

5. Review of Existing Planning Efforts

Table of Contents

5. Review of Existing Planning Efforts	5-1
5.1 Introduction	5-2
5.2 Los Angeles River Master Plan	5-2
5.3 Los Angeles River Index	5-3
5.4 Los Angeles River Revitalization Master Plan	5-5
5.5 Los Angeles River Ecosystem Restoration Integrated Feasibility Report.....	5-7
5.6 Watershed Management Programs.....	5-8
5.7 Long Beach Riverlink	5-11
5.8 Gateway Cities and Rivers Urban Greening Master Plan	5-13
5.9 Long Beach Freeway (I-710) Corridor Study	5-13
5.10 References.....	5-16
Attachment A: List of Potential Projects.....	5-17

List of Figures

Figure 5-1. Example reach and project map from the Master Plan	5-4
Figure 5-2. Example rendering of an Opportunity Area from the LARRMP showing a proposed active river edge while maintaining the functions of the Los Angeles River as a flood control channel and transportation corridor.....	5-6
Figure 5-3. The ARBOR reach study area for the IFR.....	5-7
Figure 5-4. WMP and EWMP boundaries, one-mile buffer from Lower Los Angeles River, and greater tributary area to outfalls within the buffer.	5-9
Figure 5-5. Main components of the RiverLink Plan.....	5-12
Figure 5-6. Transportation system opportunities identified along the I-710 corridor.	5-15

List of Tables

Table 5-1. Summary of existing and planned projects from WMP and EWMP documents.....	5-10
Table 5-2. Transportation System Objectives	5-14
Table 5-3. Environmental and Other Project Objectives	5-14

5.1 Introduction

Since the development of the Los Angeles River Master Plan in 1996 by the County of Los Angeles, the Los Angeles River Watershed has undergone numerous planning efforts. The efforts have addressed issues such as environmental enhancement, water quality improvements, recreational opportunities, and transportation corridor planning. These efforts were reviewed to ensure that the LLARRP is comprehensive and includes or acknowledges synergies with ongoing plans.

The following documents, plans, or efforts were reviewed to identify projects and efficiencies:

- Los Angeles River Master Plan, Los Angeles County Department of Public Works, June 1996
- Los Angeles River Index, River LA, Gehry Partners, Olin Landscape, and Geosyntec
- Los Angeles River Revitalization Master Plan, City of Los Angeles, April 2007
- Los Angeles River Ecosystem Restoration Integrated Feasibility Report, US Army Corps of Engineers Los Angeles District, September 2015
- Los Angeles River Upper Reach 2 Watershed Management Area Watershed Program, Los Angeles Gateway Regional Integrated Water Management Authority, June 12, 2015
- Lower Los Angeles River Watershed Management Program, Lower Los Angeles River Watershed Group, June 12, 2015
- Long Beach RiverLink, City of Long Beach Parks and Recreation, February 2007
- Gateway Cities and Rivers Urban Greening Master Plan, Water Conservation Authority
- Long Beach Freeway (I-710) Corridor Study, Los Angeles County Metropolitan Transportation Authority and California Department of Transportation

All relevant projects identified during the review are summarized in Attachment A. These projects comprised the initial list of opportunity areas presented in Volume 2, Chapter 2.

5.2 Los Angeles River Master Plan

The overarching goal of LACDPW's 1996 Los Angeles River Master Plan (Master Plan) was to identify ways to revitalize the publically-owned rights-of-way along the Los Angeles River into a multi-faceted urban resource. The mission statement of the Master Plan is as follows:

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.

The goals of the Master Plan remain as follows:

- Ensure flood control and public safety needs are met
- Improve the appearance of the River and the pride of the 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

Although the Master Plan was developed for the entire length of the Los Angeles River, the recommendations for Reach 1 and Reach 2 are particularly relevant to the LLARRP. The Master Plan details open spaces, existing facilities, and recommended enhancements for each reach and city along the Lower Los Angeles River (**Figure 5-1**). Each reach includes a description of that reach, a summary of issues, recommendations for cities within the reach, and a list of projects previously planned by other entities. The projects can be cross-referenced with newly identified projects under the LLARRP to evaluate progress over the past 20 years.

The Master Plan also contains a chronology of the process implemented over the five-year development of the Master Plan, which provides useful guidance and institutional precedence for the LLARRP process.

5.3 Los Angeles River Index

The LA River Index was developed in 2014 to encourage holistic planning throughout the 51-mile length of the Los Angeles River. The project intends to organize and present information regarding the following elements:

- Flood Risk Management
- Water Recharge
- Water Quality
- Greenhouse Gases
- Ecology and Habitat
- Open Space and Parks
- Public Health and Social Equity
- Transportation
- Programming

Topics are organized on a public-facing website. Although project examples are presented, no specific planned projects are delineated.

REACH/PROJECT LOCATION-1

SUPERVISORIAL DISTRICTS 2,4

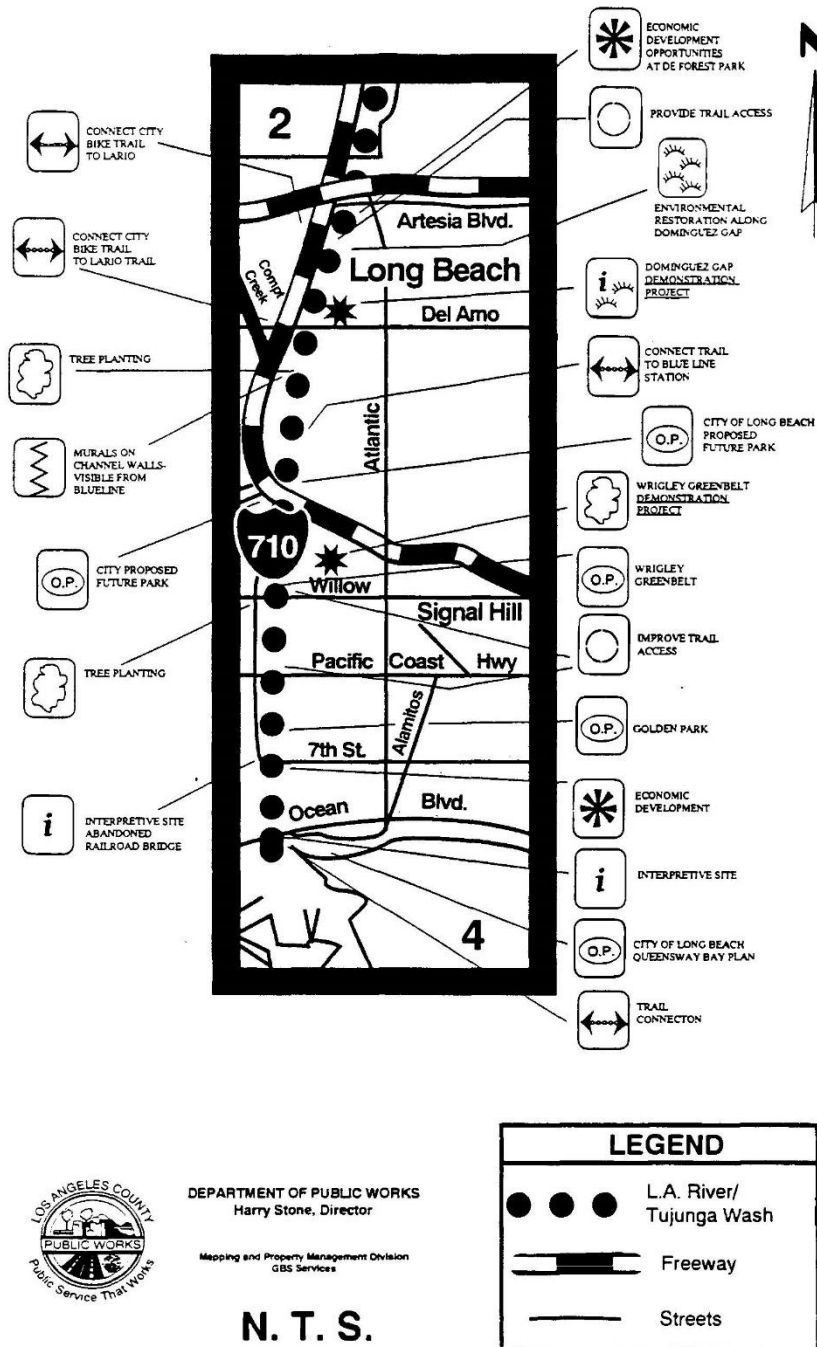


Figure 5-1. Example reach and project map from the Master Plan

5.4 Los Angeles River Revitalization Master Plan

The Los Angeles River Revitalization Master Plan (LARRMP) provides a framework for restoring the River's ecological function and for transforming it into an amenity for residents and visitors. The LARRMP was prepared for the 32-mile length of the Los Angeles River located within the City of Los Angeles and the goals include:

- Revitalize the Los Angeles River through enhanced flood storage, water quality, public safety, and ecosystem
- Green the neighborhoods with a continuous Los Angeles River greenway, extended open space and recreation, and public art along the Los Angeles River
- Capture community opportunities by making the Los Angeles River the focus of activity, providing opportunities for educational and public facilities, and celebrating the cultural heritage of the Los Angeles River
- Create value with improved quality of life, focused attention on underused areas and disadvantaged communities, and increased employment, housing, and retail space opportunities

The LARRMP includes recommendations for the following:

- Physical improvements to the Los Angeles River corridor and to the green space network in adjacent neighborhoods
- Management of public access on a policy level and ensuring public health and safety
- Recommendations for a Los Angeles River governance and management structure; and
- Recommendations for short- and long-term priority projects and potential funding strategies.

The long-term vision for the LARRMP includes restoring a continuous, functioning riparian ecosystem along the Los Angeles River Corridor. This would involve restoring riparian vegetation to support birds and mammals and, ideally, developing fish passages, fish ladders, and riffle pools to allow for restoration of steelhead trout habitat.

To initiate progress towards this long-term vision, "Opportunity Areas" were identified along the Los Angeles River corridor to illustrate what might be feasible through implementation of various Los Angeles River improvement scenarios. The Opportunity Areas also represent approaches to address conditions that recur along the Los Angeles River, such as constriction of the Los Angeles River corridor by rail lines, limited right-of-way (ROW) through residential neighborhoods, and physical barriers in areas of industrial development. Five of the Opportunity Areas were selected for more detailed development of revitalization concepts, including economic analysis: Canoga Park, River Glen, Taylor Yard, Chinatown-Cornfields, and Downtown Industrial Area. The concept of Opportunity Areas could potentially be applied to the LLARRP to demonstrate continuity between concepts within the lower and upper reaches of the Los Angeles River.

In the short-term, channel walls can be modified to provide green landscaped terraces for wildlife habitat, water quality treatment, and increased public enjoyment. A system of pathways and overlooks can provide safe public access. Accomplishing long-term improvements would involve expansion of channel capacity and reduction in flow velocity. These can be achieved through a combination of flood storage outside the channel, underground flow diversions, and, over the long-term, land acquisition including purchase of private property to allow for channel widening.

A major element of reconnecting neighborhoods to the Los Angeles River is the transformation of the River Corridor into a continuous River Greenway that functions as the "green spine" of the City. Safe, pedestrian-friendly connections to the Greenway can be provided via a system of arterial and local "green streets" that are bicycle- and pedestrian-friendly, and paseos with wide sidewalks and shady tree canopies. To improve habitat connectivity, specific recommendations are presented to aid in the restoration and creation of habitat linkages throughout the River Corridor.

As this system develops, signature elements—gateways, bridges, paseos, plazas, and other landmarks—can be added to reinforce the River’s identity. Building on past efforts, public art can be a major component of this system. Within neighborhoods, underused or vacant space, as well as existing public spaces such as schoolyards, can be refurbished and made a part of the emerging green network and enhanced cultural landscape.

Although the LARRMP does not focus on LLAR, the approach to identifying and analyzing potential projects can be applied to the LLARRP.



Figure 5-2. Example rendering of an Opportunity Area from the LARRMP showing a proposed active river edge while maintaining the functions of the Los Angeles River as a flood control channel and transportation corridor.

5.5 Los Angeles River Ecosystem Restoration Integrated Feasibility Report

For this study, the Federal lead agency responsible for implementing the National Environmental Policy Act (NEPA) is the U.S. Army Corps of Engineers, Los Angeles District (USACE). The local lead agency responsible for implementing the California Environmental Quality Act (CEQA) is the City of Los Angeles. The Draft Integrated Feasibility Report (IFR) for the Los Angeles River Ecosystem Restoration Feasibility Study evaluated alternatives for the purpose of restoring 11 miles of the Los Angeles River from approximately Griffith Park to downtown Los Angeles while maintaining existing levels of flood risk management. This study area was identified as the “Area with Restoration Benefits and Opportunities for Revitalization” reach, or ARBOR Reach (**Figure 5-3**).

The IFR evaluated restoration, social, and economic alternatives within the ARBOR Reach, including the No Action Alternative and four action alternatives: Alternative 10, 13, 16, and 20. The objectives of the study were to:

1. **Restore Valley Foothill Riparian Strand and Freshwater Marsh Habitat:** Restore Valley Foothill Riparian wildlife habitat types, aquatic freshwater marsh communities, and native fish habitat within the ARBOR reach throughout the period of analysis, including restoration of supporting ecological processes and biological diversity, and a more natural hydrologic and hydraulic regime that reconnects the river to historic floodplains and tributaries, reduces velocities, increases infiltration, and improves natural sediment processes.
2. **Increase Habitat Connectivity:** Increase habitat connectivity between the river and the historic floodplain, and increase nodal connectivity for wildlife between restored habitat patches and nearby significant ecological zones such as the Santa Monica Mountains, Verdugo Hills, Elysian Hills, and San Gabriel Mountains within the ARBOR reach throughout the period of analysis.
3. **Increase passive recreation:** Include recreation that is compatible with the restored environment in the ARBOR reach throughout the period of analysis.

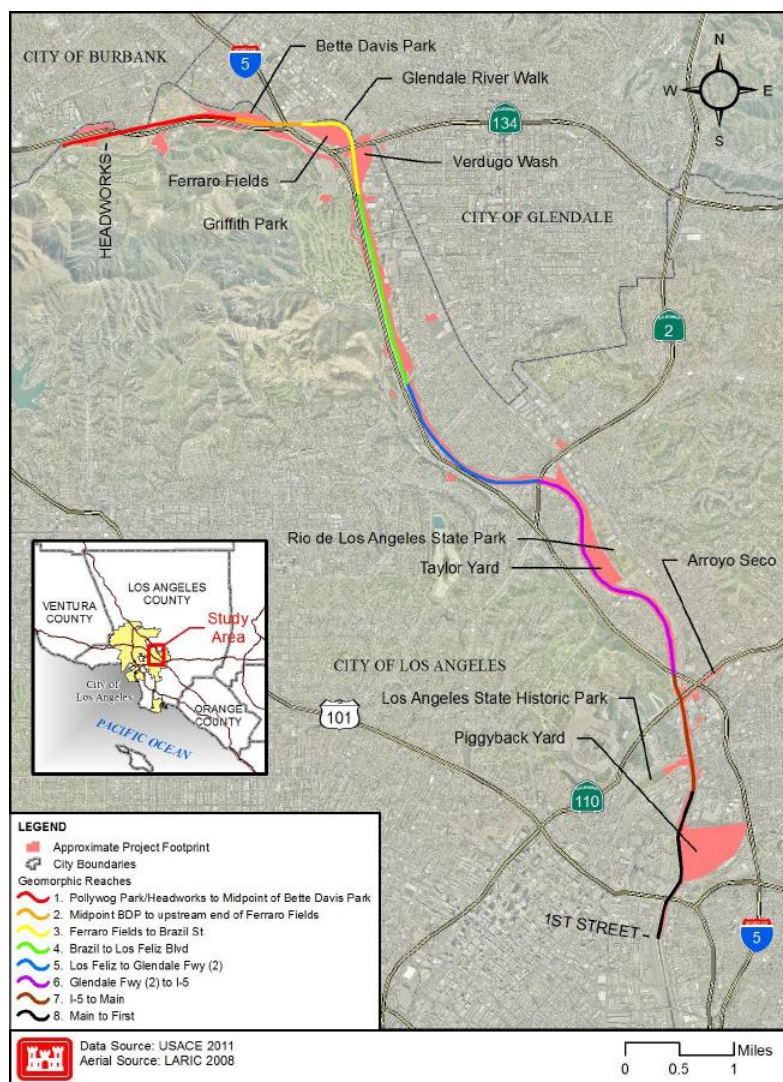


Figure 5-3. The ARBOR reach study area for the IFR.

There were several alternatives considered for implementation by USACE as the “Tentatively Selected Plan” (TSP) which typically becomes the “Recommended Plan” upon approval by USACE Headquarters. Of the top three incrementally-justified alternatives (known as Alternatives 13, 16, and 20), Alternative 13 became the Federal TSP. However, after considerable public support for the more comprehensive Alternative 20, it became the “Locally-Preferred Plan” and has become the Recommended Plan—with an associated greater percentage of local cost-sharing that would otherwise be necessary for Alternative 13.

The data-driven procedure implemented in the IFR to evaluate alternative concepts is highly applicable to the LLARRP process. Quantitatively comparing the relative benefits (for a comprehensive array of metrics important to the community and stakeholders) to the forecasted costs will aid in selecting projects that maximize the return on investment.

Although the goal of all revitalization projects is a net increase in benefits, the IFR acknowledged that such projects inherently cause unavoidable adverse impacts (both short- and long-term). To inform decision making, the LLARRP could benefit from following a similar model that evaluates the impacts to air quality, land use, traffic and circulation, and socio-economic/environmental justice from revitalization of the Lower Los Angeles River.

5.6 Watershed Management Programs

The California Regional Water Quality Control Board for the Los Angeles Region issued in 2012 the *Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges Within the Coastal Watersheds of Los Angeles County, Except Those Discharges Originating From the City of Long Beach MS4* (known as the MS4 Permit). The MS4 Permit regulates discharges from the Greater Los Angeles County MS4 system to attain compliance with the Clean Water Act. Permittees have the option to develop Watershed Management Programs (WMPs) or Enhanced Watershed Management Programs (EWMPs) to demonstrate with reasonable assurance that the requirements of the MS4 Permit will be met through watershed-scale strategies. WMP and EWMP groups were therefore assembled on the basis of both watershed and jurisdictional boundaries to develop these programs (Figure 5-4).

Collectively, the various WMP and EWMP groups throughout the Los Angeles Region identified generalized water quality improvement strategies (e.g., green infrastructure) as well as specific project opportunities (e.g., regional projects). To leverage synergies between planned water quality projects and other elements of the LLARRP, the WMP and EWMP documents were reviewed for watershed management areas in the vicinity of the Lower Los Angeles River. The review focused primarily on identification of projects within the one-mile buffer from the Lower Los Angeles River segments, but also summarized any specific projects that will potentially impact the quality or quantity of water discharged from outfalls along the buffered river segments. Approximately 60 square miles of land is tributary to outfalls along the Lower Los Angeles River (excluding drainage to Compton Creek and Rio Hondo because it was assumed that the LLARRP will not extend up these tributaries).

Table 5-1 tabulates the planned projects explicitly reported in the WMP and EWMP documents. This list omits existing projects to focus on projects that are planned or will be enhanced during WMP and EWMP implementation.

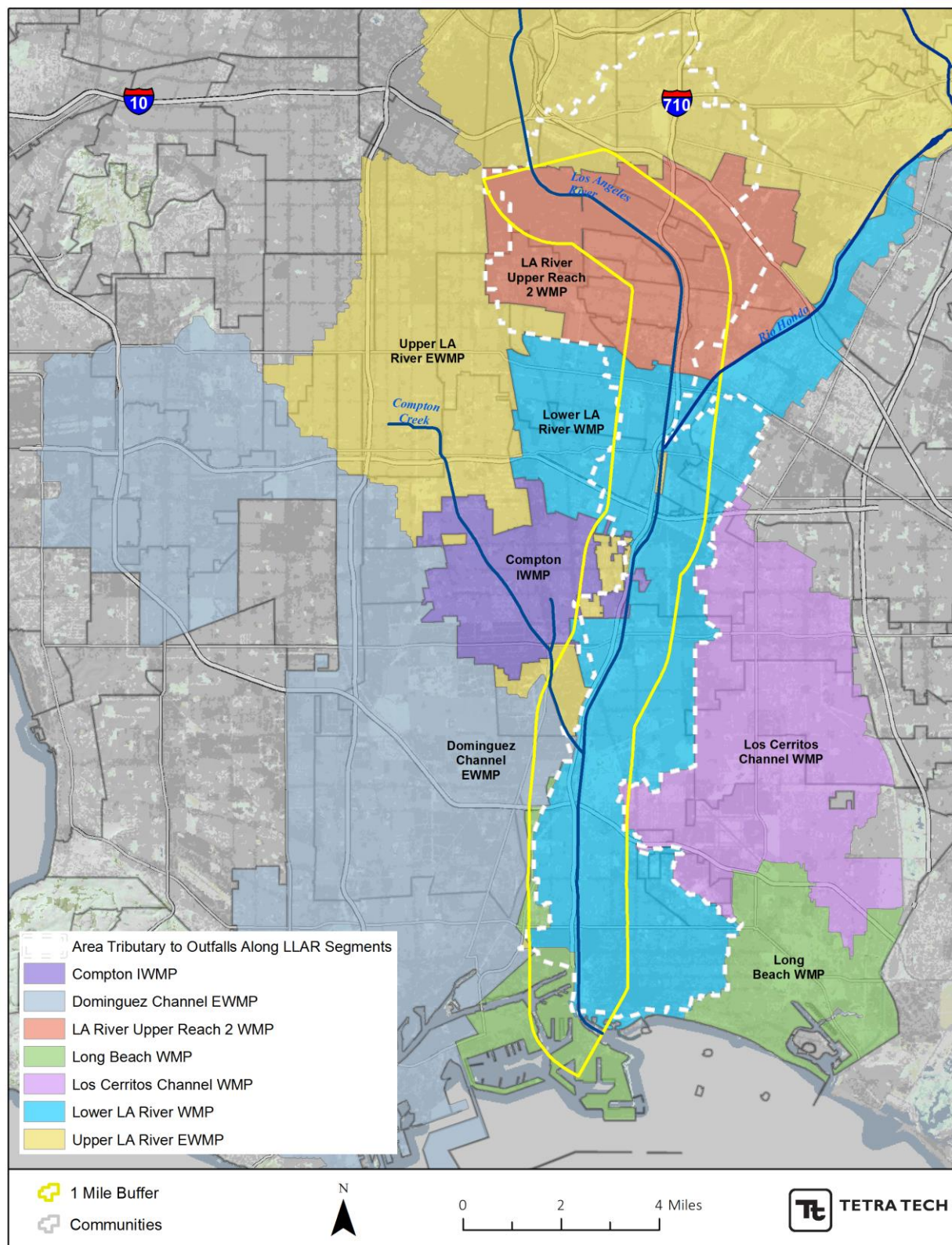


Figure 5-4. WMP and EWMP boundaries, one-mile buffer from Lower Los Angeles River, and greater tributary area to outfalls within the buffer.

Table 5-1. Summary of existing and planned projects from WMP and EWMP documents

(E)WMP Source	Project Name	Description	Within One-Mile Buffer	Within Greater Tributary Area
LA River Upper Reach 2 WMP	Randolph Street Green Rail Trail	A series of up to 10 acres of Green Streets proposed to be installed along the Randolph Street rail corridor easements. These may be developed in tandem with City of Maywood's contribution to the regional Green Street Master Plan.		✓
	DWP Transmission Line Right of Way	A maximum of 2.5 acres are available for a subsurface infiltration trench within an industrial area. The site is upstream of the drainage area to the proposed Salt Lake Park project (see below). Reviews by the responsible LADWP engineering disciplines and operation and maintenance personnel would be required before any subsurface infiltration trenches are allowed within the LADWP Transmission Line Right of Way.		✓
	Lugo Park	Lugo Park is a 1-acre site with a proposed storage and infiltration facility, which would contribute to the regional pollution reduction targets. The project will consider incorporation of water reuse.		✓
	Rosewood Park	A proposed storage and infiltration facility beneath the existing approximately 7-acre park. Opportunities for water recycling will be considered in the project's implementation.		✓
	Salt Lake Park	The proposed storage and infiltration facility at Salt Lake Park is the largest of the LA River Upper Reach 2 WMP area. Downstream of an industrial area, this site will provide significant metals reduction.		✓
Long Beach WMP	Screened Public Parcels	Low impact development to treat the onsite 85 th percentile runoff volume was proposed on all screened, publically owned parcels throughout the WMP area.	✓	✓
Lower LA River WMP	Willow Springs Park	The Willow Springs Park project will convert a public parcel to a 47-acre park. The park will contain bioswales and a water feature integrated into a recreational spaces.		✓
	DeForest Wetlands Park	The DeForest Wetlands Project is located along the east bank of the Los Angeles River in the City of Long Beach and is comprised of approximately 34 acres of restored terrestrial and freshwater habitat and recreational amenities. The Project provides both groundwater recharge and surface water quality improvement.	✓	
	Parque Dos Rios	Parque Dos Rios is located at the confluence of the Los Angeles River and Rio Hondo River. An approximately 30-ac area between the freeway and the Los Angeles River will be converted to an infiltration basin to treat additional upstream area.	✓	

(E)WMP Source	Project Name	Description	Within One-Mile Buffer	Within Greater Tributary Area
	All Public Parcels	The WMP proposed retrofit of approximately 7,000 acres of public parcels with green infrastructure to attempt to address the 85 th percentile runoff from each site. All public parcels distributed throughout the watershed management area were considered.	✓	✓
Upper LA River EWMP	Screened Public Parcels	Low impact development was proposed on all screened, publically owned parcels throughout the WMP area, and conceptual regional capture projects were assumed for 63 public parcels. Although these parcels were modeled in the EWMP, none are "signature" regional projects for which detailed concepts were developed.	✓	✓
Los Cerritos Channel WMP	No projects within LLARRP area of interest			
Draft Compton IWMP	No projects within LLARRP area of interest			
Dominguez Channel EWMP	No projects within LLARRP area of interest			

The planned regional projects in the vicinity of the Lower Los Angeles River can be included in the LLARRP to avoid redundancy and to leverage efficiencies with concurrent water quality improvement efforts. As mentioned above, many of the WMP and EWMP documents provided generalized, distributed strategies for water quality improvement without reporting specific project locations. It is anticipated that future high-resolution master planning efforts will delineate additional project opportunities within the vicinity of the Lower LA River.

5.7 Long Beach Riverlink

The City of Long Beach RiverLink seeks to define a sense of place and envision possibilities for an integrated open space system for the west side of Long Beach. The plan provides a framework to connect west side neighborhoods, and greater Long Beach, with the Los Angeles River greenway.

Long Beach's vision for the Los Angeles River, which is not unlike that of other Los Angeles River planning efforts, is one of a river that provides aesthetic, recreational, and ecological benefits, in addition to serving its flood control purposes. The RiverLink plan states that it does not currently envision a reconfiguration of the existing flood control levees.

The main goals of RiverLink are to:

- **Identify areas for the acquisition of additional open space.** As previously mentioned, the City is seeking to provide eight acres of recreational open space for each 1,000 residents of the city. To achieve this, approximately 1,100 acres needs to be added to the current inventory of 2,855 acres.
- **Identify ways to connect city residents to the Los Angeles River.** This is primarily oriented toward improving physical access to the bicycle and pedestrian trails on the levees and open spaces along the River.
- **Identify locations along the Los Angeles River where the native habitats could be restored.** This is to preserve the scarce remnants of Long Beach's biological heritage, and to allow that heritage to recover to the point that its existence will no longer be threatened. Furthermore, this is to provide places of contact where residents can understand and value that heritage.
- **Improve the aesthetics of the Los Angeles River and the City.**

RiverLink addresses the historical Los Angeles River basin, or habitat zone, in Long Beach. Habitat is generally defined as the environment in which biological populations (e.g., vegetation, insects, animals) live and grow. Six types of vegetation were known to have existed within the habitat zone: native grassland, riparian woodland, oak woodland, coastal sage scrub, emergent wetland, and tidal wetland. RiverLink has four main components within the habitat zone (**Figure 5-5**):

- Destinations,
- Gateways,
- Pathways, and
- Connections.

The plan includes a caveat that RiverLink is a conceptual plan. The large majority of the Destinations, Gateways, Pathways, and Connections presented are simply ideas to be discussed and pursued. That said, many of the elements can be further investigated and readily incorporated into the comprehensive LLARRP to further the goals of all stakeholders and the community.

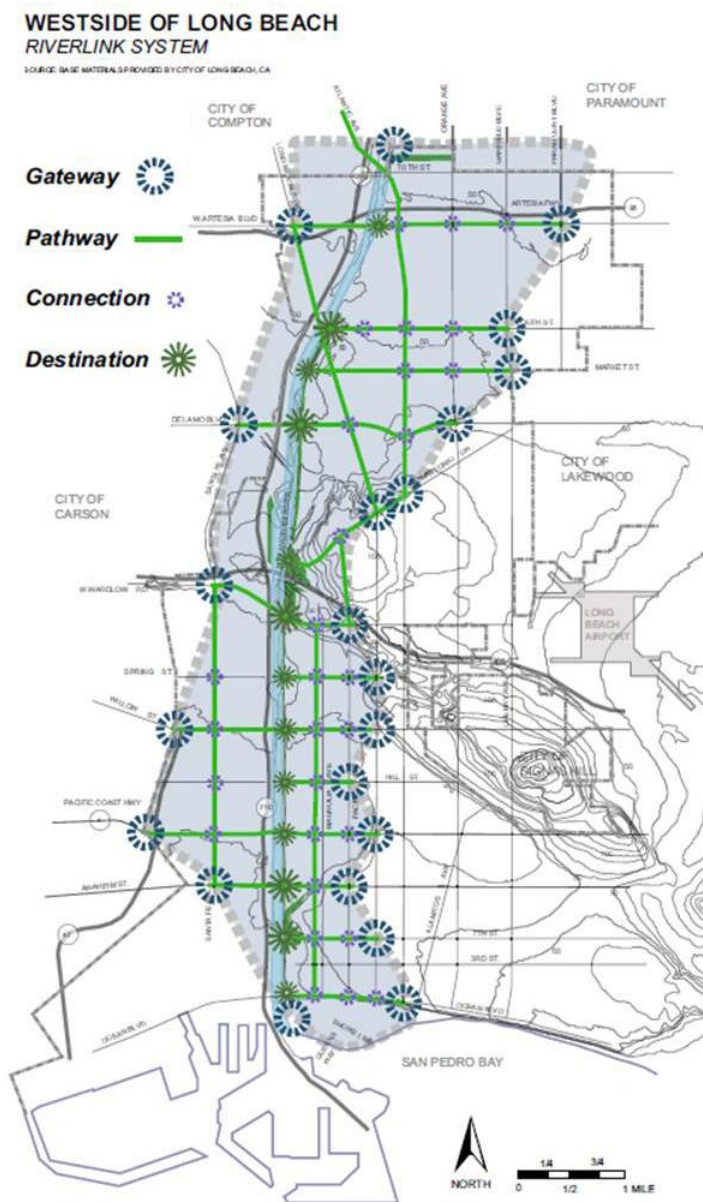


Figure 5-5. Main components of the RiverLink Plan

5.8 Gateway Cities and Rivers Urban Greening Master Plan

The Watershed Conservation Authority (WCA) seeks to connect communities through nature in order to:

- Protect open space for people and wildlife
- Support water conservation and ecosystem improvement
- Inspire environmental stewardship in diverse communities and among recreational users
- Expand public access to existing and new recreation opportunities

Through the Gateway Cities and Rivers Urban Greening Master Plan, the WCA is working to improve conditions through the “missing middle” study area, which includes the cities along the Lower Los Angeles River, Rio Hondo, Lower San Gabriel River and Coyote Creek. The plan takes a holistic approach by integrating several regional plans and leveraging a joint powers authority (JPA) between the Los Angeles County Flood Control District and the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy.

WCA’s vision for improving watershed health is being executed through the GREEN project, which includes the following themes:

- **Green.** Green infrastructure focus
- **Regional.** Systems approach and closing gaps
- **Environmental.** Restore natural systems and function
- **Enhancement.** Improve nature and human interface
- **Network.** Inter-connected and cross-jurisdictional watershed planning approach with community engagement

Similar to the LLARRP, the GREEN projects and programs aims to enhance, expand, and increase access to functioning open spaces to protect and improve water security, clean air, habitat integrity, public health and recreation, community equity and well-being. The plan establishes a community-led work plan to advance these goals and acknowledges the parallel and compatible work under the LLARRP.

5.9 Long Beach Freeway (I-710) Corridor Study

Based on the needs of the regional transportation system, congestion on freeways in the study area, cut-through traffic that affects local streets in the study area, and poor transit operations within the study area, the Long Beach Corridor Freeway Study was established. The purpose of the proposed action is to effectively and efficiently accommodate regional and local north-south travel demands in the study area of the western San Gabriel Valley and east/northeast Los Angeles, including the following considerations:

- Improve efficiency of the existing regional freeway and transit networks;
- Reduce congestion on local arterials adversely affected due to accommodating regional traffic volumes;
- Minimize environmental impacts related to mobile sources.

Objectives outlined in the study’s executive summary are tabulated in **Table 5-2** and **Table 5-3**. In addition, **Figure 5-6** shows an example of various transportation system opportunities along the corridor, the numbers correspond to the objectives from **Table 5-2**.

Table 5-2. Transportation System Objectives

Element of Need	Objective
Regional transportation system	1. Minimize travel time
Regional transportation system	2. Improve connectivity and mobility
Congestion on study area freeways	3. Reduce congestion on freeway system
Congestion on local streets	4. Reduce congestion on local street system
Transit operations in study area	5. Increase transit ridership

Table 5-3. Environmental and Other Project Objectives

Value or Concern	Objective
Environment and communities	6. Minimize environmental and community impacts related to transportation
Consistency with plans	7. Assure consistency with regional plans and strategies
Provide financially feasible transportation solutions	8. Maximize the cost-efficiency of public investments

The study proposed an array of alternative concepts for sustainability, mobility, and greening in conjunction with improvements to the transportation corridor. Public comments on the plan also provided recommendations to provide connectivity for pedestrians and bicyclists.

Opportunities identified in the plan and comments can be considered in the LLARRP to leverage those concurrent efforts.

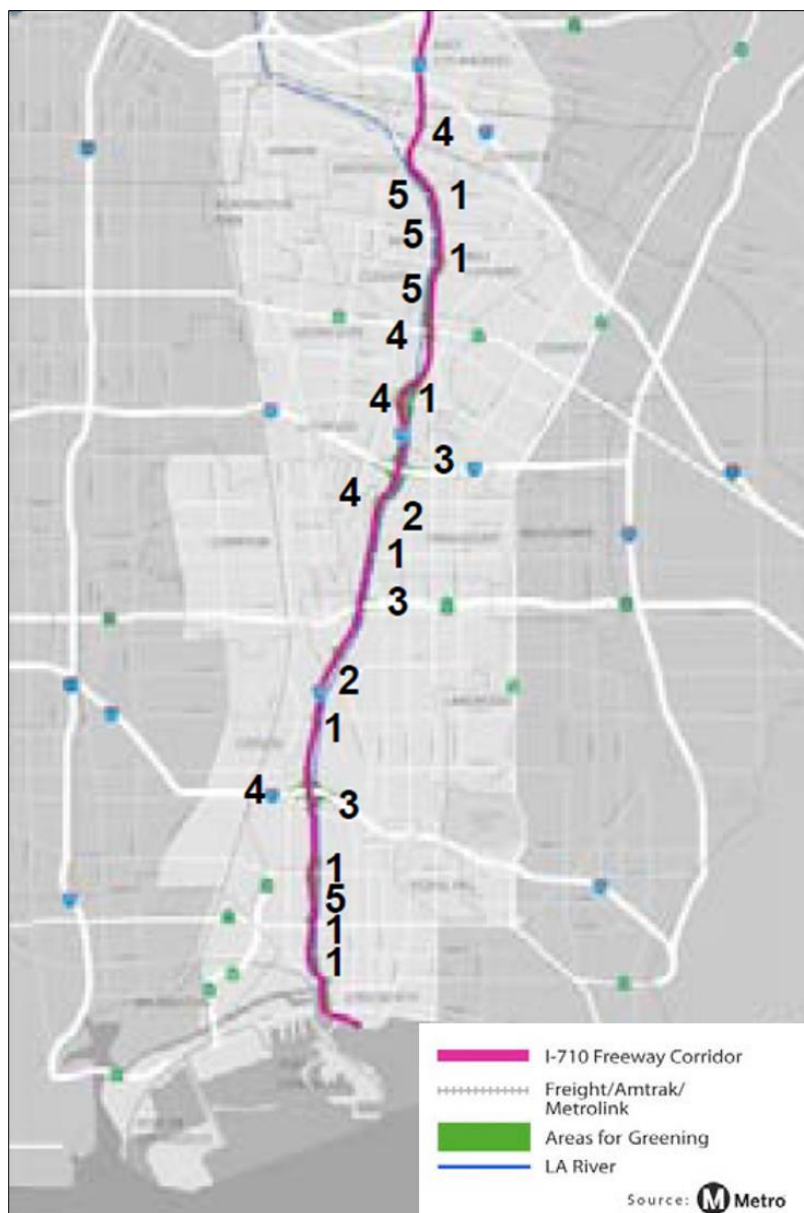


Figure 5-6. Transportation system opportunities identified along the I-710 corridor.

5.10 References

- City of Long Beach Department of Parks, Recreation, and Marine. Long Beach RiverLink. February 2007. Website: <http://www.longbeach.gov/Park/Media-Library/documents/Business-Operations/About/In-Development/Riverlink-Report/>
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- River LA. Los Angeles River Index. Prepared by River LA, Gehry Partners, OLIN Landscape, and Geosyntec. Website: <http://riverlareports.riverla.org/about/>. June 2016.
- Watershed Conservation Authority. Draft Gateway Cities and Rivers Urban Greening Master Plan. Prepared by North East Trees. Website: http://www.wca.ca.gov/gateway_cities_and_rivers_urban_greening

Attachment A: List of Potential Projects

Source Document	Project Name	Within One-Mile Buffer	Within Greater Tributary Area
LA River Upper Reach 2 WMP	DWP Transmission Line Right of Way		●
LA River Upper Reach 2 WMP	Lugo Park		●
LA River Upper Reach 2 WMP	Rosewood Park		●
LA River Upper Reach 2 WMP	Salt Lake Park		●
LA River Upper Reach 2 WMP	John Anson Ford Park		●
LA River Upper Reach 2 WMP	Randolph Street Green Rail Trail	●	
Long Beach RiverLink	SCE Transmission Right-of-Way	●	
Long Beach RiverLink	DeForest Park and Wetland	●	
Long Beach RiverLink	Market Street Overlook	●	
Long Beach RiverLink	Dominguez Gap	●	
Long Beach RiverLink	Reid Boy Scout Camp	●	
Long Beach RiverLink	Wrigley Heights—North	●	
Long Beach RiverLink	Wrigley Heights—South	●	
Long Beach RiverLink	Wrigley Greenbelt—North	●	
Long Beach RiverLink	Wrigley Greenbelt—South	●	
Long Beach RiverLink	Los Angeles River Greenway	●	
Long Beach RiverLink	City Public Service Yard	●	
Long Beach RiverLink	Riverside Park (Drake/Chavez Greenbelt)	●	
Long Beach RiverLink	Golden Shore Biological Reserve	●	
Los Angeles River Master Plan	City of Long Beach Queensway Bay Plan	●	
Los Angeles River Master Plan	Park on Golden Avenue	●	
Los Angeles River Master Plan	City of Long Beach Proposed Future Park (north of Wardlow Road on the east side of the River)	●	
Los Angeles River Master Plan	Expansion of Los Cerritos Park	●	
Los Angeles River Master Plan	City of Carson South Bay Bike Plan	●	
Los Angeles River Master Plan	City of Paramount Tree Planting along Ralph Dills Park	●	
Los Angeles River Master Plan	MTA Greenway Project (south of the 105)	●	
Los Angeles River Master Plan	LACDPW Bike Underpass (on west levee, north of Imperial Highway)	●	

Source Document	Project Name	Within One-Mile Buffer	Within Greater Tributary Area
Los Angeles River Master Plan	City of Lynwood Median Strip Aesthetics Improvements (from Duncan Street to the River bridge at Imperial Highway)	●	
Los Angeles River Master Plan	City of Bell Gardens Parks and Recreation Master Plan	●	
Los Angeles River Master Plan	City of Bell Reclaimed Water Line (connection at Randolph Street)	●	
Los Angeles River Master Plan	Reclaimed Water Line Collection (new main pipeline at Downey Road)	●	
Los Angeles River Master Plan	Juan Bautista de Anza National Historic Trail	●	
Los Angeles River Master Plan	Rail-to-Trail Project between South Gate, Cudahy, and Bell Gardens	●	
Los Angeles River Master Plan	Aesthetic Improvements at Compton Golf Course	●	
Los Angeles River Master Plan	Close River Road and develop a greenbelt between the vacant land and Park Avenue Elementary	●	
Los Angeles River Master Plan	Develop Jaboneria/Shull Park	●	
Los Angeles River Master Plan	Bikeway to the Slauson 710 off-ramp	●	
Los Angeles River Master Plan	Develop a greenway within the easement along the eastern edge of the River	●	
Los Angeles River Master Plan	Widen River Drive to provide a walking trail along the River	●	
Los Angeles River Master Plan	At Bandini, develop a site which would interpret river engineering	●	
Los Angeles River Master Plan	Develop a golf center with a trail staging area on the open land south of Atlantic	●	
Los Angeles River Master Plan	Improve the Atlantic bridge crossing for pedestrians and cyclists	●	
Coalition for Environmental Health and Justice (CEHAJ) I-710 Expansion Comments	Edison ROW Greenbelt West	●	
CEHAJ I-710 Expansion Comments	Edison ROW Greenbelt East	●	
CEHAJ I-710 Expansion Comments	Artesia Boulevard Safe Route to School	●	
CEHAJ I-710 Expansion Comments	Harding Street Class II Bike Path	●	
CEHAJ I-710 Expansion Comments	South Street Parkway	●	
CEHAJ I-710 Expansion Comments	Union Pacific ROW Landscaping	●	

Source Document	Project Name	Within One-Mile Buffer	Within Greater Tributary Area
CEHAJ I-710 Expansion Comments	Storm Drain 130 Greening	●	
CEHAJ I-710 Expansion Comments	San Antonio Street Class II Bike Path	●	
CEHAJ I-710 Expansion Comments	Los Cerritos/Del Mar Trail and River Connector	●	
CEHAJ I-710 Expansion Comments	Del Mar Park	●	
CEHAJ I-710 Expansion Comments	Los Cerritos/Del Mar Pedestrian Bridge	●	
CEHAJ I-710 Expansion Comments	Spring Street Bike Improvements	●	
CEHAJ I-710 Expansion Comments	Metro Blue Line Landscaping	●	
CEHAJ I-710 Expansion Comments	Veteran's Park/Blue Line Bike Path	●	
CEHAJ I-710 Expansion Comments	PE ROW Bike Connection	●	
CEHAJ I-710 Expansion Comments	27 th Street Class II Bike Path	●	
CEHAJ I-710 Expansion Comments	Daisy Avenue Median	●	
CEHAJ I-710 Expansion Comments	Pacific Avenue Class II Bike Path	●	
CEHAJ I-710 Expansion Comments	Los Angeles River Class II Bike Path	●	
CEHAJ I-710 Expansion Comments	Seaside Park	●	
CEHAJ I-710 Expansion Comments	14 th Street Park Expansion	●	
CEHAJ I-710 Expansion Comments	Drake Park Expansion	●	
CEHAJ I-710 Expansion Comments	6 th Street and 7 th Street Pedestrian Improvements	●	
CEHAJ I-710 Expansion Comments	Broadway and 3 rd Street Class II Bike Paths	●	
CEHAJ I-710 Expansion Comments	Harbor District River Edge Greening	●	
CEHAJ I-710 Expansion Comments	Waterfront Bike Path	●	
CEHAJ I-710 Expansion Comments	Ocean Boulevard Greening	●	
CEHAJ I-710 Expansion Comments	Shoemaker Bridge/Chavez Park Realignment	●	
CEHAJ I-710 Expansion Comments	Terminal Island Freeway Tree Buffer	●	
CEHAJ I-710 Expansion Comments	Silverado Park Fitness Zone	●	
CEHAJ I-710 Expansion Comments	Tanaka Greenbelt	●	
CEHAJ I-710 Expansion Comments	Tanaka Park Expansion	●	
CEHAJ I-710 Expansion Comments	27 th Street Alley Improvements	●	