue
Alhambra, California 91802

AND

*FEDERAL LEAD AGENCY PURSUANT TO NATIONAL
ENVIRONMENTAL POLICY ACT*

U.S. ARMY CORPS OF ENGINEERS

Los Angeles District

Environmental Resources Branch

300 North Los Angeles Street
Los Angeles, California 90012

PREPARED BY:

SAPPHOS ENVIRONMENTAL

50 S. DeLacey, Suite 210
Pasadena, California 91105

REVIEW PERIOD:

February 9, 1996 to March 11, 1996

COORDINATED BY:

Chris Stone
Manuel L. Quezada
Los Angeles County
Department of Public Works
(818) 458-4309
(818) 458-4318

Ron Lockmann
U.S. Army Corps of Engineers
Los Angeles District
(213) 894-5413

February, 1996

EXECUTIVE SUMMARY

The Los Angeles River is the primary flood conveyance system for transporting storm flows from a 1,459 square mile watershed to the Pacific Ocean. The watershed is characterized by a ring of precipitous mountains (Santa Susanna Mountains, Santa Monica Mountains, and San Gabriel Mountains) and low lying foothills (Beverly Hills, Baldwin Hills, Elysian Hills, Repetto Hills, San Jose Hills, Puente Hills, Signal Hill, and the Coyote Hills) surrounding an alluvium filled basin which transitions into a broad coastal plain as it approaches the ocean. The Los Angeles River traverses a distance of fifty-one miles from its origin in Calabasas Creek and Bell Creek in the western San Fernando Valley to its outlet in the Pacific Ocean in Long Beach. Tujunga Wash which originates in the San Gabriel Mountains is a major tributary to the Los Angeles River and includes nine additional miles between Hansen Dam and its confluence with the Los Angeles River. Most of the Los Angeles River and all of Tujunga Wash below Hansen Dam is improved, with portions in the Lower Los Angeles River contained by levees.

The volume of water conveyed by the Los Angeles River and its tributaries varies dramatically depending on the time of the year and pattern and magnitude of storm events. The low-flow channel of the Los Angeles River normally carries small volumes of water during summer months from urban sources including Tillman and Glendale Water Reclamation Plants and storm drains. The Los Angeles River can be characterized as conveying large volume, high velocity flood flows during major rainstorms.

The relatively flat areas of the coastal plain of the Los Angeles basin have been largely "built out." The City of Los Angeles has relatively less area of dedicated open space (approximately four percent) when compared to other major metropolitan centers such as Boston (nine percent) and New York City (seventeen percent) (Los Angeles County Department of Public Works 1995a). Decreasing open space resources in the mid-1980s led to renewed interest by the citizens of Los Angeles County in exploring enhancement opportunities for the Los Angeles River to support compatible multi-uses.

The Los Angeles River Master Plan identifies numerous opportunities for enhancing the River's environment and developing public recreation sites. In 1991, the Los Angeles County Board of Supervisors approved a motion and directed preparation of a study to identify opportunities for enhancements to support potential compatible and multiple uses within the Los Angeles River and Tujunga Wash. The Board of Supervisors directed the Los Angeles County Department of Public Works to prepare the analysis with assistance from County Departments of Parks and Recreation and Regional Planning. In addition, the National Park Service's Rivers, Trails, and Conservation Assistance Program was invited to provide technical assistance in the preparation of the Master Plan. These parties are collectively referred to as the Planning Team. The Los Angeles River Master Plan Advisory Committee, consisting of interested agencies, cities and community groups, was established in 1992 to assist in the development of a Master Plan. The Los Angeles County Department of Public Works, various local jurisdictions and community groups would share in the responsibility for funding and implementing individual projects.

The Planning Team defined a seven phase process for developing and implementing the Master Plan. The following table describes the tasks involved in each phase:

PHASE					
STATUS					
A. Outreach					
	Outreach to all Federal, State, and Local Agencies, as well as, private organizations and individuals that have jurisdiction over or interest in the study area resulted in the formation of the Los Angeles River Master Plan Advisory Committee which has been meeting since 1992. Three distinct tasks were accomplished as a result of public outreach: public workshops were used to gauge the level of support for various project ideas; development of demonstration project proposals consistent with Master Plan goals; and coordination with local jurisdiction regarding the purpose and need of individual project elements. Previously proposed reports for the Los Angeles River were collected and analyzed.				
B. Master Plan Analysis					
	The Los Angeles River Master Plan Advisory Committee described existing resources, current uses, key issues, goals, and objectives in a series of Progress Reports. This information is supplemented and summarized in Sections 1, 3, 4, and 5 of the Environmental Assessment/Negative Declaration. Potential public and private services were explored during this phase.				
C. Master Plan Formulation					
	Identification of projects and programs to enhance river right-of-way and adjacent uses consistent with public input received in Phases A and B. See Section 2.				
D. Implementation Strategy					
	Identification of projects that reflect the goals and objectives of local jurisdictions, private organizations, and individuals. It will be the responsibility of local project proponents to define time lines for development and implementation of individual projects.				
E. Environmental Review					
	<table border="0"> <tr> <td>National Environmental Policy Act:</td> <td>Environmental Assessment</td> </tr> <tr> <td>California Environmental Quality Act:</td> <td>Negative Declaration</td> </tr> </table>	National Environmental Policy Act:	Environmental Assessment	California Environmental Quality Act:	Negative Declaration
National Environmental Policy Act:	Environmental Assessment				
California Environmental Quality Act:	Negative Declaration				
F. Master Plan Adoption					
	Decision on the proposed Master Plan by the Board of Supervisors and other implementing jurisdictions. See Section 1.				
G. Master Plan Implementation					
	The Master Plan identifies four categories of projects: existing, planned, proposed, and independent projects identified in other planning efforts. The four categories of projects are illustrated on the project maps in Section 2. Implementation of individual projects is contingent on sponsorship and availability of funding. Some projects may be eligible for funding pursuant to <i>Los Angeles County Proposition A: Safe Neighborhood Parks, Gang Prevention, Tree Planting, Senior and Youth Recreation, Beaches and Wildlife Protection</i> approved by the Voters of Los Angeles County in November 1992.				

The study area addressed in the *Los Angeles River Master Plan* consists of approximately 51 linear miles of the Los Angeles River from its headworks at Calabasas and Bell Creeks to the Pacific Ocean and 9 linear miles of Tujunga Wash from Hansen Dam to its confluence with the Los Angeles River. For the purposes of project planning and environmental analysis, the study area has been organized into six study reaches. Locations within approximately one-half mile of either side of the river's center line were evaluated in the process of project planning, mapping and the supporting environmental evaluation. Existing flood control facilities lie within the jurisdictions of the U.S. Army Corps of Engineers (Corps) and the Los Angeles County Department of Public Works. The Corps is responsible for operation and maintenance of the River within the Sepulveda Basin located in the City of Los Angeles and the portion located just downstream of Lankershim Boulevard to Southern Avenue in the City of South Gate. The Los Angeles County Department of Public Works is responsible for operation and maintenance of the Los Angeles River and Tujunga Wash in the remainder of the study area. The Department is the permitting authority for both facilities. Areas adjacent to these facilities that were addressed in the *Los Angeles River Master Plan* lie within the jurisdiction of thirteen cities, including the Cities of Bell, Bell Gardens, Burbank, Compton, Cudahy, Glendale, Long Beach, Los Angeles, Lynwood, Maywood, Paramount, South Gate, and Vernon and incorporated County territory. The *Los Angeles River Master Plan* considers five primary project issues identified in the public outreach program: environmental enhancement; aesthetic improvement; economic development; recreation, and flood management and water conservation. In all instances, proposed projects must be consistent with the primary purpose of flood control for the Los Angeles River and Tujunga Wash.

As a result of the environmental analysis contained in this Environmental Assessment and Negative Declaration it has been determined that the *Los Angeles River Master Plan* will not result in significant impacts that cannot be mitigated below the level of significance as defined by the National Environmental Policy Act, the California Environmental Quality Act, or other applicable statutes or regulations. Significant construction related impacts on air quality will be avoided by requiring the construction contractor(s) to comply with recommendations of the South Coast Air Quality Management District (SCAQMD). It is assumed that the proposed park improvements will be designed to avoid significant increases to peak period traffic. Phase I Site Assessment work must be completed prior to ground disturbing activities. All ground-disturbing projects must comply with the recommendations of Phase I Site Assessments. This Negative Declaration and Environmental Assessment identifies areas that require additional evaluation of cultural resources prior to the initiation of ground-disturbing activities. It is assumed that all tree planting and park improvements projects will be designed to avoid impacts on cultural resources.

The site-specific projects recommended by the proposed *Los Angeles River Master Plan* provide public benefits related to land use and planning, biological resources, aesthetics, and recreation. The proposed *Los Angeles River Master Plan* achieves planning guidelines established in the *Federal Water Project Recreation Act* by: identifying opportunities for outdoor recreation and habitat enhancement that could be developed in association with the Los Angeles River, a federal flood protection project; integration of proposed improvements with other federal, state and local projects; and encouragement of non-federal cooperation in the administration of the proposed projects. The *Los Angeles River Master Plan* is consistent with SCAG's *Regional Comprehensive Plan* goal of emphasizing and enhancing existing open-space resources also providing opportunities for outdoor recreation. The proposed *Los Angeles River Master Plan* is consistent with land use designations contained in the

County of Los Angeles *General Plan* (County of Los Angeles Department of Regional Planning, 1993 and 1980) and the thirteen local jurisdictions through which it passes.

The proposed *Los Angeles Master Plan* provides three distinct benefits for biological resources: (1) planting of a nearly continuous greenway adjacent to the 51-mile reach of the Los Angeles River and the 9-mile reach of Tujunga Wash; (2) habitat restoration and enhancement, particularly in association with the proposed Dominguez Gap Demonstration Project; and (3) protection of existing areas that provide suitable habitat for native species.

The proposed *Los Angeles River Master Plan* includes four types of aesthetic enhancement projects to remediate existing visually degraded sections of the Los Angeles River: (1) Mapping and Signage System; (2) Tree Plantings and Aesthetic Enhancement Programs; (3) River Art; and (4) Graffiti Abatement Programs.

Site-specific recommendations for recreation improvements contained in the proposed *Los Angeles River Master Plan* provide numerous opportunities to expand the accessibility and quality of outdoor recreation facilities to meet the diversified needs of County residents. Specifically, the proposed plan includes: regional trail system improvements providing a regional bike trail connections with other existing public facilities near the Los Angeles River and Tujunga Wash; the development of interpretive sites that use the River as an outdoor classroom; Vista Points at Bridges to enhance existing pedestrian crossings of the River; development of parks to serve neighborhoods and communities adjacent to the River; and Demonstration Projects that provide aesthetic, educational and recreational enhancements.

SECTION 1.0

PROJECT INFORMATION

This Environmental Assessment/Negative Declaration has been prepared at a programmatic level of detail to satisfy the requirements of the National Environmental Policy Act and the California Environmental Quality Act. The programmatic Environmental Assessment/Negative Declaration enables the Los Angeles County Department of Public Works and the U.S. Army Corps of Engineers to characterize the overall characteristics and environmental effects of the *Los Angeles River Master Plan* for consideration in the decision-making process. Upon consideration of implementing individual Master Plan Projects, the local lead agency must evaluate the environmental impacts of the proposed activity to determine if their effects were fully analyzed in the programmatic Environmental Assessment/Negative Declaration. If the activity has no effects beyond those analyzed in this Environmental Assessment/ Negative Declaration, the lead agency may conclude that no additional environmental documentation is required. Should the assumptions of the Environmental Assessment/Negative Declaration contained herein be violated, the preparation of appropriate documentation would be required.

1.1 PROJECT PROPONENT

Los Angeles River Master Plan Advisory Committee

1.2 PROPONENT'S ADDRESS

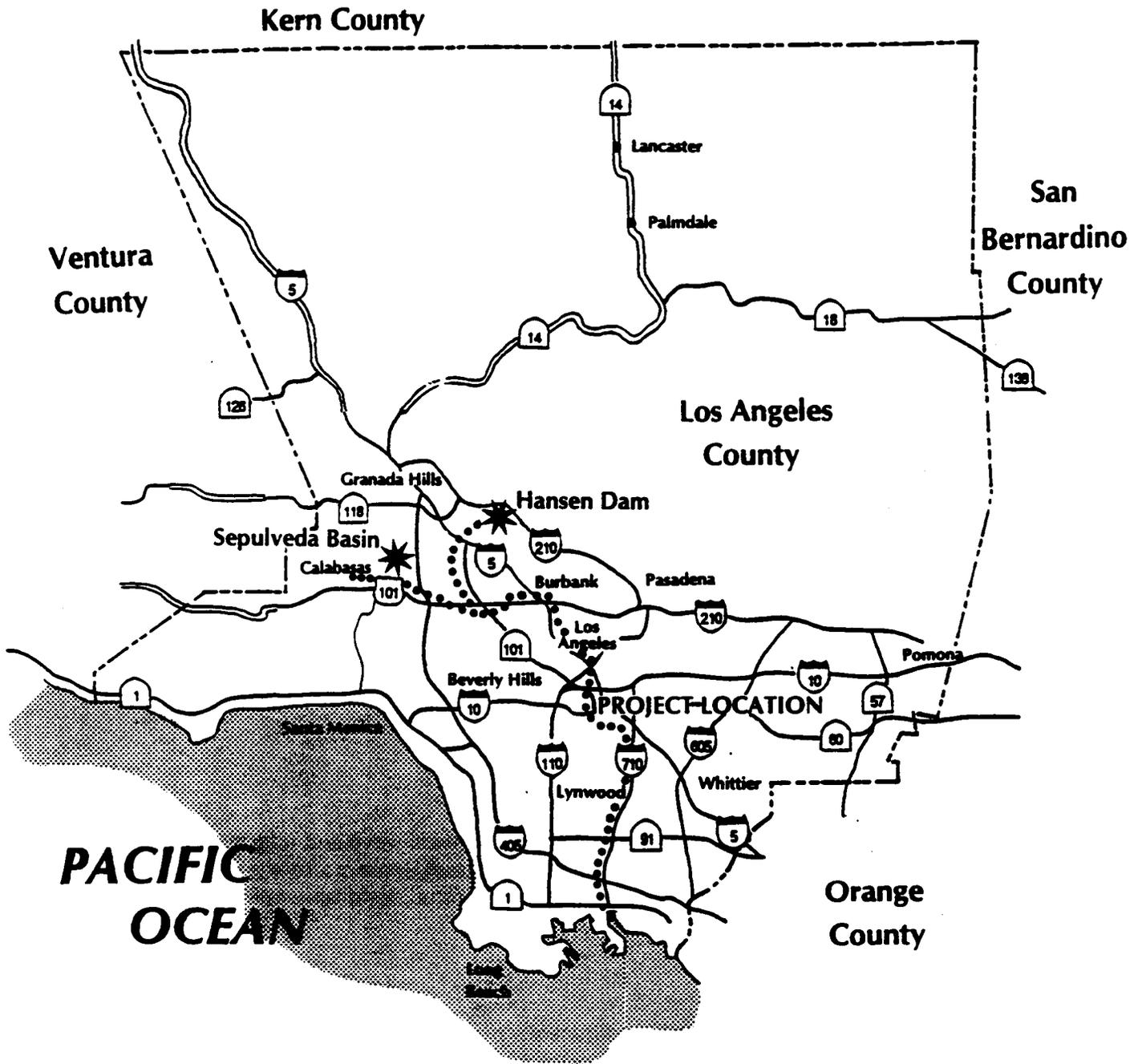
Los Angeles County Department of Public Works
900 South Fremont Avenue
Alhambra, CA 91803-1331

1.3 PROJECT TYPE

The proposed Los Angeles Master Plan (Master Plan) will serve as a long-term guide for the coordinated use, enhancement, development, and management of all the resources within the Los Angeles River (River) and Tujunga Wash including adjacent lands within a one half mile radius of the center line of the River.

1.4 PROJECT LOCATION

The Master Plan focuses on the approximately 51 mile long Los Angeles River, 9 miles of the Tujunga Wash from Hansen Dam to the Los Angeles River, as well as the adjacent lands of these two water resources in Los Angeles County, California (see Figure 1.4-1, *Vicinity Map*). The River stretches from its origin at the confluence of Bell and Calabasas Creeks at Owensmouth Avenue in San Fernando Valley to its outlet at the Pacific Ocean in the City of Long Beach. Locations within approximately one-half mile of either side of the center line of the river were evaluated in the process of project planning, mapping and the supporting



..... Los Angeles River/Tujunga Wash



Map Not to Scale



**FIGURE 1.4-1
VICINITY MAP**

LOS ANGELES RIVER MASTER PLAN
Negative Declaration/Environmental Assessment

REVISED
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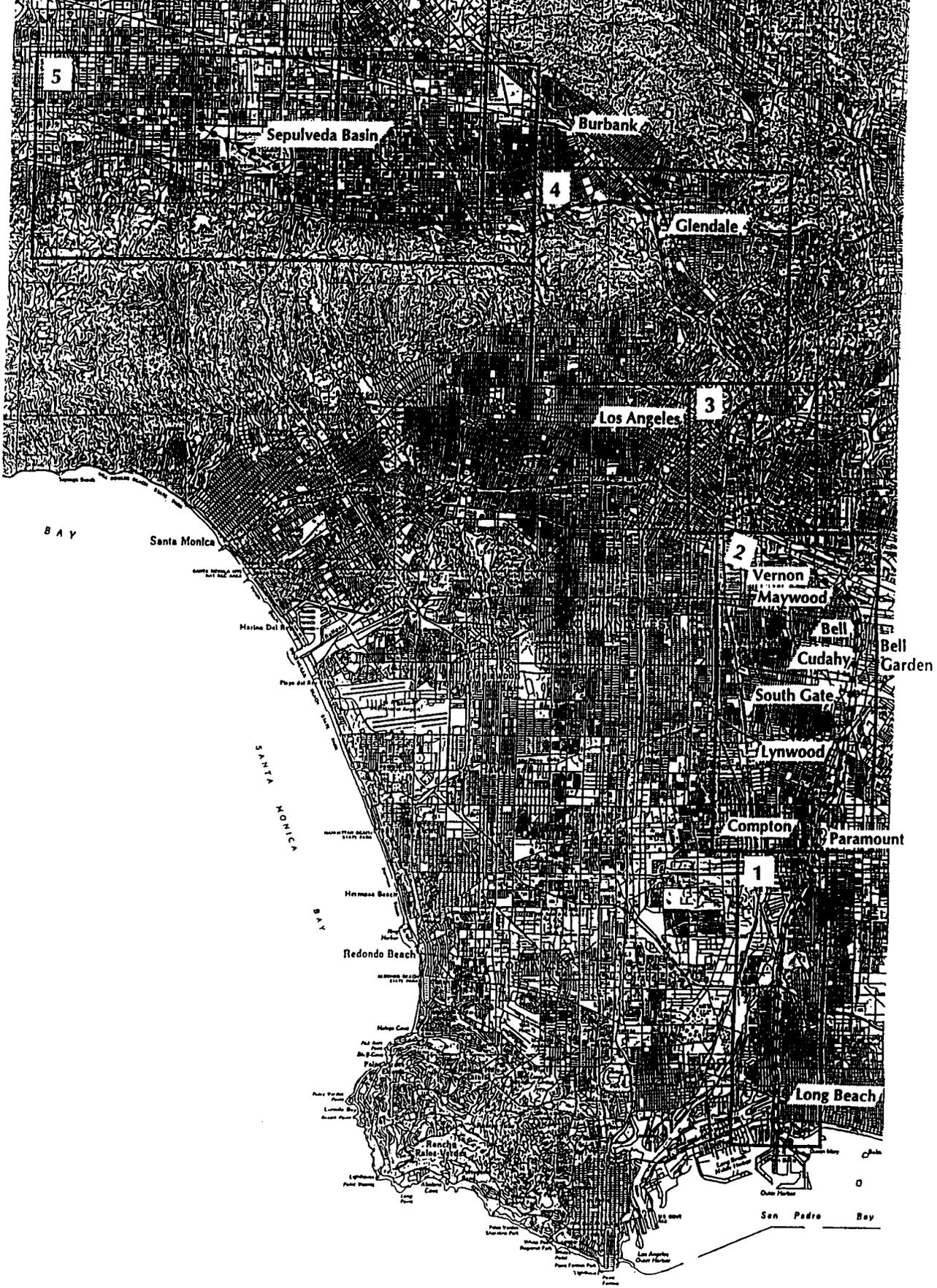
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LEGEND

 N

 Project Location

 Project Reach

Scale: 1 Inch = 16,500 Feet

FIGURE 4-2
PROJECT REACHES

southern boundary is the confluence of Tujunga Wash with the Los Angeles River. This stretch of Tujunga Wash runs for approximately nine miles.

1.5 DESCRIPTION

In response to a renewed interest in the Los Angeles River as a valuable multi-use resource, an Advisory Committee, consisting of affected agencies, cities and community groups was formed in September 1992 to assist in formulating and developing the Master Plan. A complete listing of Los Angeles River Advisory Committee Members is included in the Acknowledgments section of the *Los Angeles River Master Plan*. In July 1991, the County of Los Angeles Board of Supervisors directed the Departments of Public Works, Parks and Recreation, and Regional Planning to undertake this planning effort of preparing a Master Plan for the Los Angeles River. The proposed actions identified in this Master Plan are a result of coordinated efforts from these Departments, the Advisory Committee, and all interested public and private parties, in the planning, financing, and implementation efforts.

Specific goals of the *Los Angeles River Master Plan* were developed and approved by the Advisory Committee:

- Ensure flood control and public safety needs are met;
- Improve the appearance of the River and pride of local communities in it;
- Promote the River as an economic asset to surrounding communities;
- Preserve, enhance and restore environmental resources in and along the River;
- Consider storm water management alternatives;
- Ensure public involvement and coordinate Master Plan development and implementation among jurisdictions;
- Provide a safe environment and a variety of recreational opportunities along the River, and;
- Ensure safe access to, and compatibility between, the River and other activity centers.

The proposed *Los Angeles River Master Plan* provides recommendations for the development of six categories of project improvements. Specific project recommendations are provided to achieve the overall goals and objectives of the Master Plan and the specific goals and objectives for the six categories of project improvements. The specific project recommendations under consideration are described in detail in the proposed Los Angeles River Master Plan and in Section 2 of this document. A list of specific project recommendation identified for the six categories of the project improvements follows:

Aesthetic Improvements

- Mapping and signage system
- Tree plantings and aesthetic enhancement programs
- River art
- Graffiti abatement programs

Economic Development

- Enhancement of river frontage property
- Major gateways
- Minor gateways
- Concessionaire programs

Environmental Enhancements

- Tree planting
- Habitat restoration
- Habitat protection
- Water quality and environmental education

Flood Management and Water Conservation

- Allow for additional storm water detention/retention (public/private facilities)
- Additional recreational facilities
- Create wildlife and native riparian habitats

Jurisdiction and Public Involvement

Issues related to coordination of local jurisdictions to develop the proposed *Los Angeles River Master Plan* through public input solicited in a series of community workshops was accomplished during phase A, B, and C between 1992 and 1995. Similarly, the County of Los Angeles Department of Public Works and Planning Team accomplished elements during the early planning phases of the project: designation of a project manager; formation of an interagency implementation plan; establishment of a Citizens' Advisory Committee; and continuance of the Los Angeles River Advisory Committee.

Recreation

- Regional Trail System Improvements
- Interpretative Sites
- Vista Points at Bridges
- Development of recreation facilities in areas adjacent to public rights-of-way

The primary purpose of the Los Angeles River is for providing a safe level of flood control protection to the area. The proposed recreational and river enhancements that are under consideration in the *Los Angeles River Master Plan* would be designed in accordance with Corps and County flood control standards. All designs would comply with requirements to provide access pursuant to the *Americans with Disabilities Act*.

1.6 BEGINNING/COMPLETION DATES

In July, 1991, the Los Angeles County Board of Supervisors directed the Departments of Public Works to begin the Master Plan analysis to identify enhancement opportunities. In September 1995, the *Draft Los Angeles River Master Plan Report* was distributed to the Advisory Committee for review and comment. Approval of the *Final Los Angeles River Master Plan* by the Board of Supervisors is scheduled for consideration in June 1996. Implementation of the proposed Master Plan by the Department of Public Works in coordination with other Federal,

State, County, and local agencies and community group, is long-term and thus will be dependent on available funding requirements and phasing recommended in the adopted Master Plan.

1.7 PURPOSE AND NEED

The purpose of the *Los Angeles River Master Plan* is to provide a plan for the optimization and enhancement of the Los Angeles River and Tujunga Wash as multi-use resources, without compromising the primary purpose of providing flood control protection to the area. Besides placing emphasis on the need for the proposed activities and their consistency with the overall objectives related to flood protection, the proposed action will also support the particular needs of recreational and environmental enhancement for residents within the service area, aesthetic improvements, enrichment of the quality of life for nearby residents, and regional economic development.

There is a need for public open-space to improve the quality of life in the urban setting of the Los Angeles River Basin (Basin). Development and the flood protection that brought about the channelization of the River resulted in the Basin being "built out". The City of Los Angeles has the least amount of land, only 4 percent, devoted to public open-space and recreational facilities. The desire for such facilities was recorded in a Rebuild L.A. sponsored survey, which documented over 77 percent of the residents in this area seeing parks, recreation, and adult sports programs as "absolutely critical" or "important" needs in their communities. (Los Angeles County Departments Public Works, Parks and Recreation, and Regional Planning 1995.) Implementation of this proposed Master Plan, will encourage opportunities for developing the Los Angeles River and Tujunga Wash, and adjacent land as multi-use, public open-space areas.

1.8 OTHER ACTIONS FOR WHICH THE ENVIRONMENTAL ASSESSMENT/NEGATIVE DECLARATION WILL BE USED

The environmental assessment has been prepared with the expectation that the U.S. Army Corps of Engineers decision is the only federal action required in support of the *Los Angeles River Master Plan*.

The Environmental Assessment/Negative Declaration is being prepared by the Los Angeles County Department of Public Works at a programmatic level in support of their decision-making process related to the *Los Angeles River Master Plan*. The environmental analysis included in this environmental assessment/negative declaration is sufficient to support implementation of many of the environmental enhancement and aesthetic improvement projects under consideration in the *Los Angeles River Master Plan* and as described in Section 2 of this document. Supplemental environmental documentation may be required where local jurisdictions will consider decisions related to implementation of specific projects, particularly economic development projects, recreation improvements, and development of interpretative sites. The local project proponent may tier off of the environmental analysis contained in this environmental assessment/negative declaration and provide supplemental documentation as appropriate to demonstrate consistency with the assumptions made in this document.

Conversely, the local project proponent may provide supplemental analysis and recommended mitigation measures where an assumption or assumptions of this environmental analysis have been violated, but the overall ability to mitigate all impacts below the level of significance can be demonstrated.

The *Los Angeles River Master Plan* has been prepared in conformance with the federal statutes and regulations that guide use of the portions of the Los Angeles River under the control of the U.S. Army Corps of Engineers. Similarly, the *Los Angeles River Master Plan* has been developed in conformance with the Los Angeles County *General Plan*, and adopted plans and policies of the thirteen local jurisdictions. It is anticipated that this Environmental Assessment/Negative Declaration will serve as the basis for local jurisdictions incorporating the *Los Angeles River Master Plan* as a General Plan Amendment and determining that the amendment will not have a significant effect on the physical environment.

1.9 OTHER AVAILABLE ENVIRONMENTAL DOCUMENTATION

The Biota of the Los Angeles River: An Overview of the Historical and Present Plant and Animal Life of the Los Angeles River Drainage (California Department of Fish and Game 1993).

Cultural Resources Overview and Survey for the Los Angeles County Drainage Area Review Study (Cottrell, Van Wormer, and Cooper 1985).

Meeting Minutes of the Los Angeles River Advisory Committee (Los Angeles County Department of Public Works, Parks and Recreation, Regional Planning, National Park Service, and the Los Angeles River Advisory Committee 1995a; 1994b,c,d,f; 1993a,c,d; and 1992a)

Progress Reports to the Los Angeles River Advisory Committee (Los Angeles County Department of Public Works, Parks and Recreation, Regional Planning, and the National Park Service 1995c; 1994e; 1993a,b; and 1992b)

Los Angeles River Master Plan (Los Angeles County Department of Public Works, Regional Planning, and the Los Angeles River Advisory Committee 1995b).

Master Environmental Impact Report: Los Angeles County Drainage Area Project (Los Angeles County Department of Public Works 1994a).

Traffic Volumes (The Los Angeles County Department of Public Works 1994).

Cultural Resource Investigation: Los Angeles County Drainage Area (Romani, Storm 1994).

An Archeological and Paleontological Resource Survey of the Los Angeles River, Rio Hondo River, and the Whittier Narrows Flood Control Basin (Stickel 1976).

Los Angeles County Drainage Area Review: Final Feasibility Report and Environmental Impact Statement and Supporting Technical Studies for Recreation, Geotechnical Investigation, Real Estate and Design (1991a,b, and c).

Planning Aid Letter on the Los Angeles County Drainage Area Water Control Study (U.S. Fish and Wildlife Service 1987).

SECTION 2.0

PROJECT DESCRIPTION

The Los Angeles River is the primary flood conveyance system for conveying storm flows from a 1,459 square-mile watershed area, including the Los Angeles Basin which is home to over 9 million people, and outlets into the Pacific Ocean. As authorized by the Flood Control Act of 1936, the Los Angeles River, Rio Hondo, and San Gabriel River were identified as the primary means of providing flood protection to residents of the Los Angeles Basin. Congress authorized the U.S. Army Corps of Engineers to prepare a comprehensive flood control plan for the Los Angeles County Drainage Area (LACDA) pursuant to the Flood Control Act of 1938. In 1941 Congress directed the U.S. Army Corps of Engineers to construct the major flood control features (Hansen, Sepulveda, Santa Fe, Whittier Narrows, and Lopez Dams, debris basins in tributary canyons, channel improvements, and bridges) that were constructed over a twenty year period to form the backbone of LACDA flood protection system. In 1969, Congress authorized the U.S. Army Corps of Engineers to evaluate the need for improvements to the LACDA system. In 1977, the Los Angeles River/Rio Hondo Channel (LARIO) trail was opened, providing over 20 miles of bike and equestrian trails. In 1992, the U.S. Army Corps of Engineers published the LACDA Feasibility Report and Environmental Impact Statement (EIS) with their recommendations for flood control improvements to the LACDA system. In 1994, the Los Angeles County Department of Public Works published a Master Environmental Impact Report addressing proposed flood control improvements analyzed in the LACDA Feasibility Report and EIS. In 1995, the Los Angeles County Board of Supervisors approved the LACDA flood control project developed by the U.S. Army Corps of Engineers and the Los Angeles County Department of Public Works.

While the primary purpose of the Los Angeles River is to provide flood protection for existing and anticipated land uses in the Los Angeles Basin, decreasing open space resources has led to renewed interest by the Citizens of Los Angeles County in exploring opportunities for the Los Angeles River to support compatible and multiple uses. The City of Los Angeles has relatively less area of dedicated open space (approximately 4%) when compared to other major metropolitan centers such as Boston (9%) and New York City (17%) (Los Angeles County Department of Public Works 1995a).

2.1 STATEMENT OF OBJECTIVES

In 1991, in response to growing public sentiment regarding the desire for aesthetic, economic, environmental, and recreational enhancements in conjunction with the Los Angeles River and the Tujunga Wash tributary, the Los Angeles County Board of Supervisors approved a motion and directed the preparation of an analysis of opportunities to support compatible multi-uses. The Board of Supervisors directed the Los Angeles County Department of Public Works to prepare an analysis with the assistance of the Los Angeles County Departments of Parks and Recreation and Regional Planning. In addition, the National Park Service's River, Trails, and Conservations Assistance Program was invited to provide technical assistance in the preparation of the Master Plan. These parties will be collectively referred to as the Planning Team. The Los Angeles River Master Plan Advisory Committee was established in 1992 to also assist in the development of a Master Plan.

Development of the Master Plan has been undertaken in the context of existing adopted regional and local plans that provide planning guidelines for the region as follow:

- The *Federal Water Project Recreation Act, as amended* encourages: (1) full consideration during the planning of Federal water projects of opportunities afforded by the project for outdoor recreation and fish and wildlife enhancement; (2) planning of proposed recreation development projects should be undertaken in coordination with other existing and planned Federal, state, and local public recreation projects; and (3) encourage non-Federal administration of project lands and water areas (other than National Recreation Areas, National Forests, Wildlife Conservation Areas, etc.) for recreation and fish and wildlife.
- The Open Space and Conservation Element of the *Regional Comprehensive Plan* (SCAG 1995) states that urban-type land uses and facilities are needed to support future additional population growth which will consume a large portion of the remaining privately-held land in the region. The *Regional Comprehensive Plan* emphasizes the conservation of open space areas that provide opportunities for outdoor recreation which is considered important for providing a good quality of life for residents who live in highly urbanized areas of the region.
- The Los Angeles River and Tujunga Wash are designated Major Channelized Flood Facilities on the Flood Protection Policy Map of the County of Los Angeles *General Plan* (Los Angeles Department of Regional Planning 1990 and 1983). This designation acknowledges that the primary purpose of the Los Angeles River and Tujunga Wash is to provide flood protection. In addition, the Open Space and Conservation Element of the *General Plan* recognizes the importance of Open Space areas such as the Los Angeles River in providing scenic resources that contribute to tourism and the intellectual and emotional development of local inhabitants.
- The County of Los Angeles Department of Parks and Recreation prepared *A Parks and Recreation Strategic Plan for 2010* (Los Angeles County Department of Parks and Recreation 1992a) which identifies goals for strategic planning efforts related to parks and recreation including: provide a system of park and recreation facilities that meet the diversified needs of residents, provide leadership and support for issues of environmental concern, and provide opportunities for revenue generation through community and user-based programs, festival and events.
- The 51-mile reach of the Los Angeles River and 9-mile reach of Tujunga Wash pass through a total of 13 local jurisdictions and unincorporated Los Angeles County with adopted land use elements that encourage the preservation and enhancement of open space resources associated with the Los Angeles River and Tujunga Wash.

The Los Angeles County Departments of Public Works, Parks and Recreation, Regional Planning and the Los Angeles River Advisory Committee's purpose for developing the Los Angeles River Master Plan is to identify ways to revitalize the publicly owned rights of way along the Los Angeles River and the Tujunga Wash to provide opportunities for recreational and environmental enhancement, regional

aesthetic improvements, enrich the quality of life for local residents, and provide opportunities for economic development in a manner that is consistent with the primary purpose of the Los Angeles River as a flood protection facility. The need for proposed Master Plan improvements was documented in a survey sponsored by Rebuild LA where the majority of respondents in the areas most affected by the civil unrest of 1992 describes parks, recreation, and adults programs as “absolutely critical” or “important” needs in their communities. The proposed Master Plan is intended to accomplish several specific objectives:

- Accomplish project improvements in existing River rights of way and adjacent or nearby public lands.
- Provide economic development opportunities.
- Increase recreation opportunities through the provision of close-to-home parks and open-space for millions of Los Angeles Basin residents that live in Regional Planning Areas designated as being at a deficit for parks and recreation facilities and opportunities by the Los Angeles County Department of Parks and Recreation (1992a).
- Provide opportunities for stress-reducing exercise, which contributes to better health and lower medical expenditures.
- Enhance property values through the development of parks, greenways, and open space enhancements.
- Contribute to partial remediation of regional air and water pollution through the development of trails and greenways that encourage people to ride bicycles, run, jog, or walk instead of driving cars.
- Restore, create, and protect habitats.
- Enhance opportunities for outdoor science classrooms and urban wildlife viewing.
- Provide physical access to the River consistent with the *American’s with Disabilities Act*

The Master Plan provides recommendations to accomplish the stated objectives. The Advisory Committee does not have the power set policies for other jurisdictions; therefore the proposed project elements are recommendations, not mandates, based on input provided by members responsible for eventual implementation and approval.

Six major categories of activities were identified as a result of public outreach and coordination efforts to achieve the proposed Master Plan objectives:

- Aesthetic Improvements
- Economic Development
- Environmental Enhancements

- Flood Management and Water Conservation
- Jurisdiction and Public Involvement
- Recreation

Site specific activities consistent with the six major categories were identified by local jurisdictions and other interested parties. As indicated in the following section, many of the site specific improvements are categorically exempt pursuant to the California Environmental Quality Act and are not considered in the environmental evaluation in Section 5 of this Environmental Assessment/Negative Declaration. Assumptions that were used in Table 2.2.1 to evaluate the potential for proposed project activities to result in significant impacts on the environment are described in Section 2 and Section 5.

2.2 PROJECT IMPROVEMENTS

Specific project improvements identified in the Master Plan are the result of the first three phases of Master Plan development undertaken by the Planning Team: (1) Outreach; (2) Master Plan Analysis; and (3) Master Plan Formulation. During the Outreach Phase, coordination was undertaken with all federal, state, and local agencies, as well as, private organizations and individuals that have jurisdiction over or interest in the study area. The Outreach Phase resulted in the development of the Los Angeles River Master Plan Advisory Committee that has been meeting since September of 1992. The interjurisdictional Advisory Committee comprised of thirty-five members and an additional thirty-four participants representing community groups, cities adjacent to the River, and federal, state, and local government agencies. Information related to existing resources, current uses, key issues and goals, and objectives was compiled and developed by the Advisory Committee during the Master Plan Analysis Phase. Eighty-one individuals representing a variety of agencies and interest groups participated on six specialized subcommittees that provided technical information and review of issues including aesthetics, economic development, environmental quality, flood management/water conservation, jurisdiction and public involvement, and recreation. Public input provided to the Advisory Committee served as the basis for defining specific projects and programs to enhance the River's right of way and adjacent lands within the study area to be incorporated in the Master Plan. In October and November of 1993, over 200 people attended community meetings to discuss opportunities for recreation, environmental enhancement, aesthetic improvements, economic development, flood management and water conservation.

The Master Plan provides recommendations for the development of six categories of project improvements: Environmental Enhancements; Aesthetic Improvements; Economic Development; Flood Management and Water Conservation; Jurisdiction and Public Involvement; and Recreation. The *Uniform Building Code* (UBC [CBO, 1994 or latest revision]) is the minimum standard implemented by the State and the County to insure that a building is located, designed and constructed to perform in a manner that it will be no particular threat to the occupants or the general public. The UBC, as revised for use by the County of Los Angeles, establishes project design, project review and performance standards, site specific investigation requirements and County department review responsibilities. Compliance with the UBC will be mandatory for project construction activities. Compliance with local ordinances will be required where the proposed activities lies outside the River's right of way and within one of the thirteen local jurisdictions.

Construction of site-specific projects recommended in the proposed *Los Angeles River Master Plan* which involve ground-disturbing activities will be required to comply with the provisions of the *National Pollutant Discharge Elimination System Permit*. In addition, the proposed construction activities will be undertaken consistent with the provision of the State Water Resources Control Board "Water Discharge Requirements for Discharge of Storm Water Runoff Associated with Construction Activity" (General Permit No. CAS000002). Completion of construction activities, especially earth moving activities, during the non-rainy season would serve to minimize risk for impacts due to storm water. Where construction activities must extend into the rainy season, incorporation of Best Management Practices consistent with the guidelines provided in the California Storm Water Best Management Practice Handbooks Construction Activities should be sufficient to avoid substantial flooding, erosion, or siltation. Supplemental erosion control measures that could be implemented during the rainy season include:

- Mulching
- Geotextiles and mats
- Earth dikes
- Temporary drains and gullies
- Silt fence
- Straw bale barriers
- Sand bag barriers
- Brush and rock filters
- Sediment trays
- Sediment basins

Areas adjacent to the Los Angeles River have a high potential for the presence of historic archeological resources to be present beneath the exposed soil surface. Due to the high level of potential sensitivity, several precautions will be undertaken during the design and implementation of site-specific projects recommended in the proposed *Los Angeles River Master Plan*. Specifically, an archeological records search at the Archeological Information Center must be completed for the Area of Potential Effect for all projects involving ground-disturbing activities in Reach Nos. 3, 4, 5, and 6. Based on existing available information and supplemental data obtained from the records search, project design shall be undertaken in a manner to avoid impacts on potentially significant cultural resources. Subsurface excavation shall be avoided in areas with buried, known or expected cultural resources with the potential to be determined to be significant. Where the results of the record search indicate the potential for subsurface cultural resources to be present, an archeological monitor will be required to be present during all ground-disturbing activities.

Aesthetic Improvements

Recommendations for aesthetic improvements were developed to promote a sense of pride and to improve the appearance of the River, and programs that enrich public perception of the River through an awareness of the River's role in the history of the region and in the development of the Los Angeles Basin.

Two specific projects served as prototypes for the development of proposed aesthetic improvements: a mural created on a portion of the Tujunga Wash, and a community sponsored artwork that was developed as part of the Rillito River Park (Tucson, Arizona).

The Master Plan identifies three major types of aesthetic improvements:

Mapping and Signage System consists of creating a recognizable River logo to be placed at major trail entrances and interpretation sites. The mapping and sign system is intended to facilitate connections between communities and recreational facilities. No additional construction or ground-disturbing activity is required in support of implementing this recommendation, signs have been proposed at locations where they can be mounted to existing fences or upright poles. The placement of signs is an improvement to an existing facility which is Categorically Exempt pursuant to Section 15311 of the California Environmental Quality Act which describes Class II Categorical Exemptions to include construction or placement of minor structures accessory to existing commercial, industrial, and institutional facilities including on-premises signs and small parking lots.

Tree Plantings and Aesthetic Enhancement Programs have been recommended in conjunction with existing and proposed entrances to the River. Trees will be planted outside of existing earthen berms and levees in a manner that ensures that there will be no adverse impact on flood control structures or water conservation functions. All tree planting programs shall include tree species that are consistent with the specifications of local jurisdictions. Plant materials used in tree plantings and aesthetic enhancement programs will be comprised of drought-tolerant species adapted to a Mediterranean climate. The use of plant species that are native to the habitats that historically occurred in the project area will be encouraged. Native plant communities that set the context for native plantings are described in Appendix A. Plants that occur on the California Exotic Pest Plant Council *List of Exotic Pest Plants of Greatest Ecological Concern in California* (1994) shall not be allowed in tree plantings or aesthetic enhancement programs. Soils will be analyzed prior to the selection and installation of plant materials. Soil amendment will be undertaken as necessary to remediate local soil conditions. The installation of plant material during the optimal planting season (normally two weeks following the first winter rain (October 15 to April 15)). The use of temporary irrigation to establish new plant material should be encouraged. Tree planting and environmental enhancement projects will be undertaken in locations where irrigation water can be obtained from existing service connectors or grey water supplies. Where existing water connections are not available alternative measures would be undertaken to provide irrigation water. Performance criteria to assess the success of tree plantings and aesthetic enhancement programs should be developed. Parties responsible and schedule for maintenance of tree plantings and aesthetic enhancement programs will be defined in a Memorandum of Agreement between the local jurisdiction and the project proponent.

The use of non-native ornamental plant (other than those on the California Exotic Pest Plant Council *List of Exotic Pest Plants of Greatest Ecological Concern in California* (1994)) shall be allowed in individual locations where such plants are consistent with the surrounding landscape or existing local land use.

River Art has been recommended for a number of locations along the Los Angeles River, including ten potential murals. A variety of media have been considered for the development of murals including painting on existing walls and structures, painting on the banks or channel walls of the River, textured concrete murals on River channel walls, and the use of tiles to create visual relief. All murals within the floodplain would be implemented during the non-rainy season (April 16 to October 14). Daily coordination with the Los Angeles County Department of Public Works would be undertaken to verify that there are no known flood warnings nor dam releases prior to doing any work within the Los Angeles River and Tujunga Wash right of way. All materials used in areas subject to flood inundation would be consistent with the requirements of the Regional Water Quality Control Board. Implementation of proposed mural locations is subject to consent with local property owners. All mural projects must comply with art standards of the local jurisdiction.

In addition, the confluence of Tujunga Wash and the Los Angeles River has been identified as a potential location for water feature.

There are no designated scenic corridors or viewsheds within the Master Plan area. Proposed river art projects resulted from community input related to the desirability of aesthetic enhancements at specific highly visible locations. The proposed River Art activities provide aesthetic enhancement through minor alterations of existing public structures which is Categorically Exempt pursuant to Section 15301 of the California Environmental Quality Act.

Graffiti Abatement Programs (GAP) have been recommended for selected stretches of the Los Angeles River. The County of Los Angeles Department of Public Works has worked with the County of Los Angeles Department of Education to develop multi-media materials that city councils through the Master Plan area can use in the development of anti-graffiti programs. Programs such as the County's "trail rangers" with youth groups, neighborhood sponsored clean-up days, education and mentor programs for river topics could be implemented in conjunction with schools, libraries, and local agencies. The implementation of Graffiti Abatement Programs is a Ministerial Project which is Categorically Exempt pursuant to Section 15268 of the California Environmental Quality Act.

Economic Development

Recommendations related to economic development were developed to promote the River as an economic asset to adjacent communities. As envisioned, economic development goals could be accomplished through: provision of education, training, jobs, and business opportunities to benefit communities; establishment of long- and short-term funding sources; promoting responsible development; preservation and enhancement of real estate values; ensuring maximum citizen involvement in all phases of economic development planning, and balancing of local and regional benefits.

Opportunities for economic development along the Los Angeles River were largely modeled after the Los Gatos Creek Trail Project in Los Gatos, California that included trail development between businesses and the river. An ancillary benefit of the Los Gatos project was increased use of the trails by employees from nearby businesses during lunch breaks. Opportunities to establish or expand

concessionaire programs were based on existing programs that service local communities and neighborhoods such as those located along the LARIO Trail at Long Beach.

Enhancement of River Frontage Property. Eight distinct geographic areas that have the potential for enhancing river frontage property to create attractive frontage for new garden office, residential, and other uses are identified in the *Los Angeles River Master Plan*: (1) area near Tampa Avenue in the San Fernando Valley damaged in the 1994 Northridge earthquake; (2) area below Sepulveda Dam and the 405 Freeway which is currently vacant; (3) area at the Studio City Golf Course; (4) vacant area along the Tujunga Wash; (5) area at Victory Boulevard where it crosses the Tujunga Wash; (6) vacant area at Taylor Yard; (7) abandoned railroad spurs in downtown Los Angeles near the intersection of Santa Fe Avenue and 4th Street; and (8) DeForest Park and 7th Street area in Long Beach.

Major Gateways. The *Los Angeles River Master Plan* identifies six locations to establish major gateways along the Los Angeles River: (1) a trail of sculptures beginning at the confluence of Bell Creek and Calabasas Creek and continuing on the south bank easement to connect to outdoor markets in the existing adjacent retail area; (2) development of a "River Walk" to connect the existing "City Walk" at Universal and Warner Brothers Studios; (3) Redevelopment Project Area for the Media District in the City of Burbank; (4) "Historic Riverfront" could be developed in downtown Los Angeles between Hollywood (101) Freeway and Taylor Yard; (5) Rio Hondo/Los Angeles River Confluence; and (6) areas adjacent to Queensway Bay Plan project area in Long Beach approved by the California Coastal Commission in May 1995.

Minor Gateways. The *Los Angeles River Master Plan* identifies three opportunities to develop minor gateways in conjunction with redevelopment projects proposed by local jurisdictions or as a connection between compatible land uses in neighboring jurisdictions: (1) Grand Central River Park is a potential redevelopment area in the City of Glendale; (2) proposed redevelopment project to provide an active recreational based center in the City of Vernon; and (3) Garden Gateway to bridge the River between the Cities of Cudahy and Bell Gardens.

Major and minor gateway projects appear to consist of new landscaping (hardscape and softscape) which is defined as a Minor Alteration of Land pursuant to Section 15304 of the California Environmental Quality Act and is Categorically Exempt from the procedural provisions of the Act.

Concessionaire Programs. The proposed *Los Angeles River Master Plan* identifies 13 potential locations where the County and individual Cities could establish or expand concessionaire programs to provide for the sale of food and/or the rental of bicycles and skates. Concessionaire programs would normally operate on weekends between 9:00am and 4:00pm. Concessionaire programs as envisioned by the proposed *Los Angeles River Master Plan* are intended to serve local communities and neighborhoods. The establishment or expansion of concessionaire programs is subject to issuance of a business license by the local public agency with jurisdiction over the site. The issuance of a business license is a Ministerial Action which is Categorically exempt from the requirements of the California Environmental Quality Act as defined in Section 15268 of the Act.

It has been assumed that adequate ingress and egress (consistent with the requirements of the local jurisdiction) would need to be provided to the proposed locations for economic development. Supplemental environmental documentation would be required should the proposed economic development project exceed established thresholds for assessing significant impacts on traffic and circulation. Local jurisdictions would be responsible for providing protective services support to patrol economic development projects. Economic development projects will utilize existing infrastructures for electricity, natural gas, potable water, sewer, and telephone. The proposed locations for economic development projects identified in the *Los Angeles River Master Plan* are largely in existing parks, parking areas, or vacant lots. The proposed economic development projects would encourage aesthetic enhancements and concessionaire activities that would be appurtenant to the existing and adjacent land uses.

Environmental Enhancements

Recommendations for environmental enhancement consist of site-specific projects to preserve, enhance, and restore environmental resources in and along the River were identified. Such projects include recommendations to: enhance and create natural plant and animal habitats, increase water conservation efforts and provide for the most beneficial use of River water, improve water quality and cleanliness of the River, and promote air quality. The plant communities appropriate for restoration and the native plant species appropriate for planting in each area depends heavily upon what the former plant communities were in that area. In some places, changes in hydrology or other conditions may mean that creation of native plant communities other than those that originally occurred are more feasible. Historic plant communities of the Master Plan area that set the context for restoration and enhancement are described in Appendix A.

Prototypes for environmental enhancement projects include: Ernie's Walk, part of the Adopt-A-Reach Program, and the Los Angeles River/Arroyo Seco tree planting sponsored by North East Trees and implemented by citizen volunteers.

Planting. The proposed *Los Angeles River Master Plan* encourages the establishment of a nearly continuous greenway of trees in areas adjacent to the Los Angeles River and Tujunga Wash. Planting of vegetation is proposed in flat areas adjacent to levees. Plants could be installed on levee slopes with some restrictions. The Los Angeles County Department of Public Works will develop planting guidelines that will address: limitations on size to ensure adequate access for flood control; limitation on placement of trees with large root mass near earthen levees; categorization of trees based on water demand; height of trees (particularly for consistency with overhead utility lines); type of vegetation (should discourage activity by burrowing rodents); and the ability of recommended plant material to provide suitable wildlife habitat.

Habitat Restoration. The Los Angeles County Department of Public Works will review proposals based on recommendations in the California Department of Fish and Game's *Biota of the Los Angeles River: An Overview of the Historical and Present Plant and Animal Life of the Los Angeles River Drainage* (1993) which identifies appropriate sites for habitat restoration and/or preservation. The Los Angeles County Department of Public Works, in cooperation with other interested parties, identified high potential opportunities for habitat restoration during the

formulation of the *Los Angeles River Master Plan*, including: Dominguez Gap, Sepulveda Basin, Taylor Yard, and the estuary. The Los Angeles County Department of Public Works, in cooperation with other interested parties, may conduct additional studies of the River bird life as recommended in the *Biota of the Los Angeles River*: monitor sensitive bird species; identify opportunities for reestablishing former breeding bird species; identify opportunities for enhancing shore bird habitat of the lower river consistent with the primary purpose of flood control; and implement programs to reduce the numbers of pest wildlife species, particularly brown-headed cowbird and red fox. The implementation of all measures to control pest wildlife species will be coordinated with the California Department of Fish and Game and the Los Angeles County Agricultural Commissioner's Office.

Habitat Protection. The Corps and the Los Angeles County Department of Public Works will continue to conduct operations and maintenance on the Los Angeles River in a manner consistent with the primary purpose of flood protection. Consideration will be given to additional measures that can be implemented to protect wildlife in the urban environment from negative impacts.

Water Quality and Environmental Education. The proposed *Los Angeles River Master Plan* recommends initiating water quality and environmental education programs by developing interpretative sites at Hansen Dam, Dominguez Gap, Pacoima and Tujunga Washes, and other appropriate facilities in urban areas.

Flood Management and Water Conservation

Recommendations for flood management and water conservation are intended to ensure flood control and public safety needs are met and consider stormwater management alternatives. Specific measures identified to achieve these goals rely on the establishment of multi-use flood control facilities to: allow for increased storm water detention/retention; provide additional recreational facilities; and create wildlife and native riparian habitats.

Several multi-use flood control facilities served as prototypes during the planning process including: Pan Pacific Park in Los Angeles, Hamilton Bowl and Del Amo Park in Long Beach, and Avalon Pump Station in Carson; All American Park in Paramount; and Hansen Dam, Whittier Narrows Dam, Santa Fe Dam, Sepulveda Dam and Puddingstone Dam. A project in the southwestern United States was evaluated as a potential prototype for the multi-use of flood control facilities: detention basins as part of the Little Dry Creek (Inglewood, Colorado) project also provide athletic fields.

Jurisdiction and Public Involvement

Recommendations related to jurisdiction and public involvement are expected to ensure public involvement and coordinate Master Plan development and implementation among jurisdictions, specifically through: development of comprehensive planning goals; integration of input resulting from public involvement; coordination of Master Plan management; and clear definition of Master Plan objectives.

Prototypes for jurisdiction and public involvement that were examined during the planning process include: assistance in the provision of maintenance and patrolling by the South Platte River Greenway Foundation on the South Platte River (Denver, Colorado), and interagency agreement for management of the Contra Costa Canal Trail (Contra Costa County, California).

The Los Angeles County Department of Public Works initiated coordination of local jurisdictions and public involvement pursuant to a motion by the County Board of Supervisors. The Los Angeles County Department of Public Works has coordinated with local jurisdictions throughout development of the proposed *Los Angeles River Master Plan*. The overall and site-specific goals and objectives from the six categories of projects were defined as a result of input received from regulatory agencies, local jurisdictions, organizations, and individuals. The public provided input related to site-specific projects in a series of community workshops undertaken between 1992 and 1995. Specific goals accomplished by the Los Angeles County Department of Public Works during the early planning phases of the project include designation of a project manager, formation of an Implementation Subcommittee, establishment of a Citizen's Advisory Committee, and continuance of the Los Angeles River Advisory Committee. It is anticipated that local jurisdictions will incorporate the *Los Angeles River Master Plan* as a General Plan Amendment to guide land use planning and development decisions along the Los Angeles River and Tujunga Wash.

Recreation

Recommendations related to recreation are intended to provide a variety of recreational opportunities along the River in a safe environment, and ensure safe access to and compatibility between the River and other activity centers. Specific measures considered to achieve these goals include: identification of potential funding sources to support land acquisition, construction, and maintenance of additional recreation facilities; provision of a network of multi-use trails through connection of existing trail systems and development of supplemental trail facilities; provide access to the River to promote linkages to other existing and approved activity centers; encourage a variety of active and passive recreation uses; ensure public safety and security along the River; and expand open space resources. Specific recreation improvements identified in the Master Plan to achieve goals defined as a result of the Outreach Phase include:

Regional Trail System Improvements

Proposed trail improvements were modeled after several existing local trail amenities: Tujunga Wash greenway and mural, LARIO and San Gabriel River Trails, and the Ballona Creek Trail. The Little Dry Creek (Inglewood, Colorado), Rillito River Park (Tucson, Arizona), and Los Gatos Creek Trail (Los Gatos, California) also served as prototypes for trail planning efforts.

The proposed *Los Angeles River Master Plan* provides recommendations to create a regional trail system that will join existing trails and enhance potential trail opportunities. As envisioned the trails would connect the San Gabriel Mountains north of Hansen Dam to the ocean at Long Beach. In addition, opportunities to develop on-street bike lanes to connect other nearby recreation and public facilities to the existing LARIO Trail and proposed improvements have been identified throughout the Master Plan study area. Proposed bridge, railroad, and street crossings will coincide with existing service road crossings. Wherever possible an at-grade

crossing will be developed where an existing under crossing is not available. All future trails must be designed to the State of California Department of Transportation (Caltrans) standards, in compliance with Sections 2374 and 2376 of the Street and Highway Code. Whenever possible, a separation will be maintained between bicycle and equestrian trails. Separate walkways will be provided adjacent to the bike trail (where sufficient space is available) to accommodate areas of heavy pedestrian use. The creation of bicycle lanes on existing rights-of-way which do not involve removal of mature, scenic trees is defined as a Minor Alteration to Land pursuant to Section 15304 of the California Environmental Quality Act and are not subject to the procedural provisions of the Act. The construction of underpasses may be required in some locations. The construction of underpasses is not categorically exempt from the procedural provisions of the California Environmental Quality Act. All recommendations resulting from site-specific geotechnical investigations will be incorporated into project design for bike trail undercrossings at bridges and streets. The County of Los Angeles and local jurisdictions must enter into a Memorandum of Agreement for the provision of protective services prior to the incorporation of additional sections of the existing service road into the LARIO Trail. Local jurisdictions are responsible for providing protective services support for the extensions of connections to LARIO Trail that lie outside the River's rights of way and the Tujunga Wash.

Interpretative Sites

The proposed *Los Angeles River Master Plan* recommends the development of a series of twenty-seven interpretive sites, each offering a unique experience related to topics such as history, culture, environment, river engineering, water conservation, or industrial development.

Vista Points at Bridges

The proposed *Los Angeles River Master Plan* recommends the provision of pedestrian vista points at many bridges over the Los Angeles River. The mapping and sign system program will be integrated with Vista Points at bridges on the Los Angeles River wherever feasible.

Development of Recreation Facilities in Areas Adjacent to Public Rights of Way

Four local parks were evaluated as prototypes for development of parks adjacent to the River: Buena Vista Park in Burbank, Eisenhower Park adjacent to Santa Anita Wash in Arcadia, Hollydale Park in South Gate, and Dills Park in Paramount.

The proposed *Los Angeles River Master Plan* identifies eight opportunities for development of parks to serve local neighborhoods in association with the following locations that are near or adjacent to the River: Dominguez Gap Urban Wildlife Habitat Enhancement Project, north of Artesia Boulevard and east of the Los Angeles River; expansion of the Downey Playground; Corn Fields area on Broadway Street near downtown Los Angeles; Laurel Grove Avenue and Laurel Canyon Boulevard; between Hazeltine Avenue and Murietta Avenue; and a potential mini-park between Tujunga Wash and an existing strip mall.

Some of the recommended locations may lie within areas that have been identified by the Corps as being subject to flood inundation during infrequent high magnitude storm events. The Corps and the County have identified and approved flood protection measures for the LACDA study area. Construction of the proposed park improvements is subject to coordination with the Corps, the Los Angeles County Department of Public Works and local jurisdictions. Where proposed park improvements are located in areas currently subject to flooding, project design will need to be undertaken in accordance with the Corps' *Minimum Criteria for Reservoir Land Use Projects, South Pacific Division, U.S. Army Corps of Engineers* to ensure the flood ability of proposed structures. All recommendations from site-specific geotechnical investigations and Phase I Site Assessments will be incorporated into the project design for parks and appurtenant structures. Proposed parks will be designed to balance cut and fill activities. Grading will be phased to reduce peak period construction emissions below the South Coast Air Quality Management District threshold for requiring mitigation. Should more extensive grading be anticipated at the time of construction, a detailed air quality analysis would need to be undertaken and appropriate mitigation measures designed to reduce impacts below the level of significance. Local jurisdictions would be responsible for providing protective services support for proposed park facilities. Proposed park development projects will utilize existing infrastructure for electricity, natural gas, potable water, sewer, and telephone.

Demonstration Projects

The proposed *Los Angeles River Master Plan* provides recommendations for the development of four site-specific demonstration projects: Tujunga Wash/Hansen Dam Interpretive Sign; Los Feliz Riverwalk; Dominguez Gap Environmental Enhancement; and Wrigley Greenbelt Trail Enhancements. The Tujunga Wash/Hansen Dam Interpretive Sign project involves locating a series of interpretive signs at the crest of Hansen Dam (elevation 1087.0 feet above mean sea level). The dam, which is owned and operated by the U.S. Army Corps of Engineers, has a maximum vertical relief of 97.0 feet. The focus of the interpretive signs would be public education related to water resources. The Los Feliz Riverwalk consists of providing public access to the east bank of the Los Angeles River between Los Feliz Boulevard and Colorado Avenue, which is not currently available as a recreational pedestrian trail. The Dominguez Gap Environmental Enhancement Project has been proposed by the Advisory Committee and is intended to enhance bird habitat by removing existing non-native plants and replacing this material with native trees and shrubs that are compatible with ambient environmental conditions. This demonstration project includes the installation of interpretive signs visible to users of the LARIO bike and equestrian trails. Signs will interpret the bird life of the Dominguez Gap and Los Angeles River, as well as the role of the spreading grounds in flood protection and water conservation, concepts of watersheds and urban run-off, and water quality. The Wrigley Greenbelt Trail Enhancements addresses a two-mile stretch of the existing LARIO Trail. Specific amenities to be constructed include: trail head (large sign indicating trail entrance), a 12-foot-wide access trail connecting the LARIO trails, trail fencing, trail signage, and trail resurfacing. This project would utilize existing vacant land between DeForest Avenue and the LARIO Trail. The City of Long Beach has applied for Proposition A funds to implement a second phase of the Wrigley Greenbelt.

2.3 SITE-SPECIFIC RECOMMENDATIONS

The Planning Team has identified site specific project improvements under consideration as part of the *Los Angeles River Master Plan* within the River's rights of way and other adjacent or nearby opportunities within the study area that lie on public lands within the 13 local jurisdictions. These site specific project improvements are mapped on 101 individual map sheets that cover the six study reaches defined for the *Los Angeles River Master Plan* and are repeated in this Environmental Assessment/ Negative Declaration as Project Detail Maps (Sheets No. 1-101). Table 2.2.1 provides a summary of the site specific project recommendations that are identified on each sheet within each study reach and the potential environmental issues associated with the proposed activities that have been evaluated in this Environmental Assessment/Negative Declaration. Assumptions that were considered in the environmental analysis are annotated in a series of footnotes to the table.

TABLE 2.2-1
SITE-SPECIFIC PROJECT RECOMMENDATIONS

PROJECT ELEMENTS						
LOCATION	ENVIRONMENTAL ENHANCEMENT	AESTHETIC IMPROVEMENTS	ECONOMIC DEVELOPMENT	RECREATION	INTERPRETIVE SITES	POTENTIAL ENVIRONMENTAL ISSUES
SOUTHERN CITIES – REACH NO. 1						
Sheet No. 1 Long Beach	Plant trees on open land west of LAR Enhancement north of Launching Ramp Basin	Mural at Pump Station, Start of LARIO Trail	Bike Rental and/or Food Concessions	Connection Proposed Queensbay/Bike Trail to Existing LARIO Trail	River Interpretive Site and Map-North of Launching Ramp Basin	Biological Resources ¹ Transportation/Circulation ² Aesthetics ³ Recreation ⁴ Water ⁵ Public Services ⁶ Utilities and Service Systems ⁷
Sheet No. 2 Long Beach	Plant trees on open land west of LAR Plant trees on open land between Golden Shore and Ocean	Decorate oil wells/ Paint animal characters		Connect City Proposed Park on Golden Avenue to LARIO Trail		Biological Resources ¹ Transportation/Circulation ² Aesthetics ³ Recreation ⁴ Water ⁵
Sheet No. 3 Long Beach	Plant trees on open land adjacent to LAR			Connect City Proposed Park on Golden Avenue to LARIO Trail Connect Drake Park to LARIO trail	Water Quality/Trash Clean-up	Biological Resources ¹ Recreation ⁴ Water ⁵
Sheet No. 4 Long Beach	Plant trees on open land adjacent to LAR			Provide access to LARIO Trail from Neighborhood between 15th and 16th Street and at Anaheim St.		Biological Resources ¹ Public Services ⁶ Water ⁵
Sheet No. 5 Long Beach	Plant trees on open land, east of LAR			Provide access to LARIO Trail from Neighborhood at Hill St. and Pacific Coast Highway		Biological Resources ¹ Public Services ⁶ Water ⁵

¹The evaluation of biological resources is largely related to ensuring that environmental enhancement projects utilize plant material that is native to the area and appropriate to the site conditions.

²Adequate access and egress (consistent with the guidelines and standards established by the County of Los Angeles Department of Public Works, Division of Traffic and Lighting) would need to be provided to the proposed locations for economic development. It would be the responsibility of project proponent to demonstrate that the economic development would not result in significant adverse impacts on transportation and circulation. Should the County thresholds for determining significant impacts on transportation and circulation be exceeded, sufficient mitigation measures would need to be implemented to reduce impacts below the level of significance.

³Murals should enhance the visual qualities of the viewshed.

⁴Proposed bicycle lane connections to the LARIO trail would be located on existing streets and maintenance roads. Connections to LARIO trail would need to be designed consistent with the bikeway guidelines from the State of California's Department of Transportation (Caltrans) and guidelines and recommendations of the County of Los Angeles Department of Public Works when located on County property or easements. Similarly, proposed connections on local City streets would need to be designed consistent with the guidelines of local City Departments of Planning and/or Traffic.

⁵Tree planting and environmental enhancement projects will be undertaken in locations where irrigation water can be obtained from existing service connections or grey water supplies. Where existing water connections are not available alternative measures will be undertaken to provide irrigation water.

⁶Local jurisdictions are responsible for providing protective services support to patrol economic development projects and proposed park facilities.

⁷Proposed economic development projects and park locations will utilize existing infrastructure for electricity, natural gas, potable water, sewer, and telephone.

⁸Local jurisdictions are responsible for providing protective services support to patrol proposed access points to the LARIO trail.

PROJECT ELEMENTS						
LOCATION	ENVIRONMENTAL ENHANCEMENT	AESTHETIC IMPROVEMENTS	ECONOMIC DEVELOPMENT	RECREATION	INTERPRETIVE SITES	POTENTIAL ENVIRONMENTAL ISSUES
Sheet No. 6 Long Beach	Plant trees on open land adjacent to LAR	River mapping and sign system		Provide access to LARIO Trail from Neighborhood near Willow St.	Interpretive Site at Corner of Willow St. and Deforest	Biological Resources ¹ Public Services ² Water ³
Sheet No. 7 Long Beach	Plant trees on open land adjacent to LAR			Connect Birney School to LARIO Trail		Biological Resources ¹ Recreation ⁴ Water ³
Sheet No. 8 Long Beach	Plant trees on open land adjacent to LAR	River mapping and sign system		Provide/Improve Access to LARIO Trail from Wardlow Rd.	Demonstration Project: Trail Enhancement of Wigley Greenbelt and Existing Trail	Biological Resources ¹ Recreation ⁴ Water ³ Public Services ⁵
Sheet No. 9 Long Beach	Plant trees on open land adjacent to LAR Dominguez Gap Urban Wildlife Habitat: Clean-up Debris and Restore Habitat			Connect LARIO Trail to Blue Line Station and Los Carreros Park Connect LARIO Trail to Proposed Park at Baker St.		Biological Resources ¹ Recreation ⁴ Water ³ Cultural Resources ¹⁰
Sheet No. 10 Long Beach	Plant trees on open land adjacent to LAR Dominguez Gap Urban Wildlife Habitat: Clean-up Debris and Restore Habitat	Murals to be placed on east and west bank of LAR visible to blue line crossing				Biological Resources ¹ Aesthetics ⁶ Recreation ⁴ Water ³
Sheet No. 11 Long Beach Carson	Plant trees on open land adjacent to LAR Dominguez Gap Urban Wildlife Habitat: Clean-up Debris and Restore Habitat	River mapping and sign system		Connect LARIO Trail to Future Compton Creek Bike Trail Connect LARIO Trail to Del Amo Blvd, Bike Lane and Metro Blue Line Station Connect LARIO Trail to Suters School	Dominguez Gap Interpretive Site: Bids, Water Quality, Flooding, M.P. Demonstration Project	Biological Resources ¹ Recreation ⁴ Water ³ Public Services ⁵
Sheet No. 12 Long Beach	Nursery Gardens on Parkway Entrance Dominguez Gap Urban Wildlife Habitat: Clean-up Debris and Restore Habitat			Provide Access to LARIO Trail from Neighborhood between Mountain View St. and 53rd St.		Biological Resources ¹ Recreation ⁴ Water ³
Sheet No. 13 Long Beach	Plant trees west of LAR Dominguez Gap Urban Wildlife Habitat: Clean-up Debris and Restore Habitat	River mapping and sign system				Biological Resources ¹ Water ³
Sheet No. 14 Long Beach	Plant trees west of LAR Dominguez Gap Urban Wildlife Habitat: Clean-up Debris and Restore Habitat			Connect LARIO Trail to Houghton Park and Jordan H.S.	Interpretive site at De Forest Park	Biological Resources ¹ Public Services ⁵ Water ³
Sheet No. 15 Long Beach	Plant trees at CalTrans Pump Station Plant trees on east side of LAR		State/Bike Rentals North of Artesia Blvd.	Connect LARIO Trail to Coolidge Park Park improvement north of Artesia Blvd. (east of LAR)	Aesthetic Improvement north of Artesia Bvd. (East of LAR)	Biological Resources ¹ Transportation/Circulation ⁷ Aesthetics ⁶ Recreation ⁴ Water ³ Public Services ⁵ Utilities and Service Systems ⁸ Public Services ⁵ Geological Issues ⁹ Cultural Resources ¹⁰

⁹All recommendations resulting from site-specific geotechnical investigations will be incorporated into project design for structures within parks and bike trail undercrossings at bridges and streets.

¹⁰Site-specific cultural resource investigation required prior to any ground-disturbing activity in support of proposed park development.

PROJECT ELEMENTS						
LOCATION	ENVIRONMENTAL ENHANCEMENT	AESTHETIC IMPROVEMENTS	ECONOMIC DEVELOPMENT	RECREATION	INTERPRETIVE SITES	POTENTIAL ENVIRONMENTAL ISSUES
MID-CITIES - REACH NO.2						
Sheet No. 16 Paramount Compton	Plant trees west and east of LAR			Provide Access to LARIO Trail at 72nd St. Connect LARIO Trail to City of Compton via Bike Trail on Greenleaf Blvd. and Construct Bicycle Crossing at Greenleaf Blvd.		Biological Resources: Transportation/Circulation: Recreation: Water: Public Services: Geological Issues ¹
Sheet No. 17 Paramount Compton	Plant trees on west side of LAR			Loop Trail Between Alondra Blvd. and Rosecrans Ave. Provide Access to LARIO Trail from Compton Golf Course and Alondra Blvd. Connect LARIO Trail to City of Compton via Bike Trail on Alondra Blvd.		Biological Resources: Transportation/Circulation: Recreation: Water: Public Services ¹
Sheet No. 18 Paramount Compton Lynwood	Plant trees on west side of LAR		Bike/Skate Rentals at Ralph Dilis Park	Connect LARIO Trail to Spane Park via Rosecrans Ave. Connect LARIO Trail to City of Compton Bikeway Plan via Rosecrans Ave. Provide Access to LARIO Trail at Rosecrans Ave. (west side of LAR) Provide Access to LARIO Trail from Ralph Dilis Park		Biological Resources: Transportation/Circulation: Recreation: Water: Public Services ¹
Sheet No. 19 Paramount Lynwood	Plant trees on east side of LAR Extension of Greenway into City of Lynwood along SPRK			Provide Access to LARIO Trail at Century Freeway		Biological Resources: Recreation: Water: Public Services ¹
Sheet No. 20 Paramount Lynwood South Gate	Plant trees on east side of LAR		Bike/Skate Rentals at Hollydale Park	Connect Ham Park and Visa High School to LARIO Trail via Wright Rd. and Imperial Highway Provide Access to LARIO Trail at Century Blvd.		Biological Resources: Transportation/Circulation: Recreation: Water: Utilities and Service Systems: Public Services ¹
Sheet No. 21 Lynwood South Gate	Environmental Restoration Site on west side of LAR			Provide pedestrian bridge across LAR Loop Trail on west side of LAR Connect Ham Park and Visa High School to LARIO Trail via Wright Rd. and Imperial Highway		Biological Resources: Recreation: Water: Public Services ¹
Sheet No. 22 Lynwood South Gate	Environmental Restoration Space/Interpretive Site north of Confluence of LAR and Rio Hondo			Connect Ham Park and Visa High School to LARIO Trail via Wright Rd. and Imperial Highway Provide Trail Connection from east side of LAR to Rio Hondo Bicycle Trail through Existing Underpass Provide Access to LARIO Trail on west side of LAR (north and south side of Imperial Highway)	17-acre Interpretive site north of confluence of LAR and Rio Hondo	Biological Resources: Transportation/Circulation: Recreation: Water: Utilities and Service Systems: Public Services ¹
Sheet No. 23 South Gate	Plant trees west side of LAR Plant trees as part of Open Land Department of Water and Power Essement Potential Aesthetic Improvement	River Mapping and Sign System		Provide Trail Connection from east side of LAR to Rio Hondo Bicycle Trail through Existing Underpass		Biological Resources: Recreation: Water: Public Services ¹
Sheet No. 24 South Gate Bell Gardens	Plant trees on west and east side of LAR Park/Environmental Restoration north of SPRK	River Mapping and Sign System		Signage Project Improve Access to LARIO Trail on north side of SPRK ROW Provide Access to proposed trail east side of LAR Trail east side of LAR (including crossings at SPRK and Firestone Blvd.) ¹¹ Connect Proposed Trail on east side of LAR to Rio Hondo Trail		Biological Resources: Transportation/Circulation: Recreation: Water: Utilities and Service Systems: Public Services ¹ Air Quality ¹¹

¹¹Crossing will utilize existing locations where the Service Road crosses under cross-streets and railroad rights-of-way. An at-grade crossing will be delineated where an undercrossing is not available.

PROJECT ELEMENTS							
LOCATION	ENVIRONMENTAL ENHANCEMENT	AESTHETIC IMPROVEMENTS	ECONOMIC DEVELOPMENT	RECREATION	INTERPRETIVE SITES	POTENTIAL ENVIRONMENTAL ISSUES	
Sheet No. 25 South Gate Cudahy Bell Gardens Bell	Plant trees on west and east side of LAR Park/Environmental Restoration north of SPRK		Bike and Skate Rentals at Cudahy Park	Connect Cudahy Park to LARIO Trail Bike Trail on east side of LAR Close River Road and Replace with Parkland		Biological Resources' Transportation/Circulation' Recreation' Water' Utilities and Service Systems' Public Services' Geological Issues' Air Quality''	
Sheet No. 26 Cudahy Bell Gardens Bell	Plant trees on west and east side of LAR	River Mapping and Sign System	Bike and Skate Rentals and Food Concession at Parking Lot at Florence Ave.	Signage Project Bike Trail east side of LAR (including crossings of Florence Ave. and Clara St.)'' Provide Access to LARIO Trail on east side of LAR at Florence Ave.		Biological Resources' Transportation/Circulation' Recreation' Water' Utilities and Service Systems' Cultural Resources'' Public Services'	
Sheet No. 27 Cudahy Bell Gardens Bell	Plant trees on west side of LAR	Aesthetic Improvements east side of LAR River Mapping and Sign System		Signage Project Bike Trail east side of LAR (including crossing at SCEC ROW and Gage St.)'' Connect LARIO Trail to Wilcox Park Provide Trail Access to west side of LAR at Gage St. and Southall Ln.		Biological Resources' Recreation' Water' Public Services'	
Sheet No. 28 Bell Gardens Maywood Commerce Bell Vernon		Aesthetic Improvement at Slauson and Maywood Blvd. Aesthetic Improvement east of LAR River Mapping and Sign System		Signage Project Bike Trail east side of LAR (including crossing at Slauson Ave. and Maywood St./SPRK.)'' Connect LARIO Trail to Maywood Park Provide Trail Access to east side of LAR at CalTrans on ramp		Recreation' Public Services'	
Sheet No. 29 Maywood Commerce Bell Vernon	Plant trees on east and west side of LAR	Tile Patterns on Pedestrian Bridge Graffiti Abatement Program	Bike and Skate Rentals at Maywood Park		Engineering Interpretive Site in City of Los Angeles Department of Water and Power ROW east side of LAR	Biological Resources' Aesthetics' Recreation' Transportation/Circulation' Water' Utilities and Service Systems' Public Services'	
Sheet No. 30 Maywood Bell Vernon	Plant trees on west side of LAR	Murals on west and east side of LAR River Mapping and Sign System		Bike Trail east side of LAR	Engineering Interpretive Site in City of Los Angeles Department of Water and Power ROW east side of LAR	Biological Resources' Aesthetics' Recreation' Transportation/Circulation' Water' Utilities and Service Systems' Public Services'	
Sheet No. 31 Vernon	Plant trees adjacent to Bandini Blvd. Plant trees at corner of Loma Vista Ave. and District Blvd.	Textured concrete murals on LAR channel walls		Bike Trail east side of LAR adjacent to Bandini Blvd.	Engineering Interpretive Site in City of Los Angeles Department of Water and Power ROW east side of LAR	Biological Resources' Aesthetics' Recreation' Transportation/Circulation' Water' Utilities and Service Systems' Public Services'	

¹⁷For the environmental analysis in support of the programmatic environmental assessment/negative declaration, proposed parks and park improvements are expected to be designed to balance cut and fill activities. Grading activities will be phased to reduce peak period construction emissions below the South Coast Air Quality Management District threshold for requiring mitigation. Should more extensive grading be anticipated at the time of construction a detailed air quality analysis would need to be undertaken and appropriate mitigation measures designed to reduce impacts below the level of significance.

PROJECT ELEMENTS						
LOCATION	ENVIRONMENTAL ENHANCEMENT	AESTHETIC IMPROVEMENTS	ECONOMIC DEVELOPMENT	RECREATION	INTERPRETIVE SITES	POTENTIAL ENVIRONMENTAL ISSUES
Sheet No. 32 Vernon	Plant trees adjacent to Bandini Blvd.	Aesthetic improvements at UPS parking lot Textured concrete murals on LAR channel walls River Mapping and Sign System		Bike Trail east side of LAR adjacent to Bandini Blvd. (including crossing of UPRR ROW) ¹¹	Engineering Interpretive Site in City of Los Angeles Department of Water and Power ROW east side of LAR	Biological Resources ¹ Aesthetics ¹ Recreation ¹ Transportation/Circulation ² Water ¹ Utilities and Service Systems ² Public Services ²
Sheet No. 33 Vernon		Aesthetic improvements adjacent to Bandini Road Textured concrete murals on LAR channel walls River Mapping and Sign System		Bike Trail east side of LAR adjacent to Bandini Blvd. (including crossing of Sono St.) ¹¹	Interpretive Site east side of LAR between Bandini Road and Sono St.	Aesthetics ¹ Recreation ¹ Utilities and Service Systems ² Public Services ²
DOWNTOWN - REACH NO.3						
Sheet No. 34 Los Angeles	Plant trees at 23rd Street Bridge	River Mapping and Sign System				Biological Resources ¹ Water ¹
Sheet No. 35 Los Angeles	Plant trees on open land east of LAR Plant trees along Proposed Trail (Olympic Blvd. and Santa Fe St.)	River Mapping and Sign System		Loop Trail on West Side of LAR (Olympic Blvd. and south on Santa Fe Ave.) Connect LARIO Trail via Olympic Blvd. to Sono Ave (including LAR Crossing) ¹¹		Biological Resources ¹ Recreation ¹ Water ¹ Public Services ²
Sheet No. 36 Los Angeles	Plant trees at School Bus Yard Plant trees at 7th St. Bridge	Aesthetic improvement and Outdoor Eating Area north of 7th St. and east of LAR River Mapping and Sign System		Loop Trail on West Side of LAR (north and south on Santa Fe Ave and 7th St.) Connect LARIO Trail to School Bus Yard (including LAR Crossing) ¹¹		Biological Resources ¹ Recreation ¹ Water ¹ Public Services ² Geological Issues ²
Sheet No. 37 Los Angeles	Plant trees adjacent to Proposed Trail on Santa Fe Ave. Plant trees at 4th St. Bridge Plant wildflowers in UPRR ROW	Aesthetic improvements in Abandoned rail spurs east of LAR River Mapping and Sign System	Economic Redevelopment or Park Staging for Trail on Santa Fe Avenue between 3rd St. and 4th St.	Trail on West Side of LAR (north and south on Santa Fe Ave., including crossings of 4th St. and 6th St.) ¹¹ Loop Trail on east side of LAR (east on 4th St. north on Mission St.) Connect LARIO Trail to Proposed Trail on Santa Fe Ave. (including LAR Crossing) ¹¹		Biological Resources ¹ Recreation ¹ Water ¹ Public Services ² Geological Issues ²
Sheet No. 38 Los Angeles	Plant trees on Santa Ana Freeway Crossing of LAR Plant trees at 1st Street Bridge Plant wildflowers on east side of LAR/ edge of Rail Corridor	Provide Pedestrian Connection from Rail Station to Marachi Plaza (MTA) River Mapping and Sign System	Economic Development at Metro Station	Trail on West Side of LAR (north and south on Santa Fe Ave./Center St., including crossings under Santa Ana Freeway and at 1st St.) ¹¹ Connect Proposed Trail to Pecan Park via 1st St.		Biological Resources ¹ Recreation ¹ Water ¹ Public Services ²
Sheet No. 39 Los Angeles	Plant trees on west and east side of LAR at edge of rail lines	Craftit Abatement Program Potential Aesthetic Improvements west and east side of LAR Aesthetic improvement in association with Interpretive Site Aesthetic improvement at City Owned Property Aesthetic improvement at Corner of Ramirez St. and Center St. River Mapping and Sign System		Trail on West Side of LAR (north and south Center St./Vignes St., including crossings under Santa Ana Freeway on Center St.) ¹¹ Trail on Cesar Chavez Avenue between Union Station and Pueblo/forth at Broadway and Proposed Interpretive Site	Interpretive Site on east side of LAR (Gateway to LAR Cultural and Historic Interest)	Biological Resources ¹ Recreation ¹ Water ¹ Public Services ²

PROJECT ELEMENTS

LOCATION	ENVIRONMENTAL ENHANCEMENT	AESTHETIC IMPROVEMENTS	ECONOMIC DEVELOPMENT	RECREATION	INTERPRETIVE SITES	POTENTIAL ENVIRONMENTAL ISSUES
Sheet No. 40 Los Angeles	Plant trees on west and east sides of LAR	Potential Aesthetic Improvement at Alhambra Ave. River Mapping and Sign System	Economic Development Opportunity at Clover St. (Cornfields)	Downey Playground Expansion Trail connection on Broadway Street		Biological Resources' Recreation' Water' Public Services' Geological Issues' Air Quality' Cultural Resources''
Sheet No. 41 Los Angeles	Plant trees at Midway Yard Plant trees at Broadway Bridge Plant trees at Spring St. Bridge	River Mapping and Sign System	Economic Development Opportunity at Old Lincoln Height Jail Site Open-air Markets at Broadway	Trail Improvements along Broadway east to Pasadena Ave. and north on 19th Ave. Connect Proposed Trail Improvements Under Spring St. Bridge and Broadway Park and River Overlook at Broadway St. Potential Park at Corn Fields		Biological Resources' Recreation' Water' Public Services' Geological Issues'' Cultural Resources''
GLENDALE NARROWS - REACH NO. 4						
Sheet No. 42 Los Angeles	Plant trees on west and east sides of LAR	Aesthetic Improvement at corner of San Fernando Rd. and Riverside Dr. Aesthetic Improvement at corner of San Fernando Rd. and Lacy St.	Economic Development Opportunity at Former Lawry's Center	Trail east of LAR adjacent to San Fernando Rd. Trail Connection between proposed Trail and Lawry Center Trail Connection between proposed Trail and Arroyo Seco Channel		Biological Resources' Recreation' Water' Public Services'
Sheet No. 43 Los Angeles	Plant trees on west and east sides of LAR			Trail on east side of LAR Trail Connection between proposed trail and Cypress Park		Biological Resources' Recreation' Water' Public Services'
Sheet No. 44 Los Angeles	Plant trees on west and east sides of LAR			Trail on east side of LAR		Biological Resources' Recreation' Water' Public Services'
Sheet No. 45 Los Angeles	Plant trees on west and east sides of LAR	Aesthetic Improvements on west side of LAR		Trail on east side of LAR		Biological Resources' Recreation' Water' Public Services'
Sheet No. 46 Los Angeles	Plant trees on west and east sides of LAR	Aesthetic Improvements on west side of LAR		Trail on east side of LAR		Biological Resources' Recreation' Water' Public Services'
Sheet No. 47 Los Angeles		Aesthetic Improvements on north side of LAR Aesthetic Improvements south of Carillo Dr. River Mapping and Sign System		Provide Access to LAR at Fletcher Dr. (north and south sides of LAR) Connect LARIO Trail to Glenhurst Park via Fletcher Dr.	River Interpretive Site at Fletcher Dr.	Recreation' Public Services'
Sheet No. 48 Los Angeles		Aesthetic Improvements on south side of LAR east and west of Glendale Ave.				
Sheet No. 49 Los Angeles	Plant trees on west and east sides of LAR	River Mapping and Sign System		Loop Trail on west and east sides of LAR		Biological Resources' Water'

LOCATION	ENVIRONMENTAL ENHANCEMENT	AESTHETIC IMPROVEMENTS	ECONOMIC DEVELOPMENT	RECREATION	INTERPRETIVE SITES	POTENTIAL ENVIRONMENTAL ISSUES
Sheet No. 50 Los Angeles	Plant trees at Dover St. on east side of LAR	River Mapping and Sign System	Bike and Skate Rentals at Existing Commercial Area at Los Feliz Golf Course	Provide Access to LAR at Los Feliz Blvd. Demonstration Project at Proposed Los Feliz Riverwalk		Biological Resources' Recreation' Transportation/Circulation' Waters' Utilities and Service Systems' Public Services'
Sheet No. 51 Los Angeles Glendale	Plant trees on east side of LAR			Trail Access at Avwater Park Demonstration Project at Proposed Los Feliz Riverwalk	Interpretive Site at Avwater Park	Biological Resources' Waters' Public Services'
Sheet No. 52 Los Angeles Glendale	Plant trees on east side of LAR			Trail Access at Avwater Park Demonstration Project at Proposed Los Feliz Riverwalk Provide Equestrian/Pedestrian Bridge Crossing	Interpretive Site at Avwater Park	Biological Resources' Waters' Public Services'
Sheet No. 53 Los Angeles Glendale	Plant trees on east side of LAR			Trail Access at City of Los Angeles Department of Recreation and Parks Forestry Division Yard Demonstration Project at Proposed Los Feliz Riverwalk		Biological Resources' Waters' Public Services'
Sheet No. 54 Los Angeles Glendale		Aesthetic improvements east and west of LAR Mural on east side of LAR - Visible from River and Freeway River Mapping and Sign System		Trail on east side of LAR		Biological Resources' Aesthetics' Waters' Public Services'
Sheet No. 55 Los Angeles Glendale Burbank		Aesthetic improvements on northwest side of LAR River Mapping and Sign System	Opportunity of economic improvements with existing City of Glendale	Trail Crossing Bridge on LAR near City of Glendale Maintenance Yard Trail Crossing Bridge on Verdugo Wash east of confluence with LAR Trail on east side of LAR	Interpretive Site at Confluence of Verdugo Wash and Los Angeles River	Recreation' Transportation/Circulation' Utilities and Service Systems' Public Services'
Sheet No. 56 Los Angeles Glendale Burbank		Griffith Park - Valley Carway Entry River Mapping and Sign System		Provide Access to LAR at Riverside Dr.		Public Services'
Sheet No. 57 Los Angeles Burbank	Plant trees near corner of Forest Lawn Dr. and Zoo Dr. Plant trees between Zoo Dr. and Ventura Freeway	Aesthetic improvement near corner of Forest Lawn Dr. and Zoo Dr. Aesthetic improvements between Zoo Dr. and Ventura Freeway River Mapping and Sign System		Bridge Crossing on LAR from Forest Lawn to Equestrian Center		Biological Resources' Waters' Public Services' Geological Issues'
Sheet No. 58 Los Angeles Burbank	Plant trees on north side of LAR west of Ventura Freeway crossing of LAR	Recreation and aesthetic improvements at City of LA spreading grounds Improvement of safety fencing on north side of LAR River Mapping and Sign System	Bike and Skate Rentals	Provide trail access on north side of LAR at Beachwood Dr. Local Loop Trail at Beachwood Dr. Connect LAR to Mountain View Park at Beachwood Dr. Provide trail access on south side of LAR at City of LA spreading grounds LAR/Trail crossing needed at Ventura Freeway	Interpretive Site at City of LA Spreading Grounds	Biological Resources' Recreation' Transportation/Circulation' Waters' Utilities and Service Systems' Public Services' Geological Issues'
Sheet No. 59 Los Angeles Burbank	Plant trees on north and east of LAR		Opportunity for economic development where LAR approaches Burbank Studios	Potential Trail on North Bank		Biological Resources' Recreation' Transportation/Circulation' Waters' Utilities and Service Systems' Public Services'

LOCATION	ENVIRONMENTAL ENHANCEMENT	AESTHETIC IMPROVEMENTS	ECONOMIC DEVELOPMENT	RECREATION	INTERPRETIVE SITES	POTENTIAL ENVIRONMENTAL ISSUES
Sheet No. 60 Los Angeles Burbank	Plant trees on south side of LAR	Aesthetic improvements on south side of LAR River Mapping and Sign System	Opportunity for economic improvements at Warner Bros. Studio on north side of LAR and near Forest Lawn Dr. on south side of LAR	Trail improvements on south side of LAR		Biological Resources' Recreation' Transportation/Circulation' Water' Utilities and Service Systems' Public Services'
SAN FERNANDO VALLEY - BEACH NO. 5						
Sheet No. 61 Los Angeles	Plant trees on south side of LAR to connect to Universal City "City Walk"	Aesthetic improvements on south side of LAR River Mapping and Sign System		Connect LAR to Weddington Park South via Lankershim Blvd. Provide trail access to south side of LAR on west side of Lankershim Blvd. Provide trail access at Lakeside Golf Course	Interpretive site at Weddington Park south	Biological Resources' Recreation' Water' Public Services' Recreation' Public Services'
Sheet No. 62 Los Angeles		Aesthetic improvements on south side of LAR River Mapping and Sign System		Trail on south side of LAR		Recreation' Public Services'
Sheet No. 63 Los Angeles		Aesthetic improvements between Alley and Colfax Ave. Aesthetic improvement for existing commercial area on south side of LAR River Mapping and Sign System		Trail on east side of Tujunga Wash		Recreation' Public Services'
Sheet No. 64 Los Angeles	Plant trees on east side of LAR	Opportunity for Vista Point Water Feature at north of confluence of Tujunga Wash and LAR River Mapping and Sign System		Provide pedestrian bridge near confluence of LAR and Tujunga Wash Loop trail on east side of Tujunga Wash Par Course on east side of Tujunga Wash		Biological Resources' Recreation' Water' Public Services' Geological Issues'
Sheet No. 65 Los Angeles	Convert existing plantings on north side of LAR to native plants	River Mapping and Sign System		Commuter Bike Trail on southwest side of Tujunga Wash (including at-grade crossing of Laurel Canyon Blvd. and crossing on or under Moorpark Blvd.) Provide access to Commuter Bike Trail on south side of Tujunga Wash at Laurel Canyon Blvd. Provide access to Commuter Bike Trail at Moorpark St.	Interpretive site at corner of Moorpark St. and Laurel Canyon Blvd.	Biological Resources' Aesthetics' Recreation' Water' Public Services' Geological Issues'
Sheet No. 66 Los Angeles	Convert existing plantings on north side of LAR to native plants	River Mapping and Sign System	Opportunity for economic development exists at unused parking lot 0.5 ac. parcel to support open mall, market and bike/skate rentals	Provide access to south and north side of LAR at Whittier St. Potential site for Riverside Park		Biological Resources' Aesthetics' Recreation' Transportation/Circulation' Water' Utilities and Service Systems' Public Services' Geological Issues' Air Quality'
Sheet No. 67 Los Angeles		Aesthetic improvements on south side of LAR River Mapping and Sign System	Opportunity for economic improvement on south side of LAR Opportunity for economic development exists at unused parking lot 0.5 ac. parcel to support open air market and bike/skate rentals	Trail on south side of LAR (Including crossing of Goldwater Canyon on the north and south side of LAR) Provide access to south and north side of LAR at Whittier St.		Aesthetics' Recreation' Transportation/Circulation' Utilities and Service Systems' Public Services' Geological Issues'

¹³Native planting programs will be designed to provide the same level of screening currently provided to residential areas.

LOCATION	ENVIRONMENTAL ENHANCEMENT	AESTHETIC IMPROVEMENTS	ECONOMIC DEVELOPMENT	RECREATION	INTERPRETIVE SITES	POTENTIAL ENVIRONMENTAL ISSUES
Sheet No. 68 Los Angeles		River Mapping and Sign System		Trail on north side of LAR (including crossings of Moorpark St. and Fulton Ave.) Loop Trail on north side of LAR to connect shopping and schools Connect LAR to Woodbridge School Provide access to north and south side of LAR at Moorpark St. Trail staging area at Moorpark St.	Interpretive Site at corner of Bloomfield St. and Fulton Ave.	Aesthetics Recreation Utilities and Service Systems Public Services Geological Issues
Sheet No. 69 Los Angeles	Plant trees on north and south side of LAR	River Mapping and Sign System	Opportunity for economic development on east side of Woodman Ave at LAR	Connect Nieme Dame High School to LAR via Woodman Ave. (including crossing of Ventura Freeway and Riverside Dr.) Provide access to north side of LAR at Woodman Ave.		Biological Resources Recreation Water Utilities and Service Systems Public Services Geological Issues
Sheet No. 70 Los Angeles		Aesthetic improvement between LAR and Ventura Freeway Aesthetic improvement at corner of Valleheart and Hazeltine River Mapping and Sign System	Opportunity for economic development south LAR between Hazeltine Ave. and Murietta Ave. Potential commercial improvement north of LAR between Calhoun Ave. and Hazeltine Ave.	Connect LAR to Sherman Oaks Fashion Square and Van Nuys/Sherman Oaks Park via Hazeltine Ave. (including crossing Ventura Freeway, Riverside Dr., and Huston St.) Provide access to north side of LAR on east side of Hazeltine Ave. Trail on north and south side of LAR Opportunity for Park south LAR between Hazeltine Ave. and Murietta Ave.		Recreation Transportation/Circulation Utilities and Service Systems Public Services Geological Issues Cultural Resources
Sheet No. 71 Los Angeles	Plant trees on south side of LAR	Community mural on Caltrans sound wall south of LAR Aesthetic improvements south of LAR Add benches to Caltrans easement south of LAR between Van Nuys Blvd. and Sylmar Ave. River Mapping and Sign System				Biological Resources Aesthetics Water
Sheet No. 72 Los Angeles		River Mapping and Sign System				
Sheet No. 73 Los Angeles	Plant trees west of interchange of Ventura and San Diego Freeways	Aesthetic improvements south of LAR adjacent to commercial area Aesthetic improvements north of LAR and east of San Diego Freeway Aesthetic improvements south of LAR and east of Sepulveda Blvd. River Mapping and Sign System	Opportunity for economic development north of LAR and east of San Diego Freeway	Staging area for bikes north of LAR and east of San Diego Freeway (between San Diego Freeway and Ventura Blvd.)	0.25 ac. Interpretive site within ROW (education and aesthetic enhancements)	Biological Resources Recreation Transportation/Circulation Water Utilities and Service Systems Public Services Geological Issues
Sheet No. 74 Los Angeles	Plant trees south of LAR and north of Ventura Freeway	Aesthetic improvement south of LAR and north of Ventura Freeway				
Sheet No. 75 Los Angeles		River Mapping and Sign System		Riverlink Trail-Demonstration Project from Mayor Bradley's Task Force		
Sheet No. 76 Los Angeles					Interpretive Site west of confluence of Bull Creek and LAR	Transportation/Circulation Utilities and Service Systems Public Services
Sheet No. 77 Los Angeles		River Mapping and Sign System				

LOCATION	ENVIRONMENTAL ENHANCEMENT	AESTHETIC IMPROVEMENTS	ECONOMIC DEVELOPMENT	RECREATION	INTERPRETIVE SITES	POTENTIAL ENVIRONMENTAL ISSUES
Sheet No. 78 Los Angeles	Plant trees north and south of LAR and east of White Oak Ave.	Credit Abatement Program River Mapping and Sign System		Trail on north side of LAR Trail on south side of LAR, east of White Oak Ave.	Interpretive Site north of LAR, east of White Oak Ave.	Biological Resources' Transportation/Circulation' Water' Utilities and Service Systems' Public Services'
Sheet No. 79 Los Angeles	Plant trees south of LAR and north of Chiminea Ave.	River Mapping and Sign System		Trail on north side of LAR (including crossings Lindell Ave., Edwards Ave., Kintidge St., and Lindell Ave.) Provide trail access between Resada Park and Resada Park via existing bridge Provide access to north side of LAR at Kintidge St.		Biological Resources' Recreation' Water' Public Services' Geological Issues'
Sheet No. 80 Los Angeles	Plant trees on north side of LAR	Aesthetic improvements north of LAR between Yolanda Ave. and Anigo Ave. River Mapping and Sign System		Connect West Valley Park to Aliso Creek (including crossing of Wilbur Ave.) Provide access to west side of Aliso Creek at Archwood St. Trail west side of Aliso Creek Pedestrian bridge on north side of LAR to cross Aliso Creek	Interpretive site west of Aliso Creek	Biological Resources' Recreation' Water' Public Services' Geological Issues'
Sheet No. 81 Los Angeles	Plant trees on north side of LAR	Create Park south of LAR and west of Corbin River Mapping and Sign System		Trail on north side of LAR (including crossings at Corbin Ave., Shirley Ave., Aura Ave., and Tampa Ave.) Provide access to north side of LAR at Shirley Ave., Aura Ave., and east of Tampa Ave.		Biological Resources' Recreation' Transportation/Circulation' Water' Utilities and Service Systems' Public Services' Geological Issues' Air Quality''
Sheet No. 82 Los Angeles		Aesthetic improvements north and south side of LAR Create park north of LAR and west of Oso Ave. Credit Abatement Program River Mapping and Sign System		Connect LAR to Pierce College and school via Winnetka Ave. (including crossings at MTA SP RR ROW and Victory Blvd.) Trail on north side of LAR Provide access to south side of LAR on east side of Winnetka Ave.	Interpretive site north of LAR and west of Oso Ave.	Recreation' Transportation/Circulation' Utilities and Service Systems' Public Services' Geological Issues' Air Quality''
Sheet No. 83 Los Angeles	Plant trees south of LAR	River Mapping and Sign System	Opportunity for economic development south of Vanowen and west of Mason	Trail on north side of LAR Pedestrian bridge to cross Browns Creek at confluence to LAR		Biological Resources' Recreation' Water' Public Services' Geological Issues'
Sheet No. 84 Los Angeles		Aesthetic improvements along Bell Creek Aesthetic improvements on Calabassas Creek Aesthetic improvements on north and south sides of LAR River Mapping and Sign System	Opportunity for economic development - Open air markets on Canoga Ave.	Trail on north side of LAR	Interpretive site at Canoga Park High School - student project including sculpture of river history and water quality	Recreation' Transportation/Circulation' Utilities and Service Systems' Public Services'
TUJUNGA WASH - REACH NO. 6						
Sheet No. 85 Los Angeles (See also Sheet No. 64)	Plant trees on northeast side of Tujunga Wash	Opportunity for Vista Point Water Feature art north of confluence of Tujunga Wash and LAR River Mapping and Sign System		Provide pedestrian bridges near confluence of LAR and Tujunga Wash Loop trail on east side of Tujunga Wash Pc Course on east side of Tujunga Wash		Biological Resources' Recreation' Water' Public Services' Geological Issues'
Sheet No. 86 Los Angeles (See also Sheet No. 65)	Convert existing plantings on north side of LAR to native plants	River Mapping and Sign System		Commuter Bike Trail on southwest side of Tujunga Wash (including at-grade crossing of Laurel Canyon Blvd. and crossing on or under Moorpark Blvd.) Provide access to Commuter Bike Trail on south side of Tujunga Wash at Laurel Canyon Blvd. Provide access to Commuter Bike Trail at Moorpark St.	Interpretive site at corner of Moorpark St. and Laurel Canyon Blvd.	Biological Resources' Recreation' Water' Public Services' Geological Issues'

LOCATION	ENVIRONMENTAL ENHANCEMENT	AESTHETIC IMPROVEMENTS	ECONOMIC DEVELOPMENT	RECREATION	INTERPRETIVE SITES	POTENTIAL ENVIRONMENTAL ISSUES
Sheet No. 87 Los Angeles	Plant trees on west and east sides of Tujunga Wash	Aesthetic improvements to link LAR to Valley College River Mapping and Sign System		Trail on west and east sides of Tujunga Wash Provide access to west side of Tujunga Wash at Sarah St. Trail crossing of Whitsett Ave.		Biological Resources' Recreation' Water' Public Services' Ecological Issues'
Sheet No. 88 Los Angeles	Plant trees on west (south) and east (north) sides of Tujunga Wash			Trail on east (north) side of Tujunga Wash Connect school to Tujunga Wash via La Meida St.		Biological Resources' Recreation' Water' Public Services'
Sheet No. 89 Los Angeles	Plant trees on west and east sides of Tujunga Wash	River Mapping and Sign System		Trail from west side of LAR at Coldwater Canyon Ave. to continue south on east side of Tujunga Wash (including crossings at MTA Row and Magnolia Blvd.) Provide access to east side of Tujunga Wash at MTA ROW and Magnolia Blvd.		Biological Resources' Recreation' Water' Public Services'
Sheet No. 90 Los Angeles		River Mapping and Sign System		Trail on west side of Tujunga Wash adjacent of Coldwater Canyon Ave.		Recreation' Public Services'
Sheet No. 91 Los Angeles	Plant trees on west and east sides of Tujunga Wash	River Mapping and Sign System		Trail on west side of Tujunga Wash (including crossing of Ormand St.)		Biological Resources' Recreation' Water' Public Services'
Sheet No. 92 Los Angeles	Plant trees on west and east sides of Tujunga Wash		Opportunity for economic development- state/bike rentals and sidewalk vendors	Connect Tujunga Wash to School Provide access to east side of Tujunga Wash via alley near Kimridge Ave. Provide access to west side of Tujunga Wash at Victory Blvd. Trail on west and east sides of Tujunga Wash (including crossing of Victory Blvd.) Mini-Park between Tujunga Wash and Strip Mall Market		Biological Resources' Recreation' Transportation/Circulation' Water' Utilities and Service Systems' Public Services' Cultural Resources''
Sheet No. 93 Los Angeles	Plant trees on west and east sides of Tujunga Wash	Siting area/parking/access between Altam Ave. and Tujunga Wash north of Sherman Way Aesthetic improvements on east side of Tujunga Wash		Trail on west and east sides of Tujunga Wash (including crossing of Sherman Way and Vanowen St.)		Biological Resources' Recreation' Water' Public Services'
Sheet No. 94 Los Angeles	Plant trees on the west and east sides of Tujunga Wash	Green way on east side of Tujunga Wash between Salcoy St. and Lull St. River Mapping and Sign System		Trail on west side of Tujunga Wash (including crossing of Salcoy St. and Raymer St.) Trail on east side of Tujunga Wash north of Salcoy St. Provide access to west side of Tujunga Wash via Salcoy St. and Raymer St.		Biological Resources' Recreation' Water' Public Services'
Sheet No. 95 Los Angeles	Plant trees on the west and east sides of Tujunga Wash	Green way on east side of Tujunga Wash near Varna St.		Loop Trail on west and east sides of Tujunga Wash Provide access to west side of Tujunga Wash at Varna St. Provide access to east side of Tujunga Wash at Armita St.		Biological Resources' Recreation' Water' Public Services'
Sheet No. 96 Los Angeles		Open land aesthetic improvement	Opportunity for economic development at Church parking lot on west side of Tujunga Wash - Open air market/sitting for trail/ bike and state rentals	Loop Trail on west and east sides of Tujunga Wash (including crossing of Canterbury Ave., Roscoe Blvd., and Cantara) Provide pedestrian bridge at Canterbury Ave.		Recreation' Transportation/Circulation' Utilities and Service Systems' Public Services' Geological Issues'

PROJECT ELEMENTS

LOCATION	ENVIRONMENTAL ENHANCEMENT	AESTHETIC IMPROVEMENTS	ECONOMIC DEVELOPMENT	RECREATION	INTERPRETIVE SITES	POTENTIAL ENVIRONMENTAL ISSUES
Sheet No. 97 Los Angeles	Environmental restoration at Branford Settling Basin Plant trees on the west and east sides of Tujunga Wash	Paint Mural on DWP Building		Trail on west (north) side of Tujunga Wash (including crossing of Santa Ana Freeway, Hollywood Freeway, and Arleta) Trail crossing of Pacoima Diversion Channel at Tujunga Wash	Interpretive Site at Branford Settling Basin - Environmental Water Quality, Educational	Biological Resources Recreation Water Transportation/Circulation Utilities and Service Systems Public Services Geological Issues
Sheet No. 98 Los Angeles	Plant trees on the west and east sides of Tujunga Wash			Trail on west (north) side of Tujunga Wash (including crossing of Telfair)		Biological Resources Recreation Water
Sheet No. 99 Los Angeles	Plant trees on the west and east sides of Tujunga Wash			Trail on west (north) side of Tujunga Wash (including crossing of San Fernando Road and SP RR ROW)		Biological Resources Recreation Water
Sheet No. 100 Los Angeles	Plant trees on the west and east sides of Tujunga Wash			Trail on west (north) side and east (south) side of Tujunga Wash (including crossing of Glendale Blvd.) Trail on north side of Sheldon St./Venworth St. (including crossing of Glendale Blvd.)		Biological Resources Recreation Water
Sheet No. 101 Los Angeles				Trail on west (north) side of Tujunga Wash and continuing west on Glendale Blvd.	Interpretive site at top of Hansen Dam with access from Hansen Dam at Osborne St.	Biological Resources Recreation Water

*See Mapping Component section in the Master Plan Report beginning on Page 107 for Detail Maps/Sheets 1-101.

FIGURE 2.2-1
PROJECT DETAIL MAPS
Reach/Project Location Maps; Detail Maps/Sheets 1-101

City of Los Angeles
Collection System Settlement Agreement
Supplemental Environmental Project

**North Atwater Creek Restoration & Water Quality
Enhancement Project Workplan**

**Submitted to the Los Angeles Regional Water Quality Control
Board**

Background

The Supplemental Environmental Project under the Collection System Settlement Agreement specifically lists North Atwater Park as one of the projects under the terms of the agreement. The agreement states in part:

“This project will construct water quality physical and structural improvements to an area along the Los Angeles (“LA”) LA River in the vicinity of North Atwater Park. The project will restore wetlands for storm water runoff capture and treatment and provide habitat linkage to the Los Angeles River...The project will reconstruct an area along the LA River in the North Atwater storm drain... This project will directly benefit the North Atwater neighborhood and the East and Northeast communities, which are low income and minority areas.”

The primary water quality focus for this project is on mitigating trash and bacteria.

Current Site Condition

The project site has a remnant natural creek with an earthen streambed and banks that discharges to the Los Angeles River through 5 large culverts at its base. The site drains approximately 40 acres of urban area, of which 80% is impervious. There is no pre-treatment; after initially encountering a concrete apron, the water enters the creek and discharges to the river.

This part of the Los Angeles River is known as the Glendale-Narrows, and has a naturalized streambed and concrete banks. During dry weather, flow is primarily high-quality tertiary treated effluent from the Donald C. Tillman and Los Angeles/Glendale Water Treatment Plants, however, water quality is impacted by dry weather urban runoff that discharges directly to the river through a series of storm drains.

The creek currently contains a number of non-native grasses and invasive exotic species such as Castor bean. In some places, the bank may be unstable and the

condition of the soil is not fully characterized. Since that area has drained an urban area for a long period of time, there may be soil contamination. The creek is frequently dry, although water occasionally pools at the base of the creek.

An equestrian facility is directly adjacent to the base of the creek. This particular location is also part of the equestrian trail that crosses the Los Angeles River and connects to Griffith Park. A riding ring is the property of, and maintained by the City of Los Angeles; stable facilities are privately owned and maintained. It is estimated that between this facility and others nearby, approximately 200 horses are boarded in this area. Since a single horse can generate 1 cubic foot of manure per day, impacts to creeks and waterways can be substantial if nutrients and total suspended solids if not mitigated.

SCOPE OF WORK

Section I: Creek Restoration and Wetland Creation, and BMP for Trash and Bacteria

The City of Los Angeles proposes to install a unit at the storm drain to intercept trash from the 40 acres of runoff that drains to the site; restore and re-vegetate the creek with native plants; intercept and treat runoff from the equestrian facilities so that the runoff does not negatively impact the new wetlands. Pre- and post-project water quality monitoring will be conducted to determine the efficacy of the BMPs installed on site. In addition to obtaining necessary permits, consultation will be made with the Greater Los Angeles County Vector Control District to ensure that mosquitoes do not represent a hazard to either humans or horses. The City also proposes to capture and direct the Los Angeles River water to create continuous flow in the wetland. Water capture and conveyance is described in Section II. The following outlines the scope of Section I by task:

Task 1: Prepare and Implement Water Quality Monitoring Plan

The City of Los Angeles will prepare a water quality monitoring plan to determine the constituent pollutants in three water sources: runoff from the 40-acre surrounding neighborhood, any water entering from the equestrian facilities, and water drawn from the Los Angeles River that will be used in the wetland.

Pre-construction monitoring will occur for a period of 1 year prior to construction. The City will monitor at the input of the storm drain at the concrete apron, and at the base of the equestrian facilities, if flow is occurring. If possible, samples will be taken twice during the dry season, and twice during the wet season within 24 hours after a storm event of ½ inch of rain or greater. The following constituents will be tested at each monitoring event: nutrients (nitrate, nitrite, phosphorus, and ammonia), bacteria (E. coli, fecal coliform), metals (lead, copper, chromium) semi-volatile organic compounds, oils and grease, organophosphates, and total suspended solids.

Post-project monitoring will occur for two years at the same frequency and locations, with the addition of a location to sample the water quality of the Los Angeles River water being pumped to the site, and at the end of the wetland prior to discharge to the Los Angeles River.

Task 2: Install BMPs to Capture and Treat Local Runoff

The City of Los Angeles will install a device(s) to intercept and treat stormwater that drains from 40 acres of the surrounding neighborhood onto the site via a concrete apron. The neighborhood can be characterized primarily as urban residential, with a high degree of impervious surfaces. The unit will be designed to intercept dry weather runoff, and effectively remove trash, and bacteria.

Task 3: Install BMPs to Prevent, Capture and/or Treat Runoff from the Equestrian Facilities

Equestrian facilities adjacent to the site that drain to the creek are owned both privately and publicly. A riding ring is on City property, stables and corrals are privately owned. We will work with Recreation and Parks to install Best Management Practices for dealing with horse wastes on the City-owned site. These may include, but not be limited to, installation of vegetated swales around the facility, absorption pits, manure disposal management, and re-routing of drainage. Owners of the private parcel adjacent to the site, will be encouraged to install similar BMPs. Installation of BMPs would be the responsibility of the private owners.

Units will be investigated that can intercept water from the equestrian facility before it enters the proposed wetland, if the installation of non-structural BMPs at the facility are deemed inadequate to effectively prevent contaminated runoff from entering the site. The units chosen must be able to effectively deal with horse waste.

Task 4: Creek Restoration and Wetland Creation

As mentioned in Task 2, a unit will be installed at the concrete apron that will intercept all trash before it enters the creek. Through natural treatment by slowing the water through a series of boulder weirs, the water will be aerated, reducing bacteria levels, and allowing sediment loads to drop, reducing total suspended solids. At the bottom of the creek, where the land flattens out, a larger wetland will be created to further naturally treat stormwater and dry weather runoff.

Non-native plants will be removed, and where necessary, the bank will be re-graded and stabilized. The bed will be altered with the addition of large boulders that will slow the velocity of the water entering the creek and preventing erosion. The creek will then be planted in native species appropriate to riparian and upland plant communities.

A wetland will be created at the base of the creek to detain and naturally treat the water, and provide habitat for the birds that utilize the river in this reach. The wetland will be designed to maintain a year-round supply of water. Native wetland plants will help remove nutrients from the adjacent equestrian facilities. A Vector Control Plan will be developed to ensure that mosquitoes or other pests do not present a problem on the site.

As part of this task, several plans will be prepared and implemented:

Grading Plan and Slope Stabilization – grading and slope stabilization may be necessary after removal of non-native plants and to accommodate the function of the site as a wetland to improve water quality. Plans will include drawings for finished grade. Slope stabilization techniques will be analyzed and chosen based on optimal cost and function.

Planting Plan – a planting plan will be developed incorporating native plants, using the County of Los Angeles *Landscaping Guidelines for the Los Angeles River*. Non-native, non-invasive plants may be used judiciously if necessary for effective nutrient uptake in the wetlands or around the equestrian facilities.

Permits – City will apply for all necessary permits including Army Corps of Engineers, California Department of Fish and Game, and Regional Water Quality Control Board.

Vector Control Plan – A Vector Control Plan will be prepared in conjunction with consultation with the Greater Los Angeles Vector Control District. This plan will outline methods and frequency of controls. The plan will incorporate Integrated Pest Management Techniques, with special attention to the sensitivity of riparian habitats.

Section II: Water Collection/Conveyance System

The wetland will be designed to maintain a year-round supply of water. Two options for water conveyance are presented below. The cost estimate presented in this workplan is for Option I. *The water conveyance details of the options may change due to results of the hydrology study and/or modification of water conveyance cost, conditions, or permit.*

Hydrogeology Study - Evaluation of the proposed site for water infiltration, the feasibility of utilizing various technologies in order to meet the project's water needs, and soil condition. This study will investigate and recommend a design to bring water from the Los Angeles River, or other water source, to ensure that the creek and wetland maintain a wetted condition all year.

Option 1:

Water Collection/Conveyance System – Due to site condition and constraint, a river induced infiltration system is proposed. The preliminary water collection system design will include installing a 6-foot diameter wet well to a depth of 45 feet; one 15-inch diameter, 110-foot long pipe to drain water from the Los Angeles river to the wet well and two 20 horse power pumps with a pumping capacity of 700 gallons per minute and a piping system consists of approximately 360 feet of 8-inch diameter pipe to convey water from the collector well to the discharge point at the wetland, a pump house above

Project Estimate

Funds for this project per SEP agreement (\$2,000,000) will be used for Section I, "Creek Restoration and Wetland Creation, and BMP for Trash and Bacteria". Additional funds, if needed, will be obtained from other sources to complete Section I.

Funding for water conveyance will be sought from other sources such as grants, to complete Section II, "Water Collection/Conveyance System". Should grants not be available, RWQCB will be consulted to consider other options.

Cost Estimate Class: ○

Estimated Project Costs by Year (Highlight and Press F9 to Update Formulas):

TYPE*	TOTAL	Prior Yrs	FY 05/06	FY 06/07	FY 07/08	FY 08/09
FAP	\$333,127	\$59,800	\$59,700	\$213,627	\$0	\$0
CTP	\$175,389	\$0	\$0	\$87,695	\$87,694	\$0
R/W	\$0	\$0	\$0	\$0	\$0	\$0
CONS	\$3,006,660	\$0	\$0	\$0	\$0	\$3,006,660
FACM	\$526,167	\$0	\$0	\$0	\$105,233	\$315,701
CTCM	\$75,166	\$0	\$0	\$0	\$22,549	\$37,583
TOTAL	\$4,116,509	\$59,800	\$59,700	\$301,322	\$215,476	\$3,359,944

*FAP = City Planning/Design, CTP = Consultant Planning/Design, R/W = Right of Way, CONS = Construction, FACM = City Construction Management, CTCM = Consultant Construction Mgt.

TYPE*	FY 09/10
FAP	\$0
CTP	\$0
R/W	\$0
CONS	\$0
FACM	\$105,233
CTCM	\$15,034
ESC	
TOTAL	\$120,267

