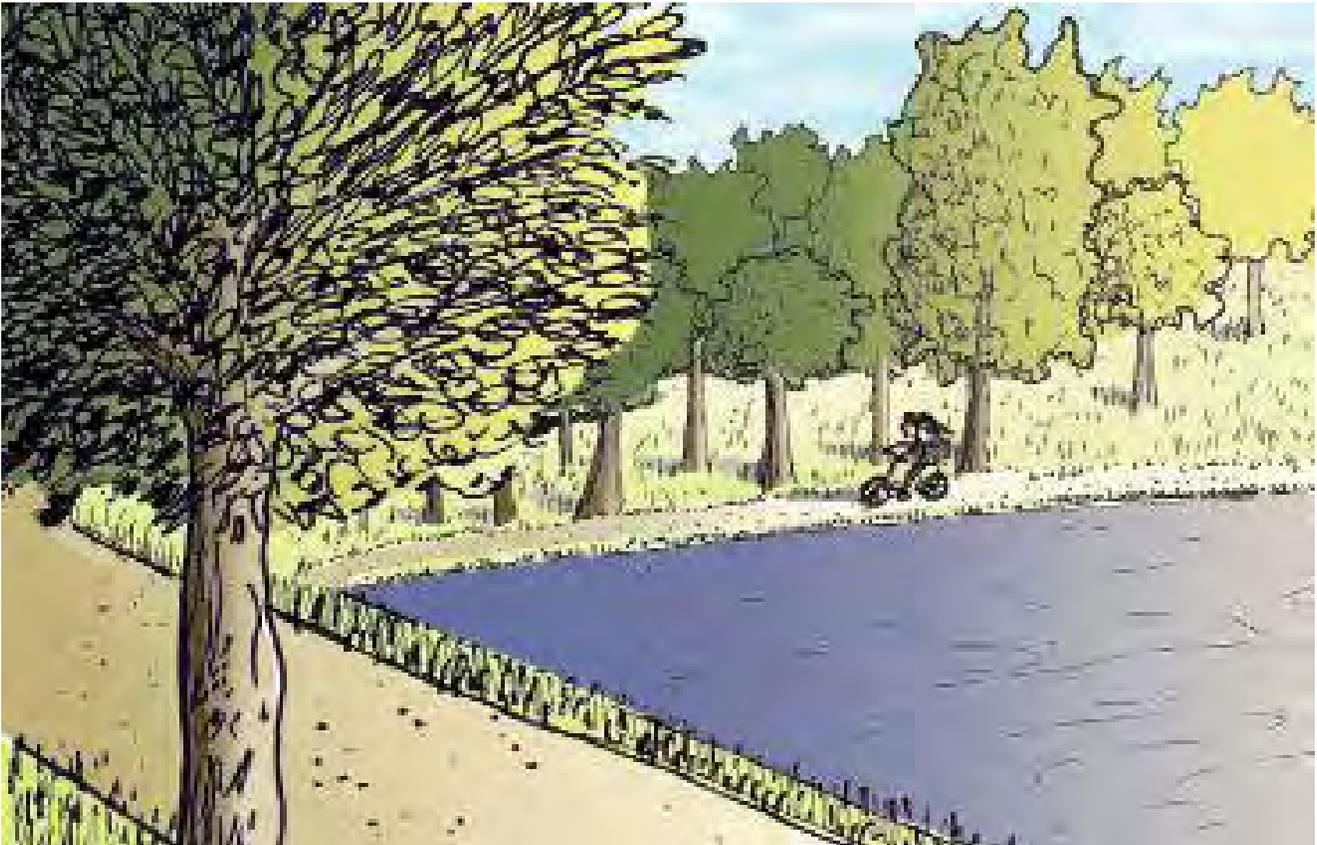


◆◆◆ The Golden Necklace

A Multi-Use Trail System



Urban and Regional Planning

2008 Capstone Graduate Planning Studio

California State Polytechnic University, Pomona



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Executive Summary

Cities across America are rediscovering their rivers. Los Angeles is no exception. Historically, rivers have served multiple purposes: recreation, food source, transportation, irrigation, etc. Over the decades, however, rivers were neglected as industrial uses took control in many cities. Today, with intense industrial activity beginning to wane, many cities are beginning to recognize the potential for economic and social revitalization along their riverfronts and are confronted with the challenging task of balancing urban redevelopment with ecological restoration.

The Golden Necklace Multi-Use Trail System project proposes to reclaim portions of the underutilized river corridors in the greater Los Angeles area. In this project, the focus is on the trail itself and not the comprehensive revitalization of multiple river corridors. Studies currently underway or previously completed address the issue of comprehensive river revitalization (i.e. The Los Angeles River Master Plan, The Los Angeles River Revitalization Master Plan). The Golden Necklace project more specifically identifies and assesses the opportunities for a regional trail system connecting the San Gabriel Mountains to the Pacific Ocean via primarily the Los Angeles and San Gabriel River corridors.

The report that follows is broken down into four chapters:

1. Existing Conditions
2. Community Outreach
3. Conceptual Design
4. Implementation Strategies

The Existing Conditions chapter required extensive data collection by all members of the project team and took ten weeks to complete. Data was collected for land use, zoning, demographics, and topography throughout the project area. An extensive review of prior studies was also conducted to both collect data and compare or refine the methodology used for this report. Multiple site visits were required to document conditions and to build a repository of photographs and field notes for future review. In order to cover such a vast project area, multiple working groups were formed to visit multiple sites simultaneously. The ultimate work product includes a snapshot of existing conditions, the identification of opportunities or constraints, and recommendations for the next phase of the project.

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The Community Outreach chapter elaborates on the charrette held at the Los Angeles River Center to facilitate public participation. The charrette was designed on the following themes:

- ◆ Goal Setting & Defining the Project
- ◆ How to Improve the Planning Process
- ◆ Activities to Encourage Public Input
- ◆ Identify Common Positions
- ◆ Recommended Next Steps

With over thirty people in attendance, the charrette was both a necessary and successful process which provided very valuable information leading into the design phase of the project.

The Conceptual Design chapter builds on existing conditions and valuable community feedback to illustrate potential improvements at key points in the project area. Again, given the extensive project area, the project team identified several “opportunity” areas for which to apply creative design schemes. This phase of the project provides the reader with drawings or renderings of potential improvements along the Golden Necklace trail system.

The final chapter, Implementation Strategies, attempts to identify many of the remaining obstacles that must be overcome before a project of this magnitude is ever to become reality. Once identified, the strategies needed for implementation require substantial community, political, environmental, and economic support. To that end, suggested strategies might include the following:

- ◆ Formation of Advisory Groups
 - Technical Advisory Committees
 - Community Advisory Committees
 - Political Steering Committees
- ◆ Extensive research in Local, State, and Federal funding sources
- ◆ Phased Implementation
- ◆ Small-scale Demonstration Projects
- ◆ Required components of larger redevelopment projects

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Though ambitious in scope, the Golden Necklace Multi-Use Trail System is appropriate for the times. With concerns over Global Warming, air and water pollution, fossil fuel depletion, destruction of wildlife habitat, endangered species, traffic congestion, and obesity, a regional trail network providing opportunities for both recreation and non-motorized transportation is a project worth serious consideration.

Part I: Existing Conditions

North Los Angeles River

History

1700

The river and the rich diversity of plant and animal life that flourished beside its banks helped support one of the largest concentrations of Indians in North America (Gumprecht, 1999). The floodplain forests of the lowlands supported the large animal population they supported. At the time of the European Conquest there were believed to be 5000 Gabrieleños. One of the most culturally advanced groups in the Southwest. There were also settlements along the Cahuenga (Kawengna) Pass, and Encino/Ventura (Suitcanga) and present Day Elysian Park (Maungna). The Gabrielino did not engage in agriculture, most likely because the readily available source of edible plants along the river (e.g. Berries, Gooseberries, Blackberries, Currants). Bathing each other before dawn was a Gabrieleño tradition. The proximity to the river facilitated the continuance of their bathing customs

Captain Gaspar de Portola, governor of Baja California, led an expedition from San Diego to Monterey. The first written description of the Los Angeles River is offered by Juan Crespi who participated in this Portola Expedition in 1769. Father Juan Crespi who went along for the Christianization, was the only one who kept a diary (Gumprecht, 1999.) Their expedition towards Northern California was significantly slowed down by the dense march and woody nature that was found along their route. They descended upon the present community of San Gabriel where they spent the night and observed August 2nd, Dia de Nuestra Señora de Los Angeles de Porciúncula. Several soldiers went hunting and returned with news that they had discovered a very full flowing, wide river. (Gumprecht, 1999). They later returned, near Dodger Stadium, and name it Porciuncula.

In 1781, drawn by a steadily supply of water, Spain established El Pueblo De La Reina de Los Angeles. “The river, furthermore, would prove integral to the transformation of that pueblo into the largest and most important city in the American West” (Gumprecht, 1999:

39). Settling along the Los Angeles River provided a readily available source of freshwater for crop irrigation and every day needs. The river helped the Los Angeles pueblo become self-sufficient before the Spanish government discontinued financial support. Indian labor helped Los Angeles become the most important agricultural settlement on the Pacific Coast by the early 1800s. (Gumprecht, 1999). “In 1836, after receiving complaints that the volume of water in the Zanja Madre was no longer sufficient, the town government ordered that all drunken Indians be arrested to work on the ditches until the amount of water they carried was sufficient” (Gumprecht, 1999: 47). The population of Los Angeles did not reach one thousand until several years after California had become the property of Mexico and the city had been made the territorial capital in 1835.

1800

Around 1805, vineyards were central to Los Angeles, “which became known as the “City of Vines.” By 1870, there were six million grapevines growing in and around Los Angeles. The ample supply of water provided by the river enabled farmers to diversify and experiment with a variety of crops. Corn flourished in the bottomlands that were too wet for any other crop. The river not only helped to make Los Angeles one of the richest agricultural regions in the nation, but its water enabled the physical environment of the town to be transformed to such a degree that it left a deep impression on travelers and settlers. After California became a state in 1950, a substantial amount of people migrated to the city from the east. These people demanded better infrastructure (e.g. streets, sanitation), and a better water system. “Water, in fact, would become the most crucial factor in the city’s initial expansion under U.S. rule. As Los Angeles grew, demand for water increased, for the first time, there was competition for the river’s supply, stirring division and provoking crime, even murder” (Gumprecht, 1999: 56).

The lax regulation of the river resulted in the creation of various zanjias, small ditches, used to divert and capture water. Plenty of people bathed in these zanjias and along the river, thus raising concern for the likely pollution of the water. Laws were passed to prohibit Indians from bathing in the river. In 1877 the city for the first time created a comprehensive plan for development of the river’s resources, issuing \$75,000 bonds to improve and expand the zanjias. “As the city and regions grew, access to water often shaped the direction of development. Land that did not border a river or a zanja was often deemed worthless” (Gumprecht, 1999: 78). As the population of Los Angeles nearly doubled between 1870 and 1880, due to the arrival of the Southern Pacific railroad, the city sought to strengthen its legal right to the water in the L.A. River. The rapid growth increased water demand and made the river dry. The City of L.A. initiated legal action to

stop one hundred farmers in the San Fernando Valley from using the river's water for irrigation.

A History of Floods

The San Gabriel Mountains, which contribute the greatest runoff to the Los Angeles River System, are composed primarily of igneous rock that is cut by numerous faults and is heavily fractured. Their slopes are relatively sloped very steep and are very young. As a result, soils are thin and rocky, and lack of rain most of the times inhibits vegetation growth to control run-off. Some of the most concentrated rainfall ever recorded in the United States has occurred in the San Gabriel Mountains. (Gumprecht, 1999).

Before a comprehensive program of flood control was developed, more than 336 square miles were subject to inundation. Floods were so common in the Glendale Narrows that once fertile bottomlands along the river were eventually abandoned because of the heavy presence of sediment. Until 1825, the river is believed to have flowed west from the pueblo along the present course of the Ballona Creek. According to the Sepulveda family whose ancestors first arrived in the 1700s, the river once flowed southwest through the pueblo not to its current endpoint of the Los Angeles Harbor. The first recorded shift in the course of the Los Angeles River occurred in 1815. In the midst of pounding rain for 10 straight days, the river overflowed its banks and ventured into neighboring communities and washed up away some properties.

After the 1862 flood, where there was a value loss of \$25,000, there was a large public outcry for the city to protect residents from these disasters. In 1868, a poorly designed city dam was washed away. The floods from this winter resulted in the San Gabriel River cutting a new course to the sea (the present day course). The phenomenon of rivers changing course was a natural occurrence. The potential danger of the river was detailed by a report conducted by city surveyor Frank Lecouvreur whose work led to the lobby of a flood control for the river. The river overflowed five times from the 1870s to 1880s (Gumprecht, 1999). Forty to fifty homes were destroyed in 1884. Levees built by the City in 1872, were no match for the floods of 1884.

1900 - Modernization & Channelization

Despite the river's blighted state near downtown, the Los Angeles River farther upstream remained an important source of water for the city of Los Angeles even after the opening of the Los Angeles-Owens River Aqueduct in 1913. The winter of 1913-1914 was an el

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Niño season that struck with a vengeance. In some areas, like the San Gabriel Mountains, rain totaled more than nineteen inches. “The peak discharge of the Los Angeles River was 31,400 cubic feet per second, equal to the normal flow of the Colorado River and far more its small channel could contain” (Gumprecht, 1999: 167). Floodwaters from the rivers dumped four million cubic yards of silt into Los Angeles and Long Beach Harbors, which had been transformed into one of the busiest ports in the United States. One channel in Los Angeles Harbor was rendered unnavigable when floodwaters deposited silt to a depth of eighteen (18) feet. The Catastrophic flood of 1914 prompted the first large-scale flood control investigations (Gumprecht, 1999). It became the catalyst for the creation of the flood control program. But local taxpayers were unwilling to provide enough money to complete the planned projects, so after disastrous floods in the 1930’s the U.S. government took over the flood control program.

A flood control bond measure was placed on the county ballot in 1917, and the measure was narrowly approved by voters-- a margin of fifty-one (51) votes. In Long Beach, the community that would most benefit, the margin was fifteen (15) to one (1). Because of World War I, construction of the flood channel did not begin until 1918. The diversion of the river was completed by 1921. “Hundreds of carloads of rock were used to strengthen the banks of the Los Angeles River where it turns sharply southeast of Vernon” (Gumprecht, 1999: 191). Three large dams, meanwhile, were built in the foothills to help regulate runoff from the mountains. The only one built in the Los Angeles River system was Devil’s Gate Dam. Voters were asked to approve a second bond issue to provide an additional \$35.3 million for flood control improvements, including the San Gabriel but it was never built.

Development grew so fast in the San Fernando Valley that some areas flooded even in years with below-normal rainfall. There were gaps in levees because expansion outpaced construction and protection. The river at the San Fernando Valley remained largely uncontrolled. A 1931 Comprehensive Flood Control Plan approved by the County would reinforce levees from near Glendale all the way to Long Beach. Forty people were killed in the foothill communities of La Crescenta and Montrose in 1934. The flooding spread throughout the Glendale area. The damage was estimated to be a present value of \$73.4 million. This flood was believed to have brought national attention to the potential of flood hazards in Southern California.

During the Fall of 1934 the County put a bond measure on the ballot, but it was narrowly defeated. The County was forced to solicit assistance from the federal government. In July of 1935, President FRD approved \$13.9 million in WPA funds to line the channel with concrete from North Hollywood to Fletcher Drive, and from Canoga Park to North

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Hollywood. The river was deepened, widened, and confined between concrete banks from Lankershim Boulevard in North Hollywood to Elysian Park. During the first twelve months of construction, more than twenty million dollars had been spent and 17,000 people were employed.

21st Century Greening of the LA River

In 2002, an Ad Hoc Committee was formed by the Los Angeles City Council, led by Ed Reyes with the intent on gaining community involvement in the river's revitalization process. Figure 1.1 shows a chronology of the most recent events that have taken place since the Ad Hoc Committee was formed in order to give way to the recently approved LA River Revitalization Master Plan:

Table 1: Steps Toward a Final LA River Revitalization Master Plan

Date	Steps
October 05	Vision, Issues & Objectives
January 06	Framework & Options
March 06	Initiate Detailed Plans for Five River Areas (Opportunity Areas)
June 06	Discuss Alternatives and Present Opportunity Area Concepts
September 06	Draft Channel Alternatives and Opportunity Area Concepts
February 07	Draft Revitalization Master Plan
April 07	Final Revitalization Master Plan

Membership of the Ad Hoc River Committee consists of:

- [Ed Reyes](#), Council District 1, Committee Chairman
- [Eric Garcetti](#), Council District 13, Committee Vice-Chair
- [Jose Huizar](#), Council District 14
- [Tom LaBonge](#), Council District 4
- [Jan Perry](#), Council District 9



Existing Site Conditions

Land Use along the Los Angeles River

As aforementioned, the chronic flood problem along the Los Angeles River resulted in the concrete channelization of the flowing stream to a mere fraction of the width of its natural floodplain. The expensive cost of land along the river impeded engineers from acquiring more land to be able to main the natural size of the floodplain. “Zoning regulations that would allow planners to prevent building on flood-prone lands did not exist yet” (Gumprecht, 209). In 1927 the City Council ignored the calls by a city engineer to prohibit subdivisions on lands threatened by floods. This disregard pivoted around the council’s cognizance that every type of development would ultimately increase the city’s tax base.

The devastation caused by the Flood of 1934 induced the city’s Planning Commission to advance a similar control on development along the river but yielded no avail (Gumprecht, 1999). City planners and the Army Corps of Engineers were powerless to control the growth immediately adjacent to the river as even the undeveloped land was already subdivided for both residential and business use. “In many places, the presence of farms along the river disguised the fact that plans were already in place for the construction of residential developments, shopping centers, or other commercial enterprises on the sites” (Gumprecht, 1999: 210). At the time of the initial surveying in the San Fernando Valley for the channelization, the rough majority of land was already

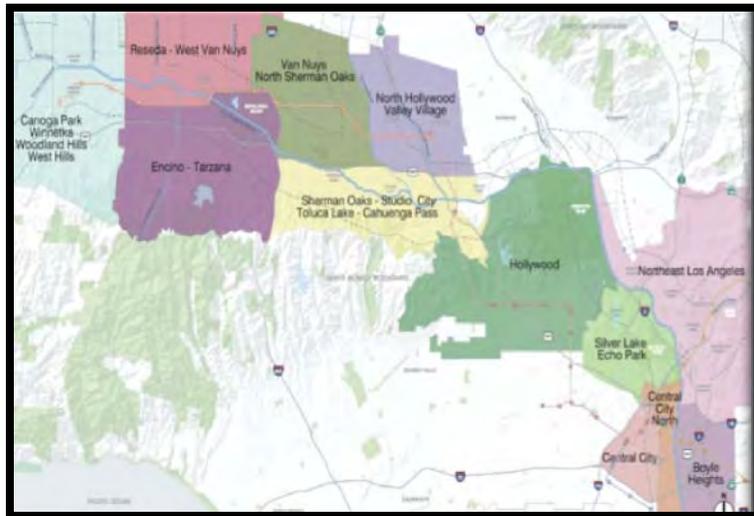


Figure 1: Neighboring Communities Along the LA River

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subdivided for residences on both sides of the river. During the 1930's, the residential population doubled in the communities along the river throughout the San Fernando Valley. This residential growth was accompanied by business growth along the major thoroughfares of the Valley.

Current Zoning and Adjacent Land Use

In our study focus area, the Los Angeles River extends across over at minimal eighteen communities whose land use is guided by eleven Community Plans prescribed by the City of Los Angeles Planning Department. In many instances, these Community Plans frame the land use for more than one neighborhood or community. For example, the Northeast Los Angeles Community Plan dictates zoning and planning for a heterogeneous group of communities encompassing Eagle Rock, Glassell Park, El Sereno, Highland Park, Mount Washington and others. In the following section we will provide details on the various land uses and zoning regulations that correspond to each neighborhood.

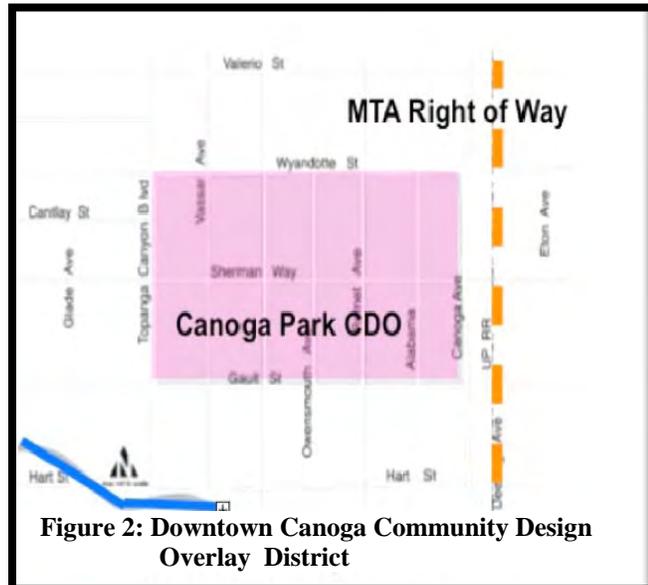


Figure 2: Downtown Canoga Community Design Overlay District

Canoga Park- Winnetka

These communities lie on the southwestern most boundary of the City of Los Angeles in the San Fernando Valley and are guided by the Canoga Park, Winnetka, Woodland Hills, and West Hills Community Plan. For this Community Plan's boundaries, the Los Angeles River only crisscrosses the communities of Canoga Park and Winnetka. The channelized Los Angeles River starts in the community of Canoga Park, where the Arroyo Calabasas joins Bell Creek, next to Canoga Park High School.

The zoning for the area immediately near the Arroyo Calabasas and Bell Creek confluence is predominately commercial and light industrial. In this area, as in other areas of Canoga Park, there is a lack of delineation or separation of industrial and residential uses. The zoning along the river then proceeds to become both multifamily residential (on the south side of the river) and single family housing (on the north side) until it reaches Winnetka where it becomes exclusive low density on both sides. In

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summary, the majority of the land use immediately adjacent to Los Angeles River is predominately residential in these areas.

In the Summer of 2005, Canoga Park became the first community in City of Los Angeles to be awarded the All America City prize by the National Civic League. This award was achieved through the rigorous investment and renewal efforts led by community groups, business entities, and the Community Redevelopment Agency of Los Angeles (CRA-LA) in Canoga Park's Downtown area. The Downtown area and/or main commercial corridor along Sherman Way is amongst CRA-LA's thirty-two project areas targeted for redevelopment. The devastation and blight caused by the 1994 Northridge Earthquake in the West Valley resulted in CRA-LA targeting of Canoga Park's Downtown area. The project area was adopted to provide for and facilitate the repair, restoration, demolition and/ or replacement of properties damaged as a result of the Northridge Earthquake and to take actions necessary for the economic recovery of communities impacted by this disaster.

Downtown Canoga Park, which lies about one mile north of the Los Angeles River, is also guided by the Downtown Canoga Park Community Design Overlay District (CDO). The Canoga Park CDO's goals are to improve the physical appearance of the downtown and to facilitate a pedestrian oriented community experience. The design guidelines promote storefronts that advance a pedestrian oriented agenda and enhance public space. In addition to the pedestrian activity promoted by the Canoga Park CDO, the Los Angeles County Metropolitan Transportation Authority (Metro) has also acquired an old Southern Pacific Right of Way where Metro is currently planning on extending the existing Orange Busway into Canoga Park and Chatsworth.



Figure 4: Reseda CRA-LA Project Area



Figure 3: Sepulveda Recreational Area

Reseda - West Van Nuys

Similar to the patterns of low density residential use along the LA River as in Winnetka and Canoga Park, the adjacent uses along the river in Reseda is predominately of housing. This area is served by the Reseda - West Van Nuys Community Plan. The areas south of the river are low density housing, while the areas north are low medium multiple family housing. The denser multifamily housing is clustered near Reseda Boulevard, a major commercial corridor that spans from north to south in the San Fernando Valley. Reseda Boulevard and Sherman Way Boulevard have been designated as the Central Business District for Reseda. The LA River intersects Reseda Boulevard approximately one mile from the Central Business District which is also a CRA-LA Redevelopment Project Area. At this point of intersection, Reseda Recreational Center Park lies adjacent to the LA River.

The land uses along Reseda Boulevard are predominately general and neighborhood commercial uses. As aforementioned, Reseda is being targeted by CRA-LA for redevelopment investments. The LA River in effect lies within the boundaries of this redevelopment project area. Similar to the CRA-LA efforts in Canoga Park, the downtown Reseda area is also being targeted for storefront improvements, and other design guidelines and investments that improve/enhance the pedestrian experience. The centerpiece of these redevelopment efforts is the adaptive reuse of the old dilapidated Reseda Theater.

In addition to CRA's commitment to pedestrian activity, the Community Plan for this community identifies a backbone bikeway system through Reseda - West Van Nuys. *The plan specifically cites a commitment to encourage the funding and construction of bicycle routes connecting residential neighborhoods to schools, open space areas, and employment centers. In addition, it calls for a Class 1 Bike Path along the Los Angeles River.*

Encino – Tarzana

The transverse of the LA River across the community of Encino takes place near an area of very low density residential uses and the large recreational Sepulveda Basin Recreational area. The recreational area consists of Balboa Sports Center, Hjelte Sports Center, Lake Balboa/Anthony C. Beilenson Park, Sepulveda Garden Center, Sherman Oaks Castle Park, Woodley Park, Encino Golf Course, Balboa Golf Course, and Woodley Lakes Golf Course. The recreational area amounts to 2,031 acres of park space, a bike path, and a 225 acre wildlife reserve. According to the Santa Monica Mountains Conservancy, over two hundred types of birds have been seen in this basin. The bike path

around the perimeter of the Sepulveda Basin Recreational Area totals nine miles. The northern boundary of the recreational area lies immediately adjacent to Metro's Orange Line Busway which runs parallel to Victory Boulevard on the former Southern Pacific right of way.

North Sherman Oaks - Sherman Oaks- Toluca Lake- Studio City

In the north portion of Sherman Oaks, the community is predominately characterized by low density residential and multifamily use north of the river, and commercial usage south of the river. *The community plan for the North Sherman Oaks notably makes a call for the improvement or addition of park space in this area, where feasible and necessary.* As stated, the area south of the LA River is predominately commercial, and this land use pattern ultimately accompanies the river as it snakes east of the San Fernando Valley towards Toluca Lake and the City of Burbank. In this eastern part of the San Fernando Valley, the major commercial corridor of Ventura Boulevard runs parallel to the LA River within a proximity of less than a half a mile in some areas.

Adjacent and north of river in Studio City the land use is almost exclusively multi-family residential. Because of the proximity of a bustling commercial district south of the river, Ventura Blvd. is guided by Ventura/ Cahuenga Specific Corridors Plan which strives to provide synergy amongst the commercial and residential uses, enhance the landscaping/streetscape of the boulevard, and to promote pedestrian activity. Studio City in particular has been designated as a pedestrian development district, where storefront regulations are heavily enforced. In addition, Studio City does have some industrial usage which is actually studio backlots for many of the regions major film and television companies. CBS Studios owns a significant piece of land, where its back lot studio lies a few feet away from the LA River.

"The riverfront property in the Eastern San Fernando Valley became synonymous with the motion picture industry" (Gumprecht,1999: 211). As many of the studios outgrew their lots in nearby Hollywood, they began building additional lots in the East San Fernando Valley. Universal Pictures, Warner Brothers, Walt Disney, and CBS all own studios adjacent to the Los Angeles River in both the municipalities of Burbank and Los Angeles. *The eastern edge of Studio City is currently line for a number of residential projects, which have caused a large outcry from the surrounding neighborhoods.* The proximity to Metro's Redline Studio City and North Hollywood Station has made this area a hotbed of dense residential development.

Topography

The Los Angeles area was once submerged in water and the formations of mountain ranges allowed for what is currently the San Fernando Valley and San Gabriel Valley. The unconstrained run-off that once poured into the LA basin provided topography of shrubs, forests, and dense woods. At Taylor Yard, steep topography limits access to the River in areas like Elysian Valley. This provides limited access for bicyclists and pedestrians. There is also a lack of paths or trails along Stadium Way.

Demographics

LA River Adjacent Communities: Population, Economic, and Housing Data.
Source: U.S. Census (2000) and City of Los Angeles Planning Department (2006)

Community	Population (2006)	Race/Ethnicity (2000)	Single Family Housing Units (2006)	Non Single Family Housing Units (2006)	Total Housing Units (2006)	Economic Data (2000)
Canoga Park - Winnetka	183516	Predominately White (56% White), 26% Latino, 10% White	38597	25767	64364	City of LA
Reseda - West Van Nuys	106024	Predominately White and Latino (40% / 40%) Asians are 10%.	18675	14878	34453	City of LA
Encino - Tarzana	74543	77% White	16338	14487	31185	City of LA
Van Nuys - North Sherman Oaks	169140	48% Latino, 35% Latino	18884	40722	59605	City of LA
Sherman Oaks, Studio City, Toluca Lake	78978	Predominately White	16166	25114	41281	City of LA
Silver Lake, Echo Park, Elysian Valley	81889	54% Latino, 24% White, 20% Asian	11505	18097	29601	City of LA
Northeast Los Angeles	258054	67% Latino, 15% Asian, 12% White	40427	36364	76791	City of LA
Boyle Heights	92483	93% Latino	8120	15104	23224	City of LA
Central City North	30924	Predominately Latino	579	5288	5867	City of LA

Existing Planning Activities

The Los Angeles River Revitalization Plan (LARRMP) identifies more than 240 potential projects, 9 reaches and channel changes by type, and recommends 20 design typologies. One of the major drivers of the LARRMP is to reduce flow velocities to a sub-critical level of 12 feet per second or less in order to sustain and restore riparian ecosystems.

The LARRMP, adopted by City Council on May 9, 2007, recommends 20 areas for targeted focus and the following 5 areas are developed in greater detail:

Canoga Park

- ◆ River Glen
- ◆ Taylor Yard
- ◆ Chinatown-Cornfields
- ◆ Downtown Industrial

The LARRMP also recommends three new governance entities. The LARRMP management would consist of a River Authority, a River Foundation, and a Revitalization Corporation. The River Authority would assume a governmental role consisting of a cooperative agreement between the City of Los Angeles and Los Angeles County for the River Right of Way with Army Corps participation. Key issues to be addressed by the authority include river maintenance, security, liability, and funding. The River Foundation would be a non-profit organization tasked with raising funds to support the ongoing revitalization of the river. The River Foundation would raise funds on behalf of the Los Angeles Revitalization efforts, provide support through partnerships, 52 miles of River parkways, parks, and greenways, celebrate the River's heritage through historic, cultural, artistic, and social programs, that educate and engage people in River stewardship. Finally, the LA River Revitalization Corporation (LARRC) would be an entrepreneurial non-profit organization tasked with implementing the Plan through land development and project management. The LARRC would be an implementing body rather than a regulatory body, responsible for development planning, public funding, site assemblage, permit assistance, and site disposition and development. LARRC would not have independent land use and zoning authority but would have preferential treatment in two areas. It would receive preferential consideration of recommendations for land use, zoning, and overlay district adoption or amendment and it would receive expedited consideration of requests for permit approvals for supported development projects.

LARRC planning tools consist of the Community Plans which consist of the Land Use Element of the General Plan, Transit Oriented Developments (TOD) and Specific Plans, as well as the River Improvement Overlay (RIO) that will include design guidelines to implement many of the LARRMP Principles. The RIO District consists of watershed, design, and mobility planning and land use improvements.

Taylor Yard

In June 2007, \$25 million in Proposition O funds were approved for acquisition of the Taylor Yard G-2 Site. The Taylor Yard Opportunity Area is significant since it represents an opportunity for large scale ecosystem restoration. As various community members and stakeholders deemed the Taylor Park unlikely for more intensive development and open space is being incorporated into the Rio de Los Angeles State Park to the east, this area is ideal for the potential restoration of the River's hydroecological functions while showcasing the removal of concrete channel walls. This segment could become the "signature destination" having both the Rio de Los Angeles State Park and possible G-2 River-adjacent parcel to enhance this area.

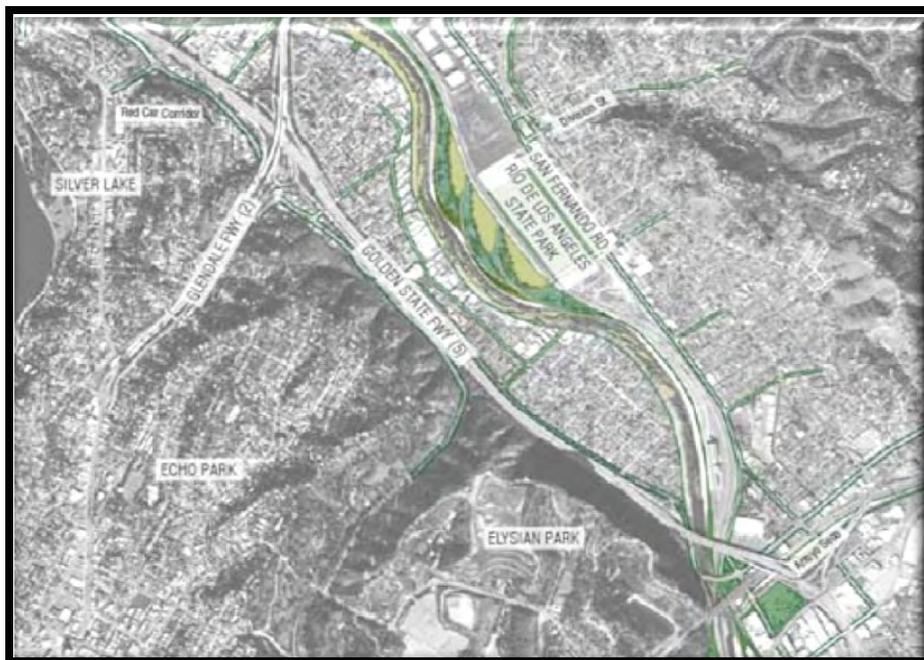


Figure 5: Aerial View of Taylor Yard

◆◆◆ *The Golden Necklace*

There is much opportunity to allow more access to the River within this area as it is blocked off to the east by freight, Metrolink railroad tracks, and large industrial sites as well as other areas having limited access. On the other hand, the west side's Elysian Valley has close connection to the river as most east-west streets end with direct access to the River, including some River-themed pocket parks. There are plans underway to build a bicycle and pedestrian bridge in an existing City maintenance yard, across the River at the end of Dorris Place.

Taylor yard was formerly one of many rail transportation nodes along the River and its condition stresses how the River has been viewed as the back door of the City, yet it is experiencing a rebirth with the new Rio de Los Angeles State Park and potential for major quality treatment wetlands within the G-2 parcel.

A preferred alternative for Taylor Yard is to excavate the heavily contaminated soils at the River's edge and use it to form mounded sculptural landforms that support an upland meadow-like landscape. The excavated area would be capped to prevent infiltration of contaminants and wetland treatments could be constructed over the cap. Hence, this area would become an efficient regional water treatment facility in which transported stormwater runoff could be captured.



Figure 6: Adjacent Land Along the LA River

The acquisition of the G-2 parcel would allow for the naturalization of approximately one mile of the River along with the removal of one-mile of concrete wall on the east bank. This would strengthen the existing riparian habitat and a series of pools and riffles could provide for desirable fish species. Primarily seen as a preserve this area would have limited number of boardwalks and pathways would be provided so that birdwatchers could enjoy without much disturbance of birds. This alternative recommended in the

LARRMC would respond to three major area-specific considerations that address major storm drains that discharge on the east edge of the site while providing a water quality treatment plant, cost-effective ways of using a contaminated site without further capping and soil importation, and to naturalize a portion of the River as the concrete is removed.

The G-2 parcel would also allow for the creation of a premier natural River area in which a River Promenade and River Trails can connect the area's open space linking the Arroyo Seco, Elysian Park, and Red Car Corridor trails. A Regional Gateway could celebrate the connections of trails at the confluence of the Arroyo Seco having fitness and transportation loops that shape the connections, along with more bridges, bike paths, and equestrian trails.

The Los Angeles River Master Plan

In 1991, in response to a growing public interest in the aesthetic, economic, environmental, and recreational potential of the Los Angeles River, the Los Angeles County Board of Supervisors approved the preparation of a technical analysis into the opportunities for multi-use development along the river right of way. In 1992, the Los Angeles River Master Plan Advisory Committee was established to provide technical and political assistance in the Planning process.

An important first step for any planning process is to carefully determine federal, regional, and local regulations which will heavily influence the desired outcomes. Critical factors that were kept in mind during development of the Master Plan in the 1990s included:

- ◆ The Flood Control Act of 1936 designated the Los Angeles, Rio Hondo, and San Gabriel Rivers as the primary means of flood control for the residents of the Los Angeles Basin
- ◆ The Federal Water Project Recreation Action encouraged: (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 or planned Federal, state, and local public recreation projects; and (3) encourage non-Federal administration of project lands and water areas

- ◆ The Open Space and Conservation Element of SCAG's Regional Comprehensive Plan (1995) stated the urban-type land uses and facilities were needed to support future additional population growth

After careful consideration of the above factors, the Los Angeles River Master Plan Advisory Committee endorsed the following recommendations:

- ◆ 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
- ◆ Provide opportunities for stress-reducing exercise
- ◆ 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 wildlife viewing areas
- ◆ Provide physical access to the river consistent with ADA (LARMP, Section 2)

Nearly twelve years after the adoption of the LA River Master Plan, many of the objectives developed during that Planning exercise have yet to be realized. The jurisdictions involved with the original Master Plan remain important stakeholders today when discussing the technical, financial, political, and social feasibility of a continuous urban trail way running throughout the Los Angeles Basin. In fact in June 2002, these same stakeholders returned to the table to readdress the yet-to-be enhanced Los Angeles River.

The Los Angeles River Revitalization Master Plan

Although preliminary groundwork was laid in 2002, it was not until 2005 that Mayor Antonio Villaraigosa formally endorsed the City Council's recommendation to develop the Los Angeles River Revitalization Master Plan (LARRMP). Though the LARRMP has a long-term planning horizon of 25 to 50 years and a comprehensiveness that is

beyond the scope of this report, it nevertheless provides an invaluable foundation for technical analysis, regional visioning, and community-based outreach efforts.

Important goals outlined in the LARRMP and relevant to this report include:

- ◆ Recommendation 5.1: provide opportunities for continuous and uninterrupted movement along the river.
- ◆ Recommendation 5.2: Establish a river buffer area within and adjacent to the river
- ◆ Recommendation 5.3: extend open space, bike paths, and multi-use trails into the tributaries
- ◆ Recommendation 5.5: create safe, non-motorized routes between the river and cultural institutions, parks, civic institutions, transit-oriented development, schools, transit hubs, and commercial and employment centers within 1 mile of the river
- ◆ Recommendation 5.6: increase direct pedestrian and visual access to the river

Each of these goals should be obvious in regards to their applicability in creating a multi-use trail system running the entire length of the LA River. However, it should be noted that the project area for the LARRMP extends only 32 miles in length starting in the Canoga Park area and terminating just south of downtown Los Angeles. The above recommendations are contained in the fifth chapter of the LARRMP, titled “Green the Neighborhoods”.

Los Angeles River Improvement Overlay District

Shortly after adoption of the LARRMP by the City Council on May 9, 2007, the Council continued its pursuit of sustainable revitalization in the LA River corridor. Building on the urban design guidelines established in the dedicated Greenway concept, the City continued breaking new ground by proposing, in essence, a “Complete Streets” ordinance soon to be known as the Los Angeles River Improvement Overlay District (LA RIO). The goal of this new ordinance is to provide increased pedestrian and bicycle accessibility to the River’s Greenway while also improving pedestrian and bicycle mobility within adjacent neighborhoods. The founding principles of this ordinance are as follows:

1. Acknowledge the River and the surrounding area as an important natural resource deserving protection for future generations. Development should promote the sustainability of the River, the Greenway, and the surrounding neighborhoods.
2. Development should establish a positive interface with the River and the Greenway thereby integrating the River into the daily life of the City.
3. Blocks around the River should be designed to promote pedestrian and bicycle connections to the River and thereby extend the City to and across the River.

Recommended Next Steps

Two final points from the LARRMP that should be kept in mind during the urban design phase of this project are: equestrian loops and neighborhood loops. Instead of assuming a multi-use trail system running the entire 32 miles of this project area, the planners involved with the LARRMP considered strategic locations best suited for equestrian activity. Within these strategic areas, so-called equestrian loops were configured in order to maximize and centralize equestrian activity at certain points along the river. The neighborhood loops, on the other hand, were developed to maximize access to the river from adjacent neighborhoods while also maximize walkability within these same neighborhoods.

Greenhouse gas reduction is an important factor in planning for a sustainable future in Los Angeles therefore it is important to design for alternative means of transportation such as bike paths, equestrian trails, and pedestrian walkways, as part of the function of the River in order to reduce CO2 levels. While focusing on neighborhood and equestrian loops that form alternative modes of transportation throughout the City of Los Angeles, urban design alignment should be formed as part of the LA River's function to the City. The river itself could be a functional part in making L.A. greener such as having underwater wind turbines that produce energy using the tidal currents of the River. Wind turbines are being implemented in New York City's East River. Other functions of the River to reduce waste, as well as generating energy should be considered when designing the trails that would be aligned, as the trail ways themselves provide opportunity for the sequestration of carbon. The L.A. River presents the City of Los Angeles with an opportunity to invest in the latest technology that will ensure that the City is generating all its energy with renewable resources, capturing and treating its water on site, and

◆◆◆ *The Golden Necklace*

reducing toxicity of waste while harmonizing with nature. The L.A. River and its trails are a key to the City's potential of becoming energy independent and could be part of a demonstration project that shows how a city could reach carbon neutrality through alternative modes of transportation and efficient use of a waterfront condition. Energy independence benefits the surrounding community, as well as addressing national security concerns over our dependence on oil. Hence, the next steps of this project should be to explore how the L.A. River and its trail ways could best reach this goal through an urban design that combines both of their function and form as one.

South Los Angeles River

History

The history of the Los Angeles River has been as long and varied as the waters that have spread over the alluvial flood plain that the river once inhabited. From the very beginning of settlement in the Los Angeles basin the river has been a blessing and a curse. The blessing was that it provided water for indigenous peoples and white settlers to grow crops and carve out a living. The curse was that with one large storm it could wipe out all that the people on the plains had grown or built. Before the twentieth century and flood control efforts, the river and its tributaries would flow in their beds until the sediment buildup barricaded their paths and forced the water to jump the bank and strike out in new directions (Orsi, 6). New settlers did not understand this phenomenon and built their homes close to the river bank only to be flooded out by the next storm that passed through. For example, in the flood of 1884 people could row their boats seven miles between Compton and Artesia (Orsi, 11). Most of the water that people lived on in the late 19th century in Los Angeles was from the L.A. River. The worst years for flooding include 1862, 1867-1868, 1886, 1881, 1889, 1890 and 1891.

Meanwhile, between 1884 and 1914 L.A. experienced explosive urbanization, turning the region's collection of towns, farms, and open space into a metropolis of half a million people (Orsi, 13). The worst flood occurred in 1914 and this flood was the turning point that caused the community to think about ways in which to control the flood waters flowing through the Los Angeles basin. It was during this period the city of Los Angeles declared an official channel for the Los Angeles River. After much debate it was decided that the Army Corps of Engineers would take over the project of channelizing the Los Angeles River and do what the cities along the river bed had not been able to because of disputes and lack of funding.

From 1938 until 1968 the Army Corps of Engineers replaced the chaos of local flood control programs. With army designed structures, set construction dates and secured funding they built the L.A. River channel with fourteen (14) contractors, thirty-one (31) contracts, two (2) million cubic yards of concrete, three to five (3-5) million barrels of cement, twenty (20) million cubic yards of earth, 147 million pounds of reinforcing steel, and 920 billion pounds of grouted slope stone that proceeded to transform the hydrology and ecology of the Los Angeles river (Orsi, 111).

There are three stretches in the river system that were not concreted over because the water table is too close to the surface. The three (3) areas are the stretch within the Sepulveda Flood Control Basin, through the Glendale Narrows, south of Willow Street in Long Beach ([County of Los Angeles Department of Public Works](#)). These three areas of the river have been the incentive to recreate ecological and environmental areas along the river as they were before the river became one giant concrete waste water channel.

For many years after the flood control channel was finished the river bed was a dumping ground for industrial waste and flood waters of the many storms that passed through Los Angeles. But as environmental groups grew, and the three soft bottom areas of the river survived and flourished, people began to look at the river with a different view and began to consider how the river could be used as a recreational and community respite from urban life.

The opening session of Re-Envisioning the L.A. River series was opened on October 1, 1999 and it called for policy makers to turn their attention to open space, and river revitalization as community issues as well as environmental concerns – issues that needed to cut across geographic, ethnic, racial, and class boundaries (Gottlieb,150). The session also resolved that the river restoration need to go “beyond the concrete era” through techniques such as re-vegetation and tree plantings, creating land barriers between homes or businesses and the river could also serve as open space. By reducing storm water flow from urban hard-scape into the river and through an emerging strategy of stormwater management, that addressed a wide range of urban land use, transportation and environmental practices the river could be brought back to life (Gottlieb, 153). By managing water more wisely all year round when there were storms the water would be more beneficial to all communities for longer periods of time. The benefits from restoration projects opened up new kinds of land uses such as river walks, new park lands, and new kinds of river – connected communities whose identities were excluded from any river benefits of the past (Gottlieb, 153).

Over the years the culture of the engineering community has begun to change into a culture with a new environmental and community outlook. Modern civil engineers are skilled in ecological and watershed approaches, and they have the ability to work with and respond to community insights and concerns (Gottlieb, 154). With a new approach comes a willingness to apply new methods and approaches of engineering to environmental asserts such as water. Environmentally concerned engineers are more open to the idea that each community and urban area is unique and blanket solutions do not meet the needs of modern communities as they have in the past.

Another important component along the river bank is the I-710 freeway. With the selection of San Pedro as the site for the city's harbor in 1899, rail lines were needed to connect the city to its port, and the river provided a direct route with minimum grade change. Industry followed, and after repeated floods, so did flood control. The river was finally reduced to a storm drain system, little more than concrete plumbing. The 710 freeway was known as the Los Angeles river freeway before 1954. In 1954 – 1964 it was renamed State Route 15. Between the years 1964 - 1983 the freeway was known as State Route 7. In 1983 it was renamed Interstate-710 and is still named that today. The freeway is an important route for truck traffic to the Los Angeles port.

Consequently, with a heavy volume of diesel traffic and private cars the air and noise pollution along the route is very high. Pollution in all forms has a high impact on the quality of life issues for the communities along the Los Angeles River prescient. With air pollution, contaminant pollution from vacant industrial sites, and water pollution communities along the southern river bed are constantly seeking innovative avenues to include the river as a space that could provide a clean and safe place for recreation and enjoyment of a restored river environment.

Existing Site Conditions

The cities adjacent to the southern section of the Los Angeles River vary from a lack of parks and trails in some cities to a dozen of parks in other cities.

The City of Commerce does not have any trails; however, it has the following four (4) parks:

- ◆ Bandini Park/Batres Community Center (4725 Astor Avenue)
- ◆ Bristow Park (1466 S. McDonnell Avenue)
- ◆ Rosewood Park (2433 Commerce Way)
- ◆ Veteran's Memorial Park (6364 Zindell Avenue)

The City of Vernon has no parks and or trails.

The City of Maywood has two (2) parks:

- ◆ Maywood Activity Center (M.A.C.)
- ◆ Pixley Park.

The City of Bell does not have any bike trails or parks along the Los Angeles River.

The City of Bell Gardens presently has twelve (12) parks:

- ◆ John Anson Ford Park (8000 Park Lane)
- ◆ Bell Gardens Veterans Park (6662 Loveland Street)
- ◆ Neighborhood Youth Center 5856 Ludell Street
- ◆ Marlow Park 6640 Marlow Avenue
- ◆ Darwell Park 6867 Darwell Avenue
- ◆ Gallant Park 5076 Gallant Street
- ◆ Julia Russ Asmus Park (8321 Jaboneria Rd.)
- ◆ Bell Gardens Skate Park 6635 Florence Place
- ◆ Hannon Park 6876 Hannon Avenue
- ◆ Resource Center 6423 Florence Place, Suite 101
- ◆ Bell Gardens Golf Course 8000 Park Lane
- ◆ Bell Gardens Senior Center 8000 Park Lane.

The City of Cudahy has three (3) parks:

- ◆ Clara Park
- ◆ Lugo Park
- ◆ Cudahy Park

The City of South Gate has a total of nine (9) parks:

- ◆ South Gate Park (4900 Southern Avenue)
- ◆ State Street Park (9200 State Street)
- ◆ Hollydale Regional Park (5400 Monroe Avenue)
- ◆ Cesar Chavez Park (2541 Southern Avenue)
- ◆ Circle Park (10129 Garfield Avenue)
- ◆ Gardendale Tot Lot (5840 Gardendale Street)
- ◆ Triangle Park (Atlantic Boulevard and Southern Avenue)
- ◆ Stanford Avenue Park (2715 Illinois Avenue)
- ◆ Hollydale Community Park (12221 Industrial Avenue)

The City of Compton Has a Par Three Golf Course, which is located adjacent to the east edge of the Los Angeles River. The city also has nine (9) parks:

- ◆ Kelly Park
- ◆ Wilson Park
- ◆ Malloy Park
- ◆ Tragview Park
- ◆ Burrel McDonald Park
- ◆ Oak Avenue Playground
- ◆ Cressey Park Fire Station
- ◆ East Rancho Dominguez County Park
- ◆ Raymond Street Park

The City of Paramount currently has six (6) parks:

- ◆ Steam Engine Park
- ◆ Pequino Park
- ◆ Paramount Park
- ◆ Village Park
- ◆ Spane Park
- ◆ Progress Park.

A low income housing project completed in 1995 and developed by Nehemiah West Housing Development Project, known as "Viñas La Campana", is in line with the River Revitalization plan.

In 2000, the city worked to acquire parcels of land for the expansion of Ralph C. Dills Park, which includes the Los Angeles River Bikeway, picnic tables, a playground, a walking and jogging path, a basketball court, restrooms, and grassy areas.

Long Beach's *Wrigley Green Belt Park* is located along Deforest Avenue and runs from Willow Street to 34th Street. This park is located on over ten (10) acres. Wrigley Greenbelt is made up of narrow properties along the river channel starting at the Pacific Coast Highway and running north to Wardlow Avenue. The belt connects to Wrigley Heights Park. In 2003 the city purchased a former horse stable, and surrounding homes in order to assemble what will soon be Wrigley Heights.

◆◆◆ *The Golden Necklace*

The LARIO Bikeway is approximately thirty (30) miles, which runs along the east side of the Los Angeles River to Downtown Marina and Shoreline Aquatic Park Bike Trail. The Bikeway runs along the top of the channel with smaller paths for pedestrian at the foot of the slope. Plans to enhance the bikeway will be made near Hill and Spring Streets with handicap accessible ramps and stairway connections.

Shoreline Pedestrian Bike Path is located along the water's edge on the main beach from Alamitos Bay to Shoreline Village. The bike path is a three (3) mile stretch and a seventeen (17) foot wide concrete trail on the beach.

San Gabriel River Bike Trail is twenty-eight (28) miles in length and is located along the San Gabriel River passing through the El Dorado Regional Park and meeting up with the bike trail near Alamitos Bay Marina.

El Dorado Park Bike Path is four (4) miles in length and runs through the full 450-acre of El Dorado Regional Park and connects with the San Gabriel River Bike Trail at various locations.

Heartwell Park Bike Path is two and a half (2.5) miles in length, running through the full 162-acres of Heartwell Park and connecting to the San Gabriel River Bike Trail and various Class II bike paths. Projects relating to trail efforts being examined here are the Cerritos Park.

Cesar E. Chavez Park was made possible through the expansion and acquisition of land for this newly opened park located along Golden Park Avenue. This park is located east of the Long Beach 710 freeway, along the western side of Golden Avenue; Broadway is located at its southern edge and 6th Street as its northern edge. 3rd, 4th, Melrose and 5th end at the parks eastern edge. The park features a senior center and children's playgrounds. Cesar E. Chavez elementary school is located at the parks southeastern edge. New construction includes a multifamily housing unit at the corner of 3rd and Golden Avenue. Residential buildings along Golden Avenue face the park. This park is located on slightly under twenty-five (25) acres. Features of the park include a basketball court, community center, playground, weight room, restrooms, and picnic areas. The park provides services through a Tiny Tots program, Youth and Teen Recreation, and Senior Programs.

Zoning

The City of Commerce is largely zoned commercial and industrial with less than fifty (50) percent of its land zoned residential. Commerce has zoned the portion of Atlantic,

between Washington Boulevard and Triggs Street for mixed use. The entire length of Washington Boulevard is zoned commercial, while the edges of the entire city are zoned industrial. Residential zoning is laid out in a radiating pattern between Telegraph Road and Washington Boulevard. Medium density residential is found within the commercial lining of major thoroughfares, with low density residential at the center. A few blocks of mostly medium density residentially zoned lots are found at the cities northern edge off of Triggs. An enclave of high, medium and low density residential is located to the cities Southeastern edge off of Randolph Street and Greenwood Avenue.

Within the City of Bell most of the area within a mile of the river is zoned industrial. West of the river zoning is Medium density residential.

The City of Bell Garden's general plan has a high percentage of High-Density residential areas. Major thoroughfares are designated commercial. Areas adjacent to the river are zoned medium Density residential. Areas along (Atlantic Boulevard) its thoroughfare are zoned industrial. The Los Angeles and Rio Hondo River are zoned as open space and areas along the river are zoned low/medium density residential and major commercial and industrial.

In the City of Lynwood areas within one mile of the river are zoned low-density residential and industrial. Areas along (Atlantic Boulevard) its thoroughfare are zoned commercial.

The City of Compton's general plan shows the area west of the Los Angeles River to be low density residentially zoned. The city of Long Beach is divided into four quadrants,

Urban Design

More than fifty (50) percent of the cities housing was constructed before 1960. The cities 2020 plan addressed urban design ideas including creating attractive industrial business parks through urban design initiatives. Older obsolete plant infrastructure has been replaced by attractive developments that emphasize adaptability. *Community Development Policy 6.1.* The city of Commerce will promote the creation of "area themes" to enhance the city's living and working environment. *Community Development Policy 6.2.* The city of Commerce will strive to see that commercial properties are maintained and that obsolete signage is removed. *Community Development Policy 6.3.* The city of Commerce will require new commercial and industrial development to employ architectural and site design techniques that will promote quality and efficient development.

Art Deco style is predominant along the cities most southern point adjacent to the San Pedro Bay. Moving north the style is predominantly craftsman followed by industrial and Spanish Revival and then Art deco to the north and south of the 91 freeway. The Wrigley Heights sites and the Wrigley Greenbelt will exhibit Spanish Revival amenity style responses. This is due to predominance of Spanish Revival homes in this area, the neighborhood association identification with those styles, and the location of the Historic Rancho Los Cerritos, just northeast of the Wrigley Heights sites.

Topography

The Los Angeles River is not like other rivers in the United States. At only fifty-two (52) miles long, the L.A. River is forty-five (45) times shorter than the Mississippi, and drops 795 feet in elevation from the headwaters in the San Fernando Valley to its end in Long Beach. That's 150 feet more than the Mississippi drops in its entire 2,350 miles, meaning our river is short but steep. The Los Angeles River is also the only river in the United States that is encased in concrete and is known as a flood control channel. Currently, the Los Angeles River Watershed has impaired water quality in the middle and lower portions of the basin due to runoff from dense clusters of commercial, industrial, residential, and other urban activities. The impairments include pH, ammonia, metals, chloroform, trash, algae, oil, pesticides, and volatile organics.

The river is a geological part of an alluvial plain that flows from the San Fernando Valley to the sea. In the past the river bed was allowed to meander throughout the Los Angeles basin until the river channel was built. The channel consists of raised earth mounds concreted on the inside to contain storm water runoff, with another narrow concrete channel in the middle. The river bed has concrete square shaped baffles at various places along the watercourse to slow and fan out the water in flood times. There are bridges at various places along the river that have large extensions built on the piers to slow and direct flood water. The tops of the river banks are paved with concrete. On the east side of the river bank is the seventeen (17) mile bike trail from Vernon to Long Beach and on the west side is the Edison easement along with high tension power lines and the I-710 freeway. There are numerous parcels of vacant land on the west side that could be developed as open space but these areas have been ear marked for widening the I-710 freeway to allow easier access of vehicles to Long Beach port. The freeways that cross the river are 710, 105, 91, and the 405.

There are four parks that have been developed in the seventeen (17) mile stretch of river that runs from downtown Los Angeles to the sea. These parks are Maywood Riverfront park, Dominguez Park, Estuary at Willow Street, Rivers Mouth.

◆◆◆ *The Golden Necklace*

Maywood Riverfront Park is a development of a seven acre park that was completed in 2006. The park is on the west side of the river and is double in size from the cities only other park that is five acres. Maywood is the most densely populated city this side of the Mississippi River and is impacted with large amounts of air pollution from the nearby the I-710 freeway (Lindin).

The seven (7) acre park was developed along the river at Slauson Avenue and involves several different parcels of land funded through CA Coastal Conservancy, County Prop A, Caltrans Environmental Mitigation funds and US EPA. The park is under the jurisdiction of the City of Maywood. Agencies that have a vested interest in the park are the City of Maywood, CA State Coastal Conservancy, Trust for Public Land, Mountains Recreation Conservancy Authority and the Rivers and Mountains Conservancy. (Linton, 129. The [L.A. River Project](#)). The second developed park along the river is Augustus Hawkins Nature Park situated on Compton Ave four miles west of Maywood Riverfront Park. The park features strolling paths, picnic areas, native vegetation, public art, and a visitor center. The park opened in 2001 and is a very popular family hangout in this park poor area. (Linton, 132. The [L.A. River Project](#)).

In addition to the Augustus Hawkins Nature Park is the Augustus F. Hawkins Wetlands Habitat. The habitat captures storm water from the existing Augustus F. Hawkins Nature Park. This wetlands habitat involves two elements: a freshwater marsh wetlands and surrounding riparian vegetation. The wetlands provides: treatment of non-point source pollution, wildlife habitat, recreation, and education. The half acre wetlands site is designed with an additional half acre of storage capacity for the capture and treatment of urban runoff. The wetlands also serve as an outdoor classroom on aquatic and riparian habitats adding to the Nature Park's existing environmental education program. Visitors to the wetlands habitat are able to view and learn information about how wetlands work to reduce non-point source pollutants and how clean neighborhoods can further help protect the local environment. ([Augustus F. Hawkins Wetlands Habitat](#))

Further down the river is the Dominguez Gap wetlands area where Compton creek drains into the L.A.River. The 30 acre site is only suitable for walking. The best times to visit is in the wetter times of the year when seasonal bird populations are present (Linton, 135).

The Estuary at Willow Street on Long Beach is where the earthen bottom of the river bed meets with the salt water of the sea. The sides of the river are reinforced with boulder riprap levees. (A boulder riprap is boulders stacked along a river bed held in place by steel mesh). The walk features native plantings, pocket parks, and good bird watching. Just above this area in the river bed are good examples of baffles and piers with bulb

shaped devices on the bridge piers. These devices slow water down in the stream bed and deposit silt and sediment in the river bed (Lindon, 141).

The last park along the river trail is the Rivers Mouth in Long Beach. This area features the Cesar Chavez Park and the Golden Shore Marine Reserve – a restored tidal wetland area. The park serves the communities on the west side of downtown Long Beach. The walk follows the riprap embankments of the river, where it becomes tidal. The area features bird watching and ocean views (Lindon, 143).

Demography

There are twelve (12) cities in the down stream area of the Los Angeles River. These cities are Vernon, Cudahy, Bell, Maywood, City of Commerce, Southgate, Lynwood, Paramount, East Compton, North Long Beach, and Long Beach. In this study the topics of total population and its distribution was looked at. Also included were the total number of houses and the ratio of owned or rented. Education level throughout the cities was plotted as well as the median family income and the percentage of the population who fell below the poverty level. Travel time to work was examined to determine how long residents in the cities along the river traveled to their employment.

In most of the cities, in this survey, the racial majority are Hispanics followed by whites. The only area along the river where whites outnumber Hispanics is in the zip code of 90813 in Long Beach. This area is also one with the highest percentages of individuals and families below the poverty line. In Vernon, where the other highest percent of individuals and families living below the poverty line is, the population has a high percent of Hispanics than whites. These figures indicate that in two of the largest industrial areas there is a high degree of individuals and families living under the poverty line. Vernon has the highest Hispanic population living under the poverty line and at the other end of the river, Long Beach has the highest white population living under the poverty line.

In regards to housing, the statistics show that overall less than fifty (50) percent of people in all cities own their own home and over fifty (50) of people living in the area are renters. The exception is that in Long Beach zip 90813 where eighty-eight (88) percent of people are renters and only twelve (12) percent own their homes. In the Long Beach zip code 90802, which is in the port industrial area eighty (80) percent of people rent and twenty (20) percent own their own homes. At the other end of the scale in the cities of Commerce and East Compton the ratios for renters and owners are closer to fifty (50) percent. In City of Commerce, forty-nine (49) percent own and fifty-one (51) percent rent their accommodations and in the City of East Compton fifty-four (54) percent own

their own homes and forty-seven (47) rent. With larger numbers of home ownership these cities they have a higher perceived vested interest in what happens in and around the L.A. River.

The statistics show that the education level within the study area is very low. Within the twelve cities there are only two areas in Long Beach that have populations of twenty-four (24) percent with a Bachelors degree. All other populations have less than nine (9) percent with a Bachelors degree. The range for citizens with a high school diploma in the study area was from thirty (30) percent in Vernon and Maywood up to eighty (80) percent in the Long Beach area.

The length of time traveling to employment looked at in this study shows that most people along the river south of Los Angeles travel for an average of thirty minutes to work. This shows that even though the majority of people may live close to the poverty line, and have low education their travel time to work is relatively short.

Existing Planning Activities

The City of Commerce 2020 General Plan's open space section includes policies with the intent to maintain, expand facilities at existing parks and examine opportunities for the creation of more park facilities in residential areas such as pocket parks. The Public Land Trust has recently acquired six adjoining industrial parcels along the Los Angeles River, and conveyed them to the city in order to increase park acreage. The city is also working on various redevelopment projects throughout the city, the targeted areas are; North, West, Central, Downtown, Los Altos, Poly High and West Beach. (see Appendix D)

Seven sections make up *The City of Bell Gardens General Plan 2010*, Land Use, Circulation and Transportation, Open Space and Recreation, Conservation, Safety, Noise and Housing. The city's *Recreational Master Plan* adopted in September of 1994 includes the river and trail connections as one of the elements in its open space planning. Redevelopment projects are scheduled in areas adjacent to the river. A development plan for Jaboneria/Shull Park (ten Acres) will connect to the river trail. A major sports complex located at Ford Park will house two (2) ball fields, four (4) soccer fields (two synthetic and two natural), landscape and lighting. In addition efforts are being made to continue the trail connection to Ford Park and Rio Hondo Trail. Rails to Trails project is planned for the railroad running at the city's southern edge.

The City of Cudahy is being made to acquire vacant parcels adjacent to the existing Cudahy Park for park development and river trail project.

The City of South Gate has plans for residential development along the river south of firestone as well as commercial development plans at firestone possibly connecting to the river. The city is in the process of creating a Parks & Recreation Master Plan.

The City of Lynwood's efforts involve the landscaping of Median Strips along Imperial Highway Starting at Duncan Street eastward towards the I-710 bridge overpass. The city of Compton has a Bike Planning project underway.

The City of Paramount has acquired open space for the enlargement of Progress Park.

Long Beach's current planning efforts include updating of the general plan to be completed in the spring of 2008. Other plans include *The Queensway Bay Plan*; a specific plan made for the southern edge adjacent to the Los Angeles River centered around the Queen Mary. Long Beach's Department of Recreation Parks and Marine have more specifically addressed the Los Angeles River connection in its Riverlink Plan. The plans goal is to increase the city's average of 5.4 acres of open space per 1,000 people to 8 per 1,000. In doing so the plan would redistribute open space to the underserved western quadrants areas where open space areas average between 1 and 2.7 acres per 1,000 people as opposed to the 16.7 acres per 1,000 people averaged in the eastern quadrant of the city.

Regional Leadership

The South to the Sea lacks regional leadership. Los Angeles County and the Los Angeles County Parks and Recreation Department have little involvement with the LA River revitalization. The twelve (12) South to the Sea cities and non-profit organizations like the LA River Project, Friends of the LA River (FORLA) and Unpave LA have been the catalysts in the river improvement projects, but the area still needs much improvement. Thus, without regional leadership, it is necessary to look at other multiple jurisdictional trails for guidance in determining regional stakeholders, because the current piecemeal approach has been ineffective.

The Santa Ana River Trail (SART), which when completed will be a 110 trail system running through Orange, Riverside and San Bernardino County, provides a beneficial template for regional coordination. The Santa Ana Watershed Project Authoring (SAWPA) is a planning agency formed in 1968 and is the guiding regional organization for the trail. SAWPA is a Joint Powers Authority, classified as a Special District

(government agency), and carries out functions useful to our member agencies. SAWPA works with state and federal legislators, funding sources, County Parks and Water Districts, planners, regulators, and other stakeholders to build a collaborative regional planning process¹.

SAWPA was instrumental in helping the County of Orange Park District complete a 28 mile trail running through 8 cities. The Orange County SART consists of several regional parks and golf courses². The SART history provides more detail on the trail's background and numerous stakeholders³.

With the exception of Long Beach, the South to the Sea cities are low-income communities, and unable to make major improvements without regional guidance due to funding constraints. LA County and the LA County Parks and Recreation Department need to become more active in the South to the Sea revitalization process. The Gateway Cities Council of Governments is a regional organization that can provide regional leadership for the South to the Sea⁴. The Gateway organization consists of twenty-seven (27) Southern California cities and provides regional leadership for the twelve (12) South to the Sea cities. The organization focuses on housing, air quality, open and public space, traffic congestion and economic development in the "Gateway Region." The organization also works with the San Gabriel & Lower Los Angeles Rivers and Mountains Conservancy, a state agency formed to preserve open space⁵.

Recommended Next Steps

As mentioned in the introduction and elaborated upon in the proceeding sections, the South to the Sea has numerous revitalization challenges. The following "next steps" provides a guideline for addressing the South to the Sea's many challenges.

- ◆ Improve usage
- ◆ Improve image
- ◆ Improve accessibility
- ◆ Improve safety
- ◆ Improve awareness of trail

¹ http://www.sawpa.org/about/about_sawpa.htm

² http://en.wikipedia.org/wiki/Santa_Ana_River_bicycle_path

³ <http://www.sawpa.org/documents/sart/SART%20final.pdf>

⁴ <http://www.gatewaycog.org/overview.html>

⁵ <http://www.rmc.ca.gov/about/intro.html>

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- ◆ Connect area west of I-710 to trail
- ◆ Identify open/public space opportunities
- ◆ Facilitate communication amongst cities/stakeholders
- ◆ Develop regional plan
- ◆ Find funding

North San Gabriel River

History

The San Gabriel River Trail runs along the banks of the San Gabriel River. The San Gabriel River is approximately seventy-five (75) miles long and was named after the Spanish Mission San Gabriel Arcangel, which was established by settlers in 1771 (San Gabriel River Master Plan, 7). The mission era ended in 1834 with the secularization of mission lands (San Gabriel River Master Plan, 7). Ranchos were established when the secularized land was handed out to individuals within the Valley, but this period was short lived due to floods and droughts which created hardship for the ranchers (San Gabriel River Master Plan, 8). The San Gabriel River became a major foundation for agricultural efforts which began shortly after 1850 (San Gabriel River Master Plan, 8). Some agricultural products of the valley were: citrus, grapes, walnuts, as well as fertile lands for dairy and field crops (San Gabriel River Master Plan, 8). The San Gabriel River, like other rivers in Los Angeles County was susceptible to flooding which posed a danger to residents and the economy. The 1914 and 1916 floods led to the establishment of the Los Angeles County Flood Control District (San Gabriel River Master Plan, 8). Dams, debris basins and channeling portions of the river with concrete lining were the proposed solution presented by LACFCD and the Army Corps of Engineers for the flooding and risks that it posed (San Gabriel River Master Plan, 8). World War II represented a change in the focus of those who surrounded the river and led to a more industrial effort. With industry, also came the need for housing, which gave way for the creation of suburbia (San Gabriel River Master Plan, 8). This brief history provides context for the development which occurred around this integral water feature which is adjacent to the trail that is the focus of our current efforts⁶.

The northern portion of the San Gabriel River Trail runs from the Angeles National Forest, through the cities of Duarte, Azusa, Irwindale, Baldwin Park, and El Monte. It intersects with Interstate-210, Interstate-10, and State Route-60, while running parallel to Interstate-605, conveniently named the San Gabriel River Freeway.

⁶ For current planning efforts, please visit: [San Gabriel and Lower Los Angeles Rivers and Mountain Conservancy](#).

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The original residents of Duarte were the Gabrielino Indians; later Rancho Azusa was formed by Andres Duarte who was granted 7,000 acres of land in the upper San Gabriel Valley in 1841, by the governor of Alta California (“City of Duarte: A Community Working Together,” 2001). The Gabrielino Indians, also known as the Tongva Indians, utilized the San Gabriel River in their day-to-day activities. The Tongva Indians were hunter and gathers and relied heavily on the use of the river for food and even as a means of transportation down to the sea. By the mid-1800s, high debts made Andres Duarte to give away most of the land. A portion was sold to Dr. Nehemiah, who founded the first school, and the first section of the city’s waterlines. The remainder of the land was divided and sold as 40-acre plots. Eventually the Hispanics and Japanese immigrants helped Duarte to thrive as an agricultural community based on citrus production (“City of Duarte: A Community Working Together,” 2001). Duarte was incorporated in 1957, leading to the formation of the City of Duarte, establishing goals and community bonds for a fragmented society (City of Duarte, 2000).

The city of Azusa was founded in 1887 and it became incorporated on December 29, 1898. The Gabrielino Indians were the first inhabitants of Azusa, who referred to the area as Asuksa-nga (“City of Azusa – General” 2000). In mid 1840’s William Dalton participated in the agricultural boom of the area by planting a vineyard on what was known as Azusa Rancho de Dalton (“City of Azusa – General” 2000). Gold was found in the nearby San Gabriel Canyon making the area of Azusa popular place for those seeking fortune (“City of Azusa – General” 2000).⁷

Further down the trail is the City of Irwindale. Many of the current residents of Irwindale are the seventh generations of Gregorio Fraijo and Fecundo Ayon Families who settled during the 1850’s (City of Irwindale, 2001). Once considered a wasteland of rocks and jack rabbits, the first freeways changed the city’s economics, by requiring vast quantities of crushed rock and gravel. This wealth attracted the county’s interest and paved the way for Irwindale’s incorporation in 1957 (City of Irwindale, 2001).

⁷ To learn more about how the city was established and popular historical moments see: the [City of Azusa General History](#)

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Figure 7: San Gabriel River Panoramic View

San Gabriel River trail later slopes down from Irwindale to Baldwin Park which used to be cattle grazing land. Baldwin Park evolved from a cattle grazing to an agricultural community. Due to water shortage farmers had to use the river as an alternative water source to seasonal rainfalls (“City of Baldwin Park”, 2006). Baldwin Park was incorporated after half a century on 1956, and became the forty-seventh General Law City in the state of California. Moreover, the city has evolved from a small farming community in the late 1800's to one of over 70,000 people (“City of Baldwin Park”, 2006).

The final portion of the northern San Gabriel River Trail leads to the City of El Monte. El Monte is located at the intersection of Interstate-605 and Interstate-10. The first inhabitants were the Gabrielino Indians, or Tongva which were attracted to the land because of its meadows, wild grapevines and fresh water (City of El Monte, 2006:3). Major milestones in the history of El Monte are presented in Table 2 below.

Table 2: El Monte's Historic Milestones

1873	Southern pacific built the first railroad through town
1874	Publication of the first weekly newspaper
1892	Opening of the fist drugstore
1901	The unified school district was established
1910	the Mexican revolution brought an influx of immigrants
1920	Gay's lion farm (Disneyland of the 20's)
1934	Air craft part factories

Existing Site Conditions

The San Gabriel River’s history dates back to the Gabrielino Indians. Although the topography of the trail is fairly consistent throughout the ten-mile stretch, the land uses around this trail vary from residential to commercial. The demographics of the cities adjacent to the trail are fairly consistent, with a male-to-female ratio of 1:1, the median age ranging from the mid 20s through the mid 30s, and a high Hispanic population.

Zoning

The adjacent land uses along the area of Encanto Parkway consist of low density residential zones, which are between five (5) to eight (8) dwellings per acre. There are very few portions along Encanto Parkway which consist of Multiple Residential zones. This area within the City of Duarte consists of low density and high density units; however, it lacks R-2 zones, which are the properties that would be eligible for senior housing based on their General Plan. Similarly, Baldwin Park and El Monte have single-family residential zones located adjacent to the trail, as seen in Table 3 below.

Table 3: San Gabriel River Trail Adjacent Land Uses

	Trail Adjacent Zonings	Open Space
City of Duarte	Light Manufacturing, Public Facility, Residential	Encanto Parkway
City of Azusa	Open Space	San Gabriel Mountains
City of Irwindale	Industrial, Open Space	Santa Fe Dam Recreation Area
City of Baldwin Park	Industrial, Residential	Barnes Park & Family Recreation Center
City of El Monte	Residential	0.4 acres per 1000 residents

The City of Irwindale is the one city that lacks residential zones. As seen in Table 4 below, residential zones make up only 0.98 percent of the land. The greater portion of Irwindale consists of industrial and open space; furthermore, these are the land uses which are adjacent to the trail. The industrial zones are located at the border of Irwindale and Baldwin Park and the open space consists mostly of the Santa Fe Dam Recreational Area.

**Table 4: City of Irwindale Land Use Percentage
“City of Irwindale - Quick Facts”**

Industrial	43.14%
Open Space	31.58%
Roads	7.89%
Government/Institutional	7.45%
Vacant	5.38%
Office/Commercial/Retail	2.62%
Residential	0.98%
Railroads	0.96%

Even though Irwindale is rich in open space, the City of El Monte lacks this availability of open space. The current open space ratio for the City of El Monte consists of 0.4 acres per 1000 residents, compared to the 4.6 acres per 1000 residents in Irwindale. The City of El Monte is currently working to increase their open space ratio; moreover, a strong force that will increase their open space ratio includes added parkway along the Emerald Necklace. Developments associated with the Emerald Necklace will increase the open space ratio to 3.0 acres per 1000 residents.

Topography and Geography

The northern portion of the San Gabriel River Trail transitions from the foot of the mountains in Duarte to local terrain of El Monte. The trail starts from an approximate elevation of 600 feet above sea level, descends to approximately 270 feet midway through the trail, escalates back up to 718 feet near El Monte and descends back to 260 feet near the Pomona Freeway. As seen in Figure 8 below, the trail has a maximum height of 718 feet above sea level and a minimum height of 315 feet above sea level; furthermore, it descends a maximum of 681 feet.

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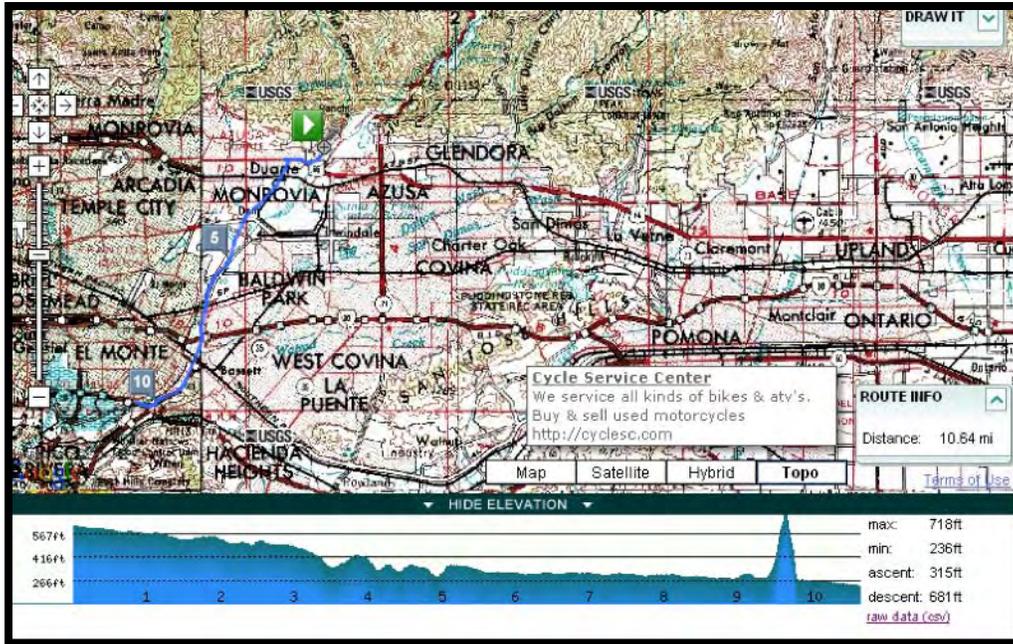


Figure 8: [Topography of San Gabriel River Trail](http://www.mapmyride.com/)
(SOURCE: <http://www.mapmyride.com/>)

The trail consists of gradual descend from the start of the mountains; however, there are a few sections where the slope consists of a steep grade. The first steep grade is located approximately at the Santa Fe Recreational Dam, where the trail plunges approximately one hundred (100) feet within half a mile and then goes back up one hundred (100) feet within the next half mile. The trail follows this trend up to the fifth mile and then goes through a level path up to the ninth mile. Approximately 9.5 miles into the trail, it undergoes a major incline from approximately 266 feet to 718 feet within half a mile, making it a steep 170 percent incline. Although the overall stretch of this northern portion of the San Gabriel River Trail undergoes slight slope changes in the slope, this is the single portion of this trail that undergoes a major slope change within a short distance.



Figure 9: San Gabriel River at the Santa Fe Dam

The San Gabriel River Trail has a variation of sediment along the eleven mile stretch. It consists of soil along the river and asphalt along the trail. The San Gabriel River Master Plan further states that “San Gabriel River and the rocks and soils that lie along its channel are a creation of the continuing uplift and ongoing erosion of the San Gabriel Mountains. As the mountains have eroded, rocky pieces of boulders, rocks, gravel and sand have flowed out of the mountains and have been deposited by the river on top of the deep bedrock of the valley” (2-10, 2006). The asphalt provides accessibility to bicyclists and pedestrians using the trail. Dirt is also located along portions of the trail available for equestrian use.

Flora and Fauna

The northern portion of the San Gabriel River Trail has a mixture of Southern California native plants (Flora) which can be observed while traveling along the trail. The most prominent plant type is Alluvial Sage Scrub which is found within alluvial fans and flood plains of Southern California (CNPS, 2008). Prickly Pear Cactus is another plant species that lines the trail. This cactus is located in southwestern deserts and even within the foothills of Southern California (desertusa.com). Scale Broom, another type of plant which lines the trail, is located in the sand of gravelly washes, stream ledges or within sage scrub mixtures (CPN, 2007). Valley Chola is located within dry gravelly fans, sage scrub mixes and usually west of the Colorado Desert (calflora.net). A mixture of

wildflowers, can be found along the trail, as they are easily identifiable because they provide color within the native plant palette.

Areas adjacent to the San Gabriel River Trail are home to several types of animals (fauna). The Santa Fe Dam Recreation Area is home to wintering herons, ducks, grebes and gulls (cnps-sgm.org). There are also various butterfly species that have been recorded at the Nature Center. The butterfly species are Funereal Duskywing, Mormon Metalmark, Bramble Hairstreak, Painted Lady, Cabbage White, and Bernardino Square Spotted Blues. There are additional animal species which find this area of the San Gabriel Valley suitable habitat. One of which is the Pacific or Agile Kangaroo Rat, which is nocturnal. The rat burrows can be observed adjacent to the trail (CNPS, 2008). The Southern Pacific Rattlesnake is most active at night and during the heat of the summer (CNPS, 2008). The Desert Cottontail Rabbit also lives along portions of the San Gabriel River Trail and feeds off of the native plant species (CNPS, 2008). Lastly, there are Coyotes which feed off of berries and smaller species (CNPS, 2008). These species are native to the area of San Gabriel River and Angeles National Forest.

Current Destination Points

The northern portion of the San Gabriel River Trail provides many opportunities for places of interest which can be accessed via the trail. The trail begins at the bottom of the Angeles National Forest where the asphalted portion cul de sacs adjacent to Highway 39 in Azusa and becomes a dirt trail for those interested in exploring further north. The Angeles National Forest provides places for camping, hiking, biking, and picnicking. Proceeding south to the city of Duarte there is an access point to the trail via Encanto Parkway. This access point provides two places of interest: Encanto Park and the Duarte Historical Museum. Encanto Park is a multi use park with sports fields, a tot lot, and picnic tables. The Duarte Historical Museum which is ran by the Duarte Historical Society, a non-profit group, is the former home of a LA district attorney and was purchased in 1990 from the historical society and turned into a museum providing history of the city and adjacent cities (“Duarte Historical Society”). An alternative access point off of Foothill Boulevard leads to a mini recreation area which features parking, picnic tables, restrooms and dog waste receptacles. South of the 210 Freeway is the Santa Fe Dam Recreation Area which is 836 acres and has an approximately seventy (70) acre lake which allows for fishing, swimming and sailing. The recreation area also has a water play area open during the summer, picnic areas, and youth camp sites.

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The Santa Fe Dam Nature Center is also a point of interest located within the vicinity of the Santa Fe Dam Recreation Area. The Nature Center has displays about plants, animals and Native Americans whom previously occupied this portion of the San Gabriel Valley. The Irwindale Speedway although not located adjacent to the trail can be accessed from the trail using local roadways and may be of interest to those in riding or walking the area. De Anza Elementary School is adjacent to the trail and has sport fields for recreational activities. Opposite of the trail adjacent to the 605 freeway is Barnes Park in Baldwin Park. This park features basketball courts, two playground areas, an open field, and a recreation center with planned activities (“Recreation – City of Baldwin Park”). Also not adjacent to the trail, but a notable place of interest is the [Walnut Creek Nature Park](#), located in Baldwin Park. The Walnut Creek Nature Park includes playgrounds, picnic shelters, barbeques, restrooms, and a walking trail (“Recreation – City of Baldwin Park”). In the city of Industry, adjacent to the river is the California Country Club which is a golf course that features a seventy-two (72) par course and an exclusive private membership. The Rawhide Stables & Ponies is located adjacent to the trail which offers equestrian lodging and riding opportunities. This is not a comprehensive list of places of interest along the San Gabriel River Trail, but allows for an understanding of what types of opportunities are located adjacent to and near the trail. Please see appendix for comprehensive list of all parks within cities adjacent to the trail and photos of some of the places mentioned above.



Figure 10: Display in the Santa Fe Nature Center

Demographics

The demographics of the San Gabriel River Trail's adjacent cities include similar characteristics in certain categories and a diversity in other categories. The five cities adjacent to the trail have significant differences with respect to their total population. There is a minute population of 1,446 in the city of Irwindale and a more significant population of 115,965 in the city of El Monte. Other demographics remain fairly equal, with the male to female ratio being an approximate 1:1 within all four cities. A general analysis of the demographic data retrieved from the U.S Census shows the following characteristics amongst Duarte, Azusa, Irwindale, Baldwin Park and El Monte:

- ◆ The most populous city is El Monte
- ◆ The earliest incorporated city is El Monte in 1912 (see Table 6 in the Appendix).
- ◆ The largest population of elderly reside in Duarte
- ◆ The youngest population is located in Baldwin Park
- ◆ Duarte has the highest median household income and the highest percentage of white people
- ◆ The highest percentage of Hispanic people live in Irwindale
- ◆ El Monte, Baldwin Park and Irwindale respectively, have above 70 percent of Hispanic population

Existing Planning Activities

San Gabriel River Corridor Master Plan: Los Angeles Department of Public Works

The San Gabriel River Corridor Master Plan was initiated in 1999 when the Los Angeles County Board of Supervisors directed the Public Works department to establish a plan for the river (San Gabriel River Master Plan, 2006). The plan focuses on flood protection, water supply, habitat, recreation, open space, and economic development (San Gabriel River Master Plan, 2006). The process for the master plan has been set up so that cities located along the river can join the County, other agencies, and stakeholders to participate in a cohesive effort to enact a shared vision of the river (San Gabriel River Master Plan, 2006). A document has been prepared by the Los Angeles Department of

Public Works which provides much more detail on the efforts and intentions of the master plan⁸.

San Gabriel River Campaign: Angeles Chapter of the Sierra Club

This effort was started by the Sierra Club after the passing of State Bill 216 which established the rivers and mountains conservancy (Angeles Chapter Sierra Club – Fact Sheet, 2006). The vision for this effort is to “create a greenbelt of public park space along the entire length of the river to serve the residents of Los Angeles County,” (Angeles Chapter Sierra Club – Fact Sheet, 2006). In 2003, the Sierra Club created Amigos De Los Rios a non profit organization who has aided in the effort to create parks which connect with trails from the river (Angeles Chapter Sierra Club – Fact, 2006)⁹.

San Gabriel River Discovery Center Authority

The San Gabriel River Discovery Center is being proposed as a replacement to the currently existing Whittier Narrows Nature Center. The intention of the Discovery Center is to, “present the story of the San Gabriel River Watershed, emphasize the importance of water resources and the natural values of the watershed,” (San Gabriel River Discovery Center Authority)¹⁰.

Adjacent City Planning Activities

Restoration and renovation of recreational areas and residential neighborhoods are part of the revitalization process to enhance the overall appearance of the five (5) adjacent cities to the San Gabriel River Trail.

The City of Duarte has been part of a significant revitalization project. A \$44 million school bond has been passed which has revitalized the schools and made the city an All-America City finalist in 2000 (“City of Duarte: A Community Working Together,”

⁸ Please see: [San Gabriel River Master Plan](#)

⁹ To learn more about this effort see [Angeles Chapter Sierra Club – Fact Sheet](#).

¹⁰ To learn more about the San Gabriel River Discovery Center see: [San Gabriel River Discovery Center Authority](#)

2001). Part of this revitalization requires community participation, which has been an ongoing process in Duarte. Since 1987, residents have been involved in the city's planning process. In fact more than 200 citizens set the grounds for a community visioning and strategic planning process in the past decade. The comprehensive 20-year plan adopted by the City, the School District, and the Chamber of Commerce emphasizes the following themes:

- ◆ Education, culture, and recreation
- ◆ Public Safety
- ◆ Economic Development
- ◆ Environment and Aesthetics
- ◆ Telecommunications, Transportation and Municipal Services
- ◆ Health

The involved community of the City of Duarte helped update the comprehensive plan in 1997, which elevated the design standards for the new century, adding to the community's recreational and gathering spaces ("City of Duarte: A Community Working Together," 2001). This further shows the strong community involvement of the City of Duarte who helped strengthen the recreation space; moreover, they have strong potential to make improvements to the San Gabriel River Trail.

Duarte's neighboring city, Azusa, acknowledges the importance of the San Gabriel River and the River Trail, thus it has several planning efforts dedicated to these features. Proposition A funding from 1992 is being put towards the extension of the San Gabriel River Bike Trail ("Reconnecting With the River", 2000). In conjunction with the San Gabriel River and Lower Los Angeles Rivers and Mountain Conservancy the creation of a River Wilderness Park is in the works ("Reconnecting With the River", 2000). The Open Space element of the General Plan is being updated, thus raising the city's awareness to the need to connect trails and provide additional pocket parks ("Reconnecting With the River", 2000)¹¹.

Further along the trail in Irwindale, planning activities begin to mirror the residential development found surrounding the city. Irwindale is still in the process of renovating what is now a highly industrial city to provide a framework for future commercial and residential development, with the goal of ensuring a functional and an aesthetic cohesion for the community (City of Irwindale, 2001). These guidelines ensure the compliance of future development with historical preservation

¹¹ To see more about the current planning efforts in Azusa see: [Reconnecting With the River](#).

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Similar to Irwindale’s community involvement vision., Baldwin Park is working on a project, “Keep Baldwin Park Beautiful”, which is aimed at improving neighborhoods for residents by enforcing municipal codes, and design guidelines (City of Baldwin Park, 2006).



Figure 11: [Downtown Baldwin Park Redevelopment](http://www.baldwinpark.com/)
(SOURCE: <http://www.baldwinpark.com/>)

The city of Baldwin Park has promoted redevelopment in the downtown area through financial incentives for businesses (“City of Baldwin Park,” 2006). Baldwin Park’s downtown renovation is currently underway through a mixed-use pedestrian and transit-oriented urban village master plan. In addition, a development project by Lewis Retail Centers will house 250,000 square feet of retail space which will attract more businesses (“City of Baldwin Park”, 2006).

Aside from Azusa, El Monte, is the only city that directly emphasizes the need for revitalizing the San Gabriel River through the development of neighborhood parks and a network of pedestrian routes. Amongst the six (6) themes forming the city’s planning vision, the fourth theme is aimed at “restoring and preserving its rivers and open spaces” (City of El Monte, 2006: 3). Further, it emphasizes the environmental damage to the

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city's adjacent rivers, Rio Hondo and the San Gabriel River, caused by redevelopment ("City of El Monte", 2006).

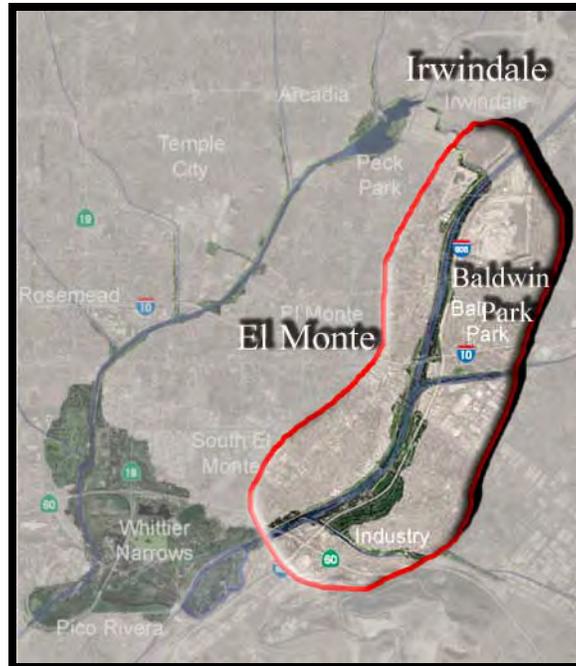


Figure 12: [Part of the study area overlaps with the Emerald Necklace of Parks](http://angeles.sierraclub.org/)
(SOURCE: <http://angeles.sierraclub.org/>)

To reverse the effects of redevelopment, the city has plans to renovate trails and open spaces. The city's vision will be realized by maintaining an adequate ratio of parks and open spaces connected by a network of trails, known as the Emerald necklace of Parks ("General Plan Vision", 2006). El Monte has been successful in attracting local and international businesses through its Foreign Trade Zone. Local colleges provide the educated workforce to support these initiatives ("General Plan Vision", 2006) The city monitors architectural designs and landscaping through specific design guidelines, and to promote affordable housing El Monte offers home buyer assistance programs through the city's agencies ("General Plan Vision", 2006).

Recommended Next Steps

The northern portion of the San Gabriel River Trail is in decent condition. Improvements have been made along the trail, which include paved roads for pedestrians and bicyclists. Although the northern section of the San Gabriel River Trail does not require extensive work to incorporate it with the network of trails for the Golden Necklace, below are three (3) recommendations which would help the continual management of this section of the trail:

1. Communicate with the Department of Public Works regarding the maintenance of the Trail and identify potential safety issues of the trail
2. Improve the signage along the trail which would provide maps with current location and places of interest
3. Design an alignment which would allow for an interpretive trail for pedestrians

The first recommendation would provide for effective ways to integrate improvements to the River and Trail using the current San Gabriel River Master Plan and the Emerald Necklace. By working in conjunction with the current existing plans, it would facilitate the second and third recommendation which suggest improvements to the current trail. This would allow for safety improvements, including, but not limited to graffiti abatement, maintaining well lit trails, and creating safe cross-walks for pedestrians and bicyclists. The second and third recommendations suggest improvements to the current conditions which would be targeted towards pedestrians.

South San Gabriel River

History

Prior to the arrival of the Spanish, in Alta California, the area that now comprises the South to the Sea Trail was inhabited by the Tongva native tribe, who were renamed the Gabrielino by the Spanish conquistadores. Spanish colonial rule within the region, dates back to 1771 with the founding of the Mission San Gabriel Arcangel (now a State historical landmark), and was once located on the Whittier Narrows site. Eventually, the river was named after the Spanish Mission and over time California would be annexed into the union as a state.

An agriculturally-based economy had begun and flourished during the early settlement period of the San Gabriel River, which attracted new Americans as well as immigrants from a variety of regions. By the 1870's, the region was inhabited by a diverse mixture of ethnicities ranging from descendents of Native Americans, Mexican Americans (Indian, Mestizos, and Castillian), displaced US Civil War veterans and their families, and western pioneers in search of new socio-economic opportunities. American migration patterns, in the South to the Sea region, began occurring from 1861 to 1865, following the Civil War. After World War II, more families migrated to the South to the Sea region in hopes of new opportunities and the dream of purchasing their own single-family homes.

Historically, flooding was a common obstacle for the region, due to the unpredictable river path during wet seasons. The river also served as a deterrent to settlers along the surrounding land. In hindsight, the river actually became the area's savior, by providing rich soil and opportunities for farming. Riparian river feuds emerged when settlers began building dams to protect their own crop fields, which conveniently redirected water from the river to adjacent property owners. When new settlers migrated to the region, further efforts were made to control the rivers path such as concrete river channeling and the implementation of levees.

River canalization was created in response to disastrous flash floods that occurred during the late 19th and early 20th centuries. The U.S. Army Corps of Engineers organized the river canalization process, which began in 1938 and concluded in 1960. Through the use of modern technology, during periods of heavy rainfall, the LA District of the U.S. Army Corps of Engineers is able to shift the intensity of tidal flows between the Rio Hondo River and the San Gabriel River. Today, with concrete canalization, the redefined river

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has become tamed by man and no longer resembles its original state before the colonization of Spanish settlers. The river also serves as a marker that defines city boundaries and flooding is easily controlled through the advent of manmade infrastructure (or concrete channeling). Through the canalization process, bicycle trail paths were created along the [San Gabriel River](#). Although some multi-use trails (as Figure 13 below indicates) currently exist along the San Gabriel River, the South to the Sea section proposes a more comprehensive development of trails that are more pleasing for all types of recreational users.



Figure 13: Map illustrates the points along the South to the Sea section that currently have multi-purpose trails (SOURCE: Moore Iacofano Goltsman, Inc., 2006).

Figure 13 illustrates the location of the South to the Sea segment of the [Golden Necklace Trail](#). The sections include the following:

- (1) North Region consisting of [City of Industry](#), [Whittier](#), [Pico Rivera](#), and [Santa Fe Springs](#)
- (2) Central Region, which consists of [Bellflower](#), [Downey](#), [Cerritos](#), and [Norwalk](#)
- (3) The South Region which consists of [Lakewood](#), [Seal Beach](#) and [Long Beach](#).

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These cities make up the study area since they are in direct overlap with the San Gabriel River trail. Alongside the canalized river, there are existing trail ways that directly parallel the riverbed. In terms of trail continuity, the San Gabriel River trail way is unbroken as it begins in the northern region and ends in the coastal bay of Long Beach.

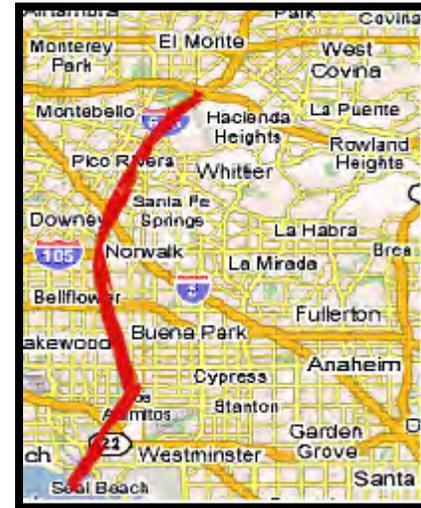


Figure 14: Red Path Indicates the South to the Sea Region
(SOURCE: Google Maps)

Existing Site Conditions

Topography

The San Gabriel River Trail that runs through the study region has a relatively flat topography that is not overly strenuous on the physical condition of biker/walkers. According to the zoning maps made available by the cities in the South to the Sea section, the general terrain has a relatively flat topography. In some cities such as Cerritos, the variation in elevation is no more than a five (5) to ten (10) foot change. Other cities that have been fully developed, such as City of Industry, much of the exiting farmlands have been removed to make way for industrial development and railroad tracks. Much of Whittier Narrows is below the 605 freeway, in parts of Pico Rivera and nearby municipalities.

Points of Interest

There are two main categories for points of interests: sites of historical significance and areas in close proximity to the proposed trail way. Historical sites include museums within the city, such as the [Homestead Museum](#) in City of Industry, or the Baker House in Pico Rivera. Some of the areas that are directly adjacent to the proposed trail way and provide public access include the following locations:

- (1) the overpass entrance on Firestone Boulevard which borders Downey and Norwalk
- (2) Imperial Highway (also bordering Downey and Norwalk)
- (3) the Foster Greenbelt (formerly New River Park) on Foster Road
- (4) the Rosecrans Avenue overpass (bordering Bellflower and Norwalk)
- (5) Glazier Park on Excelsior Drive
- (6) the Alondra Boulevard overpass (bordering Bellflower and Norwalk).

The trail that runs by Long Beach has nine major entry points in the following locations: Long Beach Town Center, El Dorado Regional Park, College Park Estates, and the Long Beach Marina. Also, the trail connects with the Coyote Creek Trail, the Heartwell Park Bike Trail, El Dorado Regional Park, and with the Shoreline Pedestrian Bike path (five miles long). The Coyote Creek Trail connects to the San Gabriel River Bike Trail right after the biker passes El Dorado Park Golf Course. The Heartwell Park Bike Trail is a 2.5 mile bike path that runs through Heartwell Park, which is a 162 acre park. The bike trail that runs through El Dorado Regional Park (a 430 acre park) is four miles long. Some of the attractions that are adjacent and near the bike path are the Port of Long Beach, Queen Mary, Shoreline Village, Convention Center, Aquarium of the Pacific, and the beach. Most entrances are primarily along the 605 freeway or main street arterials, which are heavily used by vehicular traffic, creating a hardship for recreational users to access these entry points or points-of-interests.

Whittier Narrows

Currently, there are several trails going through the city's sphere of influence. Many bikers, riders, and pedestrians take advantage of the trail ways located below the vast [Whittier Narrows](#). The most popular one is the trail leading from the Whittier Narrows Recreational Area into the Whittier Narrows Dam. The area contains a multi-use facility encompassing Legg Lake, North Lake, and Center Lake, as well as the [Natural Conservancy](#). Consequently, Whittier Narrows is mostly enclosed within the municipality of Pico Rivera rather than Whittier, which often confuses people. As part of the Whittier Narrows network system, there are several entry points on the overall trail. Most routes cannot be accessed by all transit means, such as motorized vs. non-motorized. As one of the most prominent features of the San Gabriel River Trail system, much of the existing conditions fall into the region within the Whittier Narrows. There is a very extensive system of bike/walk trail way, while the equestrian-oriented dirt roads are present on site as well. Certain parts are inaccessible depending on the current weather conditions; and there is a natural conservancy as well as a regional park/camp ground within the overall vicinity. The open space areas depict basic amenities (trash receptacles, lighting poles, parking lots, signage, etc), which are beneficial to trail users. Amenities that are off-trail include picnic areas, soccer fields, shooting range, and a motor boat facility. Connectors to the bike paths are provided within the amenities to promote usage by the public.



Figure 15: Whittier Narrows Nature Center, which leads to accessing bike, pedestrian, and equestrian trails

Coyote Creek

The Coyote Creek Trail is utilized as a bikeway that runs 9.5 miles along the [Coyote Creek Watershed](#). On the other hand, the watershed itself “covers 41.3 square miles in the northwest corner of Orange County... [and] includes portions of the cities of Brea, Buena Park, Fullerton, La Habra, and La Palma” (Watershed & Coastal Resource Division, 2008). In fact, the Coyote Creek separates Los Angeles County and Orange County, which would bring users from both counties. The bike path originates in the City of Santa Fe Springs and ends in Long Beach, where it connects with the San Gabriel River Trail.

Regarding the current condition of the Coyote Creek trail, it mainly lacks scenery. Through the northern section of the path, there are visible signs of warehouses and industrial buildings. The mid-section of the trail follows mostly residential zones, and it also has an access point to the Cerritos Regional Park. The southern section of the pathway includes industrial, residential, and school zones. The most scenic route occurs when the trail passes through El Dorado Park and its nature study area as well as through the Lee Ware Park. The Coyote Creek Trail is mostly fenced in with wood, brick, or shrub-covered chain links. There are also signs of graffiti through parts of the trail.



Figure 16: Connecting bridge from Long Beach to Coyote Creek Trail

Trail Conditions

Overall, the ambience of the existing trail way is startling, due to nearby freeways directly above certain public parks and select trail way entries. Since the entry ways onto the San Gabriel River Trail are directly next to main street arterials, such as the 91 freeway or overpasses; there are vast amounts of noise and pollution. As a result, the existing conditions may impact the mood of the average trail user (e.g. a lack of serenity with nature or surroundings) and decrease the perception of safety (i.e. graffiti and lack of proper lighting). There are many active users of the existing trail (i.e. recreational, equestrian, bike, and pedestrian users). In addition, occasionally there are a few displaced homeless people that reside along or under arterial overpasses. Unfortunately, such poor uses of the trail impact the overall peace and maintained aesthetics of the trail ways. Moreover, it poses a lack of safety and desire to use the trail. In addition, negative physical characteristics of the current trail way along the South to the Sea region degrades the environment due to signs of random debris from vehicles, such as fast food containers, cigarette butts, and other littered items.

Cleanliness

Extensive amounts of graffiti on aluminum fencing and the concrete walls have resulted in unpleasant entry points onto the trail. Unfortunately, some entrances are often filled with debris, such as broken liquor bottles. For instance, in Bellflower, the existing pedestrian bridges (in Caruthers Park and on Carfax Ave) on the trail way that directly connect to Norwalk have been vandalized with graffiti, broken glass, and liquor bottles.

Therefore, such unsightliness creates a negative and unsafe impression for recreational users. Other than some areas in Lakewood, there is little pleasant landscaping since most of the San Gabriel River Trail is predominantly surrounded by concrete walls along the river channel, asphalt flooring, and dirty gutters that lay on the outer edge of the trail way.

Signage & Fixtures

Some entry points along the South to the Sea region do benefit from better maintenance and signage. The effective signage in the regions include: streets signs, directional signage, informational signage, and regulatory signs indicating permitted uses and hours of operation. An example of proper signage is illustrated in Lakewood's Monte Verde

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Park and Norwalk's Glazier Park. In addition, some proper site fixtures are located in Foster Greenbelt and Glazier Park in Norwalk, which provide landscaped pedestrian walkways on the side of the trail way and footbridges for users to safely cross the river channel. Both points-of-interest are located directly adjacent to residential neighborhoods and homes of equestrian users. Each site provides landmarks, lighting fixtures, provided accessibility with identifiable entry ways, and markers to indicate entry and exit points. Despite the overall existing condition of the trail way (being primarily next to highways and street overpasses), Foster Greenbelt and Glazier Park pose an effective utilization of open space, facility maintenance, and improving public safety.



Figure 17: Signage Used in Monte Verde Park in Lakewood



Figure 18: Sign in Glazier Park, Norwalk



Figure 19: Caruthers Park in Bellflower

Typically, the existing trail conditions do not complement the types of recreational activities demonstrated by users. The only existing signage that exists along the San Gabriel River Trail is posted along main arterial overpasses and not along the trail entry ways. Having appropriate signage would aid in directing the traffic flow of the trails users along both sides of the trail way. In most cases, only the eastern side of the trail is open or accessible for public use while the western side is gated-off by chain link fencing at the entry way. For instance, the trail that runs along the San Gabriel River in the City of Long Beach does not have adequate signage. Therefore, a biker will not know where he is unless he is familiar with the area. Although, there are some well-maintained signs in the Long Beach area, there are others that are covered with graffiti.

Accessibility/Connectivity

To some extent, all segments of the existing trails have direct access points to them; however, not all the access points are in high-quality in terms of maintenance and ease of use. In Pico Rivera, the main entrance to the San Gabriel River leads from the Natural Conservancy located in Whittier Narrows, which has adequate signage and amenities. On the other hand, in the neighboring city of Santa Fe Springs, the entry points to the San Gabriel River are not as visibly labeled. Located within a cul-de-sac residential neighborhood, the Santa Fe Springs Park is located next to the San Gabriel River Trail, yet the trail is completely fenced off from the park. The only entry point is a hole torn right through the wire fence. In general there is a lack of signage to guide users, except for the Nature Trail in Monte Verde Park (City of Lakewood). The Nature Trail has good guiding signs; however, it is fenced from the actual San Gabriel River Trail. As a result, users have no way of accessing the park, unless they enter from the park's parking lot. In the City of Lakewood, the Lakewood Equestrian Center is located right next to the San Gabriel River Trail; however, it lacks an actual equestrian trail along the river. Rynerson Park, also located in Lakewood, offers an equestrian trail, which has railing that separates it from the walking and cycling paths. In addition, the park offers a bridge for walkers or cyclists to access the River Trail from the park without crossing the equestrian path. As a result, it may be beneficial to utilize Lakewood's trail plan in Rynerson Park for the entire Golden Necklace Trail project.

Case Study: City of Long Beach

One of the better-maintained trail sections is located in Long Beach. The section of the trail that runs through the City of Long Beach has a total of nine entrances. The bike trail has very slight gradual decline, but it provides a pleasant ride. The area that runs along the El Dorado Regional Park is very clean, quite, calm, safe, well maintained, but there is very little landscaping. The section where the Coyote Creek Trail meets the San Gabriel River is an enjoyable area to stop and rest before continuing the ride on either trail. This area has a clean, calm, quite, and well-maintained section that can be used to have a snack. After the Coyote Creek Trail section, the 605 freeway runs close to the river. Even though this area is clean, safe and well-maintained, it lacks landscaping and the noise of the freeway is noticeably loud. On the other hand, the area is large enough to utilized as rest points with lush landscapes. Moreover, the addition of large trees will eliminate the noise of the freeway, which can create a more peaceful ride along the River. Overall, the bike trail in Long Beach along San Gabriel River is pleasant, clean, relaxing, and calm.



Figure 20: View of El Dorado Park from the San Gabriel River Trail



Figure 21: Entry way to the San Gabriel River Trail from El Dorado Park

Demographics

The general demographics for the entire South to the Sea region shifts slightly in terms of age and median income. For instance, cities in the upper section of the San Gabriel River Trail area indicate a lower median age than cities further south. For example, the median age for [Santa Fe Springs](#) and [Pico Rivera](#) is the early 30s, whereas in [Seal Beach](#) the median age is 54. The household income levels range from \$37,270 in Long Beach to \$73,030 in Cerritos. The overall racial makeup for the cities consists of the following races: White (other than Hispanics), followed by Hispanics, Asians, and African Americans in various order. Appendix B visually illustrates the comparative demographics between the cities in the study.

Existing Planning Activities

This section provides an overview of how the cities in the South to the Sea region of the Golden Necklace approach open space programs and recreational activities. Although many cities do not have current trail ways, some do address future developments.

Due to the City of Industry's zoning regulations, not much is being addressed in the area of recreational activities. In fact, the only source for leisure within the city is its two biggest commercial resorts: the Puente Hills Mall and the Pacific Palms Resort. The

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latter includes an eighteen (18) golf course, conference center, hotel, equestrian center, Olympic-size swimming pool, tennis facilities, and a clubhouse. A proposed trail path through the City of Industry needs to utilize the amenities of the Pacific Palms Resort, as well as recommend parks along the trail.

The City of Whittier, on the other hand, is currently working on preserving green space and creating more publicly-accessible trail ways for its residents. One of such efforts is the Greenway Trail, which is a 5-mile rail-to-trail project that is currently being constructed. Upon completion, the Greenway Trail will have certain parts that will be fully converted into trail ways with enhancements through landscaping projects. In addition, its proximity to parks may increase further use of the trail. In terms of the existing trail conditions along the San Gabriel River, there are seventeen parks throughout the city, however, not all of them have direct access to the San Gabriel River Trail. Whittier also has an active graffiti removal program, in which it encourages residents to report graffiti as soon as it occurs in order to set up its removal. As a result, the city is encouraging an aesthetic appearance, which is an important factor for the Golden Necklace trail system.



Figure 22: Former Union Pacific Railway Bridge in Whittier, CA, under construction for the new Greenway Trail

The City of Pico Rivera offers a few recreational open space programs. The biggest facility within the city is the golf course. A number of good parks dot the landscape, including Rivera Park on Shade Lane, Smith Park on Rosemead and Mines, Pico Park on Beverly Blvd, Rio Vista Park on Coffman and Pico Road, and Stream Land Park at the

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North end of Durfee Road. In addition, it has recently completed the “Paseo del Rio,” which is a “bike path that connects the existing County LARIO trail with the City's bike lane along Mine Avenue” (City of Pico Rivera, 2008). The path allows access to the San Gabriel River at Whittier Blvd. As a result, the bikeway trail will be beneficial for the connection to the Golden Necklace trail.

Unlike Pico Rivera, the City of Santa Fe Springs does not have current planning efforts in regards to trail ways. On the other hand, Santa Fe Springs includes the following six parks, which may be utilized as connection points on to the San Gabriel River Trail:

- ◆ Lake Center Athletic Park
- ◆ Lakeview Park
- ◆ Little Lake Park
- ◆ Los Nietos Park
- ◆ Santa Fe Springs Athletic Fields
- ◆ Santa Fe Springs Park.



Figure 23: Bike path in Pico Rivera that connects to the Paseo del Rio path

The City of Bellflower, on the contrary, has initiated open space programs. According to the [City of Bellflower Municipal Code](#) (BMC Section 19-15), the Open Space Zoning

District (also known as the Open Space Zoning ordinance or O-S Zone) stipulates the city’s plan for implementing special overlay zoning districts designated for open space. In accordance with the State and Regional Open Space Plans, the code section addresses the importance of open space as a limited commodity and valuable resource that must be conserved wherever possible. The Bellflower General Plan also contains an Open Space-Recreation and Conservation Element that is part of the city’s twenty year plan to maintain this limited resource. In relation to the San Gabriel River, the code also indicates that the O-S Zone may be utilized for access to rivers. It also links between major recreation and open space reservations, which would include providing easements for rivers and trails (BMC Section 19-15.2.d.). In addition, Bellflower’s City code emphasizes that open space is deemed for the public health and safety without being limited to land management, water quality, and enhancement of air quality. Moreover, the City has demonstrated its open space component through the following three main parks: John S. Simms Park, T. Mayne Thompson Park, and Ruth R. Caruthers Park and Bellflower Skate Park. Some of the activities that are included in the parks of Bellflower are the following: softball fields, picnic areas, tennis courts, and basketball courts.

In regards to current planning activities and trails, the City of Norwalk has no specific development standards for open space or plans for recreational opportunities in its General Plan. In fact, under existing standards, there are no specific regulations that address the enhancements of trail ways, yet there are discretionary opportunities that may come into fruition in the future. In the realm of open space maintenance, Norwalk endorses a graffiti removal program, where residents are encouraged to report graffiti sites to responsible local or county authorities. By policing issues of graffiti, residents are encouraged to be active stakeholders, which may be beneficial in improving the existing conditions of the trail way for future revitalization efforts. In addition, Norwalk has fourteen parks, some of which may be utilized as access points to the Golden Necklace trail way.

Unlike Norwalk, the City of Downey’s 2005 General Plan identifies Chapter 7 as its Open Space Element with a projected vision by the year 2025 for improving the limited availability of recreational space. The Open Space element proposes addressing the need for recreational/ open space and proposes programs to fulfill this need. It recognizes that the City’s east and west boundaries being defined by river ways which are paralleled by private easements. The San Gabriel River (described as the city’s “edge”) is paralleled by a utility easement that provides open space for the present electric towers that also mark the river skyline. Since the primary land uses along the river channel are single-family residential homes, the 2025 Vision seeks to “activate” recreational opportunities in relation to the current “passive” uses along the river. In addition, Downey has eleven

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parks, which include “fishing lakes at Wilderness Park, the Independence Park Tennis Center, and fitness courses at Furman and Apollo parks” (City of Downey, 2000). As a result, the current open space zones will establish a guide for the Golden Necklace trail project.

The 2004 General Plan for the City of Cerritos addresses trail use within the city. In the Open Space and Recreation element, the city identifies current trail paths located throughout the city. It states that within Cerritos “trailways are located along the San Gabriel River Channel and Coyote Creek flood control facilities” (Cerritos General Plan, 2004, p. OSR12). The General Plan also identifies equestrian trail paths that are utilized along the same river and flood control corridors. In addition, Cerritos has twenty-one parks, as well as a regional park. Therefore, it illustrates that the city has definite interests in a trail system for its residents, however, there are no current planning efforts within Cerritos.

The City of Lakewood’s current planning efforts are illustrated in the newly created trail way along the City’s parks. Lakewood has several parks, which serve to bring the community together. Lakewood includes some of the following parks:

- ◆ Monte Verde Park
- ◆ Mayfair Park
- ◆ Biscailuz Park
- ◆ Bloomfield Park
- ◆ Boyar Park
- ◆ Del Valle Park
- ◆ Palms Park
- ◆ Rynerson Park

In fact, Lakewood has already developed a trail system along the San Gabriel River. As the path of the river crosses Lakewood, “it is completely bounded by parks, walking paths, bike trails, and the Lakewood Equestrian Center” (City of Lakewood, 2008). In addition, a newly paved path is situated within Monte Verde Park, which is west of the river. It includes a “Nature Trail” within the park that features a bike path, native plants, and a half-mile trail along side the river. The pictures below illustrate the improvements the City of Lakewood has made to the trail along the San Gabriel River.

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Figure 24: Path in Lakewood: Before Improvements



Figure 25: Path in Lakewood: After Improvements

In addition to Monte Verde Park, across from the San Gabriel River is the Rynerson Park, which also has access to the San Gabriel River trail as well as an equestrian trail.



Figure 26: Rynerson Park's access to San Gabriel River trail illustrates bike path, runners path, as well as an equestrian path that is fenced off



Figure 27: The equestrian trail within Rynerson Park. The bridge allows cyclists and walkers to access the San Gabriel River trail without crossing the equestrian path.

Furthermore, the new improvements to the trail in Lakewood demonstrate that the plan “is a watershed and open space plan that provides guidance and direction for the future restoration, preservation, and development in and around the Los Angeles and San Gabriel Rivers” (City of Lakewood, 2008).

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The City of Long Beach has also designated trail ways throughout the City. The Long Beach General Plan has the following statement that refers to Equestrian, Bicycle, Walking and Skating Trails: “There remains a segment of equestrian trail on the floodplain adjacent to the Los Angeles River, but only a handful of properties along the river allow horses to be kept. These trails are within the County of Los Angeles flood control district, which is being studied for various open space enhancements under the Los Angeles River Master Plan” (Alta Transportation, 2001, In addition to the General Plan, the city of Long Beach has adopted a Bicycle Master Plan. “The city recognizes that a safe and effective bicycling environment enhances the quality of life for the residents and visitors of the city” (City of Long Beach, 2007). The Bicycle Master Plan recognized that connection of the path to the San Gabriel and LA Rivers will be challenging due to lack of signage in the area indicating entrances and exits. In addition to the bike path, Long Beach also has over fifty parks as well as a few golf courses, which illustrate the open space component within the City.



Figure 28: Cyclist on the Long Beach Bike Trail

Although the City of Seal Beach does not have current trail ways, it does define a goal in its General Plan for bicycle and pedestrian use, which aims to “provide a citywide system of safe, efficient and attractive bicycle and pedestrian routes for commuter, school, and recreational use” (City of Seal Beach, 2004). On the other hand, Seal Beach’s General Plan does not address the San Gabriel River trail. The City does have the following twelve parks, which may serve as entry ways to the Golden Necklace trail:

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- ◆ Almond Park
- ◆ Arbor Park (Dog Park)
- ◆ Blueball Park
- ◆ Edison Park & Gardens
- ◆ Eisenhower Park
- ◆ Electric Ave Greenbelt
- ◆ Gum Grove Nature Park
- ◆ Heather Park
- ◆ Marina Park
- ◆ McGaugh Gym, Pool, Tennis Courts, & Fields
- ◆ Seal Beach Tennis Center
- ◆ Zoeter Softball Facility

Recommended Next Steps

Opportunities for revitalization efforts would include implementing facilities, infrastructure, and features that enhance the surrounding trail way. The addition of design elements such as indigenous landscaping, effective signage, decorative materials/murals, and adequate lighting may provide enhancements that would significantly attract new users while promoting effective uses of the trail way for current users.

First, by adding cement for “hardscaping” material in lieu of asphalt will create a more appealing appearance for entry ways. “Hardscaping” materials are inanimate elements of landscaping comprised of masonry or wood work such as: stone, concrete, brick, tile paths, wooden posts, and wooden decks. As a result, the proposed materials would become aesthetically pleasing for visitors while enhancing the appeal of the San Gabriel River Trail and its entry points.

Second, the use of murals on walls with large areas of square footage (specifically on pedestrian bridges) would deter or alleviate the continuous battle between graffiti artists and river management maintenance crews in covering up obscene or gang oriented graffiti. Using local muralists would generate community interest in the aesthetics of their trail ways adjacent to the river. Accordingly, a caring community would also deter constant deviant acts by vagrants (i.e. public alcohol consumption resulting in broken glass bottles).

Third, directional or index vector forms of signage would aid trail users in deciphering the appropriate direction on the trail way and would reduce confusion for the right-of-way for trail users (e.g. bikers, equestrian users, or pedestrians on foot). While signage does exist on the San Gabriel River Trail, they are only posted on arterial overpasses for vehicles, which do not cater to recreational users. In fact, existing signs mainly serve as references for river maintenance crews and for drivers en route to the trail way. By improving the format, materials, brighter colors, increased size, larger font size, appropriate height at eye-level, and location of signage for recreational users; there would be an effective aesthetic appeal and service for trail way users.

Fourth, using decorative wrought iron fencing or wooden post materials instead of chain link fencing would make the trails more distinguishable and approachable for visitors. Currently, the existing conditions of the chain link fences along the river channel are dated and warped through years of being subjected to deviant abuse. Furthermore, chain link fences have commonly been associated with dangerous construction projects that

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serve to prevent public access, which may symbolically serve as a conscious deterrent for recreational trail users.

Fifth, implementing inexpensive yet effective xeriscaping materials which require minimal maintenance and watering would enhance the surrounding areas of the trail way. Xeriscaping is popularly used by landscape architects who seek to utilize cost effective and environmentally friendly plantae that are indigenous to the regions habitat. Also known as “dry scene” landscaping, xeriscaping requires minimal watering and maintenance compared to non-native landscaping which may be costly and time consuming for maintenance. It would be economically and aesthetically beneficial to use cost effective as well as environmentally-friendly landscaping that lasts throughout the seasons. Since xeriscaping would be directly adjacent to or above the river channel, it could potentially use reclaimed water from the river to sustain landscaping.

Finally, the sixth opportunity would be to add cost effective lighting fixtures that would be powered by solar energy, and would serve as markers for trail users. In addition, adequate lighting would promote and improve public safety and welfare during the early morning and sunset hours. Thus, the Golden Necklace Trail can be well planned and accessible for all types of recreational users regardless of the time of day.

In summation, the proposed design elements are simple efforts that shall be utilized during the next steps of the process towards trail revitalization. To achieve the goal of a multi-use trail, design elements should be catered towards the needs of cyclists, equestrian, pedestrian (i.e. hikers and joggers), and potentially physically disabled users wherever possible. The steps in the process would include:

- (1) developing at least three alternatives for comprehensive design proposals
- (2) contacting and catalyzing stakeholders
- (3) providing a forum for community participation as well as feedback through an open charrette
- (4) proposing a recommendation based on findings
- (5) adopting an approved comprehensive design plan
- (6) implementing design concepts at predetermined sites
- (7) monitoring the target sites to ensure the effective implementation of the approved design concept.

Extended Horseshoe

History

San Gabriel Valley

The San Gabriel Valley derives its name from the San Gabriel River that flows southward through the center of the valley. It is one of the principal valleys of southern California and lies to the east of Los Angeles, to the north of Puente Hills, to the south of the San Gabriel Mountains, and to the west of the Inland Empire. The San Gabriel Valley covers about “200 square miles, incorporating thirty-one (31) cities and five unincorporated communities, and many consider the 57 freeway the dividing line between the Pomona and San Gabriel Valleys, (Tomley, pg.10).” San Gabriel Valley boasts a year round temperate climate with an average daytime temperature of seventy-six (76) degrees Fahrenheit. While snow is a rare event, snow can be viewed on the nearby San Gabriel Mountains and the San Bernardino Mountains to the northeast.

The first city in the Valley, Pasadena, got its start in the Midwest during a cold 1873 winter. An Indiana resident, Dr. Thomas Balch Elliot, “assembled together a group of more than 100 families that had grown tired of the hard Indiana winters and desired more moderate weather throughout the year, (Young, pg.14).” They called themselves the California Colony of Indiana. Another early beginning for the San Gabriel Valley was the establishment of the “San Gabriel Mission by Father Pedro Cambon and Father Jose Somera in 1771 as the fourth of the twenty-one Spanish missions, (Tomley, pg.56).” Yet the city of San Gabriel was not incorporated until 1913, with elimination of its saloons and after the arrival of the railroad. As more and more settlers moved into the area, other parts of the San Gabriel Valley were built up and eventually orange groves gave way to residential, suburban neighborhoods. At one time predominately agricultural, the San Gabriel Valley is today almost entirely developed (largely in suburban form, but with certain areas beginning to urbanize) and is an integral part of the Greater Los Angeles metropolitan area.

Trails in the Region

Spanish Trail

One major historical trail that passes through the San Gabriel valley is the Old Spanish Trail. The Old Spanish Trail is an historic trade route which connected the northern New

Mexican settlement of Santa Fe with that of Los Angeles in California. This trail enters California from southern Nevada where it crosses the Mojave Desert and reaches the Mission San Gabriel. The Mission was a “supply point for early travelers and the destination for the first trade caravan led by Antonio Armijo in 1829, (Torres, pg.64).” While used mainly by fur trappers and Mexican merchants, the name “Spanish” is a misnomer, since by 1821 the territory belonged to Mexico. The trail originated in ancient, Native American trade routes. Two of these routes ran north-south along the eastern and western margins of the upper Rio Grande Valley, between the adobe pueblos of present-day New Mexico and Colorado’s San Luis Valley. Perhaps the oldest, in use for nearly 1,000 years, later became the West Fork of the North Branch.

Route 66

Route 66 (also known as the Will Rogers Highway, the Mother Road and Main Street America) runs for 2,448 miles across the United States and parts of the route pass through various cities that make up the San Gabriel Valley. The route first took shape under the direction of “Lt. Edward Fitzgerald Beale, who was ordered by the U.S. War Department to build a government-funded wagon road across the 35th Parallel, (Jamison, pg. 23).” His secondary orders were to test the feasibility of the use of pack animals in the southwestern desert. This road became part of the U.S. Route 66. However, it was not until “1927 that Route 66 officially received its title and was recognized as a national highway system, and was not fully paved until 1938, (Jamison, pg.25).”

Route 66 passes through San Dimas, Glendora, Azusa, Irwindale, Duarte, Monrovia, Arcadia, and Pasadena, all cities that comprise part of the San Gabriel Valley. Some of these cities, such as Glendora, are proud of this vintage highway and preserve the name of the street as well having a multitude of signs and businesses named for the famous road. Other cities, such as Irwindale and Pasadena, have renamed the road, respectively Foothill Boulevard and Huntington Drive. Yet some remnants remain of Route 66 including vintage gas stations and diners such as The Derby.

Existing Site Conditions

In addition to the aforementioned historic trails, many current biking, hiking and equestrian trails pass through the San Gabriel Valley. Within the cities covered by the

extended Horseshoe alone, there exists a multitude of trails. The Santa Anita Wash Bike Path is a short spur along the west side of the lake at Peck Road Park in Arcadia. This tree-lined bikeway, a pleasant ride near the lake, is frequented by pedestrians walking their dogs. Duarte has the Duarte Recreational Trail (also known as the Duarte Bike Trail), which is popular with runners and power walkers, this paved, flat trail is flanked by wildflower-covered hills and the San Gabriel Mountains to the north and Royal Oaks Drive to the south. The 1.6 mile trail follows the path of the Pacific Electric Railway, a mass transit system that connected Los Angeles and Orange counties. The San Gabriel Bike Trail has a trailhead in the city Irwindale. The trail runs a total of 38 miles along the base of the San Gabriel Mountains, ending at the Pacific Ocean (Seal Beach). This trail is meant solely for cyclists, although there are some sections that pedestrians can use as well. South Pasadena encompasses the Arroyo Seco Trail, which is a short path leading along the Arroyo Seco river basin in Los Angeles, paralleling State Route 110. Equestrian trails run throughout the city of Bradbury and connect to the ranch-style homes that make up a majority of the area.

Demographics¹²

Cities that make up the extended Horseshoe include Arcadia, Bradbury, Duarte, East San Gabriel, Irwindale, Monrovia, Pasadena, San Marino and South Pasadena. The populations of these cities vary with the smallest being Bradbury with only 855 residents and Pasadena the largest with 144,264 residents. However, the average was around 34,420 residents. Males comprise about forty-seven (47) to forty-eight (48) percent of the populations and females comprise about fifty-two (52) to fifty-three (53) percent. This was consistent throughout the cities. These cities also had a very similar age distribution with residents under 5 years ranging from 4.6 percent (Arcadia) to 8.6 percent (Irwindale). Residents aged eighteen (18) years or older ranged from 66.6 percent (Irwindale) to 78.8 percent (Pasadena) with little variation. Finally, residents aged sixty-five (65) or older range from 8.1 percent (Irwindale) to 16.2 percent (San Marino).

Race varied throughout the cities, with certain races having more significant of a presence in some cities than others. Whites were heavily predominant in Bradbury, making up 70.5 percent of the total population, yet only 42.6 percent of East San Gabriel. On average however, Whites were the predominant race, with an average of 53.5 percent overall. The second largest group was Hispanics with an average of 25.1 percent in the

¹² All demographics data taken from US Census 2006 on March 7th, 2008

nine cities overall, yet Asian was a close third with 23.9 percent average in the nine cities overall. Irwindale had the highest Hispanic population with 44.5 percent and San Marino the lowest with only 4.4 percent. Asian populations made up a significant amount of San Marino at 48.6 percent and yet barely any of Irwindale with only 1.7 percent of the population being Asian. African Americans stayed below 10 percent in all the cities except Pasadena, comprising 12 percent of the population. The lowest showing group overall was Native Americans making their highest percentage in the city of Irwindale at 1.9 percent.

Percentages for education were somewhat consistent throughout the nine cities with San Marino having the most high school graduates and bachelor degrees with 95.4 percent and 69.7 percent respectively. Irwindale was the only outlier having 60 percent high school graduates and only 7.3 percent bachelor degrees. However, the other cities averaged about 43.6 percent of the population having obtained bachelor degrees and 86.4 percent high school graduates.

Income varied from city to city with the highest median household income being San Marino and Bradbury with \$117,267 and \$100,454, respectively. The cities with the lowest median household income were Irwindale and Monrovia with \$45,000 and \$45,375, respectively. The average of the nine cities for median household income was \$64,585 and the average per capita income was \$32,321. All of the cities had individual poverty levels under 12 percent, except Irwindale, Monrovia, and Pasadena which had 16.4 percent, 13.1 percent and 13.3 percent respectively.

Political Justification and Support

There are nine (9) official jurisdictions within the connector region, comprising eight (8) incorporated cities and three (3) unincorporated communities within Los Angeles County. The results of the investigation into the General Plans was surprising. While it would be easy to expect affluent and progressive cities such as Pasadena or South Pasadena would address the need for trails in their general plans, other, less affluent communities such as Duarte also expressed the need for trails. Arcadia and San Marino, both highly affluent, have no policies or goals relating to trail systems anywhere in their General Plans.

Table 5: General Plan Summary for Municipal Planning Authority for Cities Within Connector Trail

JURISDICTION	GENERAL PLAN ELEMENT CONTAINING TRAIL POLICIES		
	OPEN SPACE*	CIRCULATION/ MOBILITY	LAND USE/ OTHER**
Duarte	Pol. 3.1.1	Goal 3	
Los Angeles County	Obj. 2.1, 2.4, 2.5	Bikeway Plan	RL and OS Zones
Monrovia			Policy 10.7
Pasadena		Objective 5	Policy 9.1
So. Pasadena	Goal 7		OS Zone
Sierra Madre	Pol. L38.1		

* Many jurisdictions have different names for their open space elements, including: conservation, open space, greenspace, and more.

** Some jurisdictions retain related materials in other, non-standard elements.

Arcadia

The City of Arcadia only briefly mentions “trails” in its Public Facilities element, but has no specific policies regarding their construction or creation in any of their other elements.

Bradbury

The City of Bradbury was unable to provide us with a copy of their general plan for our review. They are a small “contract city” that is equestrian based, and therefore, trails are of the utmost importance to them, but the city may not have any General Plan policies pertaining to this, according to the receptionist.

Duarte

Duarte contains numerous references to trail systems in their General Plan. Goal 3 of the Circulation Element is “to increase the use of alternative modes of transportation for traveling to, from, or through Duarte”, and is supported by a policy encouraging bicycling to the proposed Gold Line Station. Policy 3.1.1 of the Open Space Element

states that the city should encourage “multiple recreation uses for open space areas”; it even goes on to state, as an example, “horseback trails entwined with pedestrian paths can be enjoyable for both parties.”

Los Angeles County

Los Angeles County is the responsible jurisdiction for planning in the unincorporated communities of East San Gabriel, East Pasadena, and Altadena. They address trail systems in their Land Use Element, listing trails as a desired use in the “Rural Land” and “Open Space” land use designations. Even one of the General Plan’s “General Design Guidelines” calls for creation of a trail system to utilize the natural features of the community. The Conservation/Open Space Element focuses a great deal on trails, with several policies supporting the construction of multi-modal trails, and also has design guidelines for them. The Circulation Element recognizes alternative transportation (cycling, hiking, horse riding, etc) as important to the environmental quality and congestion problems facing the region. A comprehensive “Bikeway Plan” is available in this element as well.

Monrovia

Monrovia has not updated some of its general plan elements since 1966, leaving the Conservation and Recreational elements sorely lacking in modern needs. However, the Land Use Element, more recently updated, requires “where feasible, additional hiking trails and horse trails along washes and in the hillsides” in Policy 10.7. The “Open Space” land use designation contains two categories: “Hillside Wilderness Preserve” for areas to be unaltered from their natural state, and “Hillside Recreation” for nature parks, trails, and camps.

Pasadena

The City of Pasadena addresses bicycling in their “Mobility Element”, thereby treating bikes as a vital form of transportation instead of just a recreational getaway. This element references a Bicycle Master Plan that was adopted in 2000. Pasadena also addresses trails and bikeways in their draft Greenspace element, not yet adopted. Here they reiterate their community vision “to create, maintain, protect, and restore an interrelated system of parks, trails, and natural open spaces.” Objective 5 of this element (Trails and Open Space Connectivity) seeks to “acknowledge and enhance Pasadena’s important relationship with the Angeles National Forest and other regional trail systems.” The subsequent policies detail the need for open space corridor preservation and multi-modal trail systems. In fact, several options for new trails are proposed including one along the Eaton Wash, some along existing

power line alignments, and even a need for the interconnections that are being explored elsewhere in this paper.

San Marino

The “Natural Resources Chapter” of the San Marino General Plan (which contains the conservation and open space elements) contains the only mention of trail use. This section states that the trail needs of the City are serviced by those in the Lacy Park area, and that no integration with the regional trails network exists or is planned.

South Pasadena

The South Pasadena Open Space element states that one of its primary purposes is to “establish the basis for City collaboration with adjacent jurisdictions in broader open space and environmental resource management, including establishment of linkages with adjoining open spaces and trail systems...” Goal 7 of this element is “to establish a trail system that meets the riding, hiking and off-road bicycling needs of the residents.” The policies that follow serve to create a trail system that would be independent of vehicular traffic, and would connect that system to points of interest such as recreational facilities and schools. Trails are a desired use in their Open Space land use designation.

Sierra Madre

Policy L38.1 of the Open Space Element requests the installation of “nature trails” in existing parkland, but makes no reference to any other trail or bike policies. The City has several trails extending from suburban parks to various destinations higher in the Angeles Forest, but has no defined bikeway plan or interregional trail aspirations.

Conclusion

Of the nine government agencies representing the communities in this region, five of them have strong policies requiring trail system creation and interconnection with regional trail networks. The alignment of any future trail system should, where possible, be routed through these “trail friendly” jurisdictions, when all other factors are equal.

Existing Planning Activities

There are several examples in the United States and Europe, where urban trails and plazas have produced great changes in the way people mobilize inside the city and how their surroundings are developed. These are some case studies that could be used as examples of good pedestrian systems supported with good open space design:

◆◆◆ *The Golden Necklace*

- ◆ Here in California, the 3rd Street Promenade in Santa Monica is an example of a development which strongly encourages the pedestrians to stroll through a commercial district that supports walks through the close by beaches. In San Francisco, Union Square is in the heart of a shopping, theater and hotel district, and serves as a parking lot on his underground and a meeting a resting place for pedestrians and users of their historic trolleys.



Figure 29: Current Planning Activities In California

- ◆ In Boston, the Freedom Trail goes through the heart of the city in a 2.5 mile pedestrian route that links 16 sites of historical interests related to the independence movement and touches also many 20th century developments (Lang, 2005).



Figure 30: Current Planning Activites in Boston

- ◆ Barcelona, initiated with their Olympics preparation development, and continued with the Forum 2004, a series of renovations in the city, including their waterfront. Las Ramblas, a 1.2 kilometer non-vehicular trail that ends with its encounter to the Mediterranean Sea, Barceloneta, La Rambla del Mar, are examples of urban trails, plazas and squares that have produced economic

◆◆◆ The Golden Necklace

development and pedestrian oriented systems in metropolitan areas, where the car is no longer a dependency.



Figure 31: Current Planning Activities in Barcelona

- ◆ Paris renovated its business district west of the Seine, La Défense, and created the *boulevard périphérique*, a 40 acre vehicular-free pedestrian network, that includes, fountains, art work and ends with the great La Défense Arch (Lang, 2005).

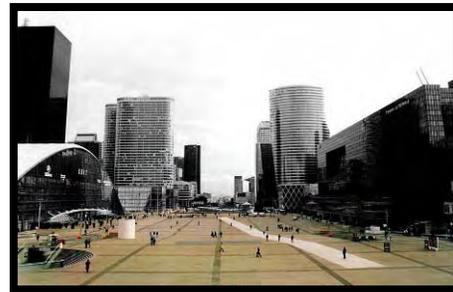
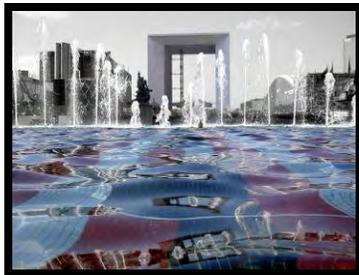


Figure 32: Current Planning Activities in Paris

Recommended Next Steps

The Golden Necklace trail, specially its northern portion, also known as the Horseshoe trails, is aligned to the Arroyo Seco Wash on the west side and meets on its northern portion with the Easton wash which turns into a southeast direction; has the potential of

having transversal trails connections that could produce a different trail system from the one aligned to the watersheds. While the Horseshoe trail path runs beside the washes, where a more natural or wild environment may be found on some that will be involved in this urban trail system are: Pasadena, South Pasadena, East Pasadena, San Marino, East San Gabriel, Arcadia, Monrovia, Duarte, Bradbury and Irwindale.

These urban trails have several purposes:

- a. Create urban connection to the Horseshoe trail through its surrounding cities
- b. Improve the condition of the adjacencies of the trail alignment
- c. Create urban nodes in important intersections of the urban trail and the Horseshoe trail.
- d. Provide a new pedestrian, biking and equestrian's alternatives for communities to experience their built environments.

Possible Alignments

Although there hasn't been a final alignment proposed for the urban trail, there are several possibilities for its route. These possible alignments have been selected from analysis of the area through aerial photographs, maps and field trips to the cities. A more thorough study will be required in following phases of the project to compare the conditions of the alignments to the criteria proposed in the previous section. The possible alignments are:

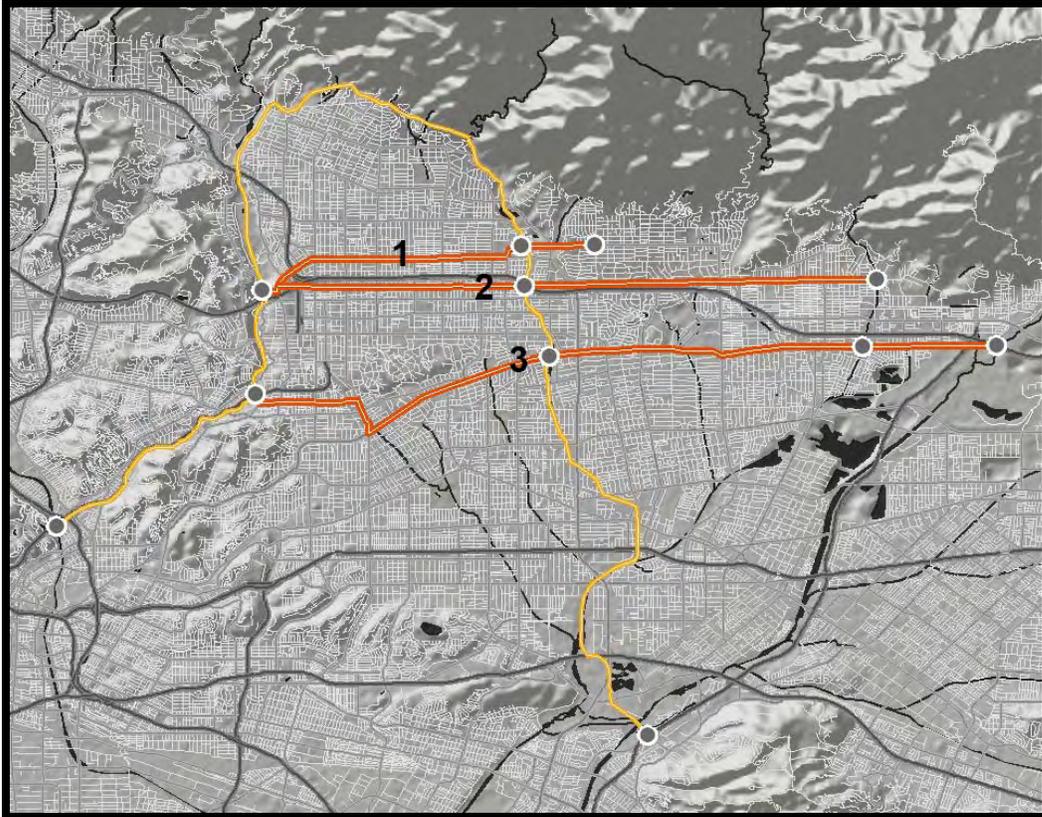


Figure 33: Potential Alignment Opportunities

1. Orange Grove Boulevard – Sierra Madre Boulevard: the possibility of using these streets to create an urban trail has two advantages, the first is that the City of Pasadena has been working on the renovation of the Orange Grove Boulevard and has proposal to add planted medians and make the boulevard a more enjoyable ride, combined with the tour of historic residencies that are along the street¹³. The second benefit is that giving continuity to Orange Grove through Sierra Madre Blvd., which has a considerable size median, the construction of a trail could be easier and could provide the possibility of horse riding. The trail would only go through the City of Pasadena and would close to 6.3 miles.

¹³ <http://www.ci.south-pasadena.ca.us/transportation/orangegrove.html>



Figure 34: Orange Grove Boulevard

2. Walnut Street - Foothill Boulevard: the creation of a trail through these street and boulevard could be a considerable challenge, but it would help improving the conditions of this main arterial transportation routes. The trail could start at an alternate street close to the Arroyo Seco wash, go through the City of Pasadena, Arcadia, Monrovia and Bradbury, ending somewhere close to the Swapit Wash. The trail would be approximately 746 miles.

◆◆◆ *The Golden Necklace*



Figure 35: Walnut Street

3. Huntington Drive – Historic Route 66: this last proposed alignment would be the longest one of the three possibilities, crossing South Pasadena, San Marino, East San Gabriel, East Pasadena, Arcadia, Monrovia, Duarte and Irwindale, with approximately 13.4 miles. The trail would intersect the Arroyo Seco wash, the Easton wash, Arcadia wash, the Sawpit wash and end in the San Gabriel River. The advantage of going through Huntington Drive is that it has well maintained median, with large amounts of trees and vegetation that could be transformed into an urban trail with several destinations and points of meeting. Also, this street is part of the Historic Route 66, which gives more relevance of having more than just the vehicular use through it.



Figure 36: Huntington Drive

Possible Criteria for Alignment

Although the primary factors when creating a trail are usually cost and political feasibility, without assessing the needs of the end user, the trail will not be successful. Considerations such as public safety, location, access, and aesthetics all weigh heavily on the decision regarding trail design and creation. Based on criteria derived from the readings by Duany and Frumkin, the following criteria should be used when determining the best possible trail alignment.

Safety and Use Guidelines

1. Priority within the right of way should be given first to pedestrians, then cyclists, then equestrians, then other alternative forms of non-motorized transportation.
2. Cars should not exceed 20 mph in streets where trails users do not have barriers such as trees or parked cars to protect them. Therefore, traffic calming measure should be used in order to avoid accidents. In case of having barriers, cars should not exceed 30 mph.
3. Try to use streets with a level of service above “D” for pedestrian users.
4. The trails should provide proper lighting conditions for all users, especially at night. The streets should have a “Pedestrian Environment Factor” (PEF) over eight. PEF considers ease of street crossing, sidewalk continuity, street network characteristics and topography.
5. Streets should have all the streetlights, mailboxes, trash receptacles and other pedestrian obstructions placed within a tree strip.
6. Trails should comply with the ADA act at least in highly dense places.

Location and Access Considerations

7. Civic centers should function as trail nodes. Neighborhood routes should pass within five minutes walking from civic centers.

8. The trails should go through areas with high density, which could be defined as having more than two homes per acres.
9. Pedestrian users should not walk more than five minutes to get to the trails.
10. The trails should be located within a five minute walk from townhouses and apartment complexes.
11. The trails should be located within a five minute walk to local businesses.
12. The trails should cross or be located within five minutes walk from redevelopment project areas or mixed-use developments.
13. The trails should go through street with high building heights. The proportion between the building height to the street should be at least 1:3.5
14. The trails should be located within a ten minutes walk to public facilities such as parks or schools.
15. Pedestrian users should not walk for more than five minutes in an arterial street.
16. The trails should cross the front entrance of malls and restaurants, and try to avoid back entrances.

Aesthetic Considerations

17. The trails should try to use streets with established trees in order to provide the appropriate shade for all users.
18. The trails should provide access to lakes, streams and any natural amenities.
19. The streets considered for the trails should have a topography that minimize the amount of grading necessary in order to minimize the physical effort for pedestrian users.
20. Avoid cul-de-sacs and dead-end streets.
21. Blocks considered for the alignment should be below 600 feet in length and less than 2,000 in perimeter.
22. Try to use street less than 34 feet wide as part of the alignment.
23. Try to use street that provide parking at least in one side.
24. Avoid one-way streets as much as possible.
25. Streets should have sidewalks at least in one side.
26. Try to use streets that have homes with open porches or balconies.
27. Non-commercial streets should include a tree strip between 5 to 10 feet in width of native shade trees planted approximately 30 feet apart, 10-foot minimum height for trees.

Urban Nodes

These are areas and points of intersection between the trail alignments that could generate great open spaces with inclusion of activities and *rendezvous* places not present in these cities currently. These urban nodes could be plazas, squares and small parks for the trail users to rest, or for the communities' enjoyment, that could even include and encourage commercial and residential developments. The design of these spaces should be in relation to the built and natural context of the intersections and surrounding areas. Their main purpose is to enhance the experience of pedestrians and consequently improve the sequential experiencing of the cities as they walk their streets (Lang, 2005).

Depending on the trail design criteria, and how its use is promoted, the trails could become urban meeting places supported with the urban nodes. These are the urban nodes identified along the trails, and their potential under-developed open spaces. Most of them are located through the possible trail alignments; the southern nodes could be a joint effort between other organizations willing to produce grater connections with the LA River and the San Gabriel River.



Figure 37: The Los Angeles River

Part II: Community Outreach

Community Charrette

Objective

A Community Charrette was held on Thursday, May 8th at the LA River Center to receive input from various stakeholders on the implementation of an integrated, multi-use trail system. The charrette explored the possibility of a trail way designated for hikers, bikers and equestrians from the mountains to the sea. As part of the ongoing process of exploring the possibility of implementing such a trail way system, the goal of the charrette was to establish a support base for the project, as well as to get feedback from various stakeholders to help identify improvement points along the proposed trail way that would require special care.

Charrette Overview

The charrette was designed to facilitate the process for public participation; furthermore, the stages had been set to flow according to the following elements:

1. Goal Setting and Definition

As mentioned before, the main goals for the Golden Necklace project include:

- ◆ Envision a multi-use trail that connects the mountains to the sea across the LA Basin
- ◆ Identify potential trail connections and nodes
- ◆ Prioritize areas for restoration
- ◆ Increase greenspace in our communities and reduce automobile use
- ◆ Launch a collaborative strategic planning effort

2. Planning the Process

In order to ensure that those attending the charrette represented a diverse background, an excel spreadsheet containing contact information for all the potential stakeholders identified from the preliminary research was created by the Charrette Committee, who in turn sent out flyers and made calls to all potential stakeholders to establish further networking among known

colleagues. A “Save the Date” notice had been sent out approximately one month before the charrette, and a formal flyer was sent out two weeks prior the event. In addition, the Charrette Committee made follow-up phone calls to obtain a full range of participants. Aside from constant communication with various stakeholders, a meeting was arranged with Henry Casas, the Deputy Chief of Staff for Councilmember José Huizar and George Magallanes, the Deputy Field Director for Councilmember Ed P. Reyes to obtain further assistance in informing the various stakeholders on the Community Charrette for the Golden Necklace.

Due to the fact that the event happened on a weeknight, the geographical location for the meeting place had to be conveniently accessible to all attending parties. The Los Angeles River Conservancy had been selected due to its proximity to the major freeway arterials, and its significance to the project as a whole, thus, making it an obvious choice of location for the charrette to take place.

The meeting agenda was designed so that all activities could be concluded within two hours. It incorporated interactive activities and multi-media presentations to keep the participants interested and focused on the subject. Lastly, to incorporate the theme of the project into the event, refreshments were served on site, including healthy snacks such as trail mix, vegetable and fruit platters, crackers and gourmet cheese. The interactive activities and the snacks created a relaxed environment in which people discussed the proposed Golden Necklace Project.

3. Activities Design

The activities designed for this charrette were aimed to encourage public input and comment on the Golden Necklace Trail Way Project. Upon entering the meeting room, guests were ushered to a large poster map of the whole project area and asked the participants to pin point their points of interest on the map. That way they were focused on which areas they would like to discuss in the succeeding items on the charrette agenda, and also served to create discussion amongst the attendees to develop a more comprehensive overview of the project site.

Subsequent to the initial triage exercise, the participants were split up into four (4) groups, each headed by one graduate student as the facilitator. The goal was to have individual input on how to further improve the particular section on the trail way. The section areas included: Los Angeles River, North

San Gabriel River¹⁴, South San Gabriel River¹⁵, and a section on the proposed Extended Horseshoe connecting the two river trails. Two questions were posed for discussion within each group to envision the trail ways, and they addressed what uses should be allowed for each respective regional trail way, and how the uses could benefit the surrounding communities.

Prior to the discussion, a short video montage displaying the images taken from the project site was shown, and then the groups were divided for the first discussion session. A debriefing took place afterwards and people were free to venture to tables where maps of the trail sections were provided to identify areas with potential urban node connections and greenspace revitalization. The final thoughts were gathered and presented by the group facilitators before closing the night.

As a closing, the attendees were encouraged to continue their discussion and suggestion amongst each other. A debriefing of the event provided an overview of all the topics discussed; furthermore, the attendees were encouraged to continue participating in the unraveling of the Golden Necklace Trail Way Project. As a parting gift, the participants were given a small treat bag with trail mix and a “Golden Necklace”.

4. Charrette Comments/ Inputs

The number of turnout for this event exceeded thirty (30) people from various disciplines and professions. The variety of backgrounds provided valuable inputs and comments on the Golden Necklace Project; furthermore, the attendees identified areas which needed special attention, and existing efforts that could help envision the trail. Many had felt that the current bureaucracy has dissipated the efforts to push forward policies that are restorative to the natural ecosystem; moreover, it would take too long to have the funding to built infrastructures needed for implementing such a trail way. Other concerns related to the lack of attention on trail users, who were categorized as active users (bikers, joggers, and equestrians) and passive users (recreational users). It was mentioned that people generally perceive trail ways as being mostly utilized by recreational users, and even among the active users, there has been inadequate attention put on the equestrians in comparison to the hikers and cyclists. Lack of transit connections and quality of the ecosystem continue to be significant issues. One of the attendees specifically mentioned flood

¹⁴ From the mountains to the north of the 60 Freeway

¹⁵ From the south of the 60 Freeway to the beach

concerns; moreover, removing the concrete barriers would endanger the surrounding communities.

In the end, the charrette managed to develop a consensus on the following five (5) points:

- ◆ Increase connection points
- ◆ Implement a supervising organization
- ◆ Utilizing the trail proposal and its educational benefits
- ◆ Transit possibility
- ◆ Preserve existing open green space and ecosystem

Overall the charrette accomplished its goals and was deemed as a successful event. The comments and suggestions brought forth during the charrette were utilized in the design proposal to create a comprehensive design proposal.

5. Evaluations and Future Prospects

In the observation, several things were identified as potential weaknesses to the process. The lack of time to do pre-scoping survey means that no one had a fair amount of understanding of the issues that would be discussed, therefore limiting the depth and the scope of the questions being posed during the charrette. In addition, most of the participants were more familiar with the Los Angeles River than the San Gabriel River, creating possible difficulties to conduct meaningful site discussions. Future trips to the actual site location might be a way to mitigate this problem.

One thing that remains to be seen after the charrette would be the type of activities that follow the initial meeting. Networking opportunities for future reference and meeting have been identified in the charrette, but it is still too soon to be certain if the effort to follow up with the project development will remain active. The vast geographical and political scope of the Golden Necklace trail project may intimidate policy-makers, but it is the hope of the coordinators that people can be informed of the opportunities and restraints of such project, and will be able to use it as a reference in finding ways to improve the existing environment one step at a time. One of the charrette's proposed goals is to launch a collaborative strategic planning effort among the various stakeholders; moreover, maintain a high level of interest and discussion on the possibility of implementing the Golden Necklace trail project.



Figure 38: Overview of Charrette

Charrette Follow-Up

Following the charrette, a “Thank You” note was sent via email to all of the attendees of the Charrette. The “Thank You” note also included the following three (3) follow-up questions:

1. Who would be interested in hosting/ taking the lead on the next meeting?
2. What should be the next step to make this plan a reality?
3. Who would be the most appropriate agency/ organization/ person to serve as the lead contact for the plan?

Although the response rate was low, there have been some respondents who would like to host the next charrette; furthermore, suggestions have been received on organizations that can continue with this project. The organizations that can assist with the continuation of the Golden Necklace can further address the five key points identified by the attendees, in particular, focusing on destination points and using the trail way as an opportunity for alternative forms of transportation.

Aside from the follow-up “Thank You” note, a press release was prepared for distribution

to the Poly Post at Cal Poly Pomona. The press release encompassed a summary of the attendees, discussed the event as a whole, and provided contact information regarding the project.

Future Guidance

It is imperative to get the feedback of all the stakeholders of the Golden Necklace Trailway Project; furthermore, it is necessary to hold more than one charrette to obtain a full scope of comments and concerns. Due to time constraints, only one charrette was conducted during the course of this project; however, below are three (3) suggestions to hold successful charrettes in the future:

1. Start Planning Early
 - ◆ Planning early makes a big difference on the turn-out of the charrette. Although this charrette was planned within a month, a handful of people were not able to make it due to prior engagements. Similarly, more time would allow for more meetings with the Councilmember's Field Representatives. Meetings with these key figures would provide further guidance on the constituents within their regions; moreover, it is imperative to obtain the participation of as many constituents taking into consideration the size of the project.
 - ◆ The second factor affected with early planning is the quantity and quality of the charrette. If time is not limited, it is suggested to hold multiple charrettes. The Community Charrette that was held on May 8, 2008 was a great introduction to the project; however, more follow-up charrettes should follow to obtain the full range of stakeholders/ constituents and receive as many comments and suggestions.
2. Hold a Mock Charrette with the Facilitators
 - ◆ It is important that the facilitators of the charrette are comfortable and familiar with the specific area they will be assisting with. Since this has been a continuous project over the term of two school quarters, the facilitators were very familiar with their location; furthermore, they were able to answer questions and concerns regarding the specific site. A mock trial would significantly help the flow of events the day of the charrette and would alleviate any questions that the facilitators may hold. The mock trial would create a clear understanding of the facilitators' tasks and create an organized atmosphere the day of the charrette.

3. Hold Multiple Charrettes that are Region Specific
 - ◆ Being the magnitude of the trail project, multiple charrettes that are region specific would significantly increase the participation from the attendees. During the charrette, some attendees were unfamiliar with many segments of the trail, thus, region-specific charrettes would allow people to feel a closer connection to the specific trail way areas. This would further provide area-specific information, which may fall through the cracks in the initial charrette held. These multiple charrettes could then be summarized by holding a concluding charrette which would bring together all the smaller discussions.

Possibilities and Opportunities

The attendees of the Charrette have been very responsive to the Golden Necklace. The Charrette Committee continues to receive positive feedback of people who support the Golden Necklace. The challenge that continues to be addressed is that a project at this scale will require multi-agency and multi-jurisdictional cooperation; furthermore, it would need the full participation of current planning efforts that are in effect within the site location. A suggestion was given to hire a Public Relations Firm to oversee the implementation and assist with the public outreach of this project.

Public Awareness Video

Outreach techniques can take many forms and be delivered through various means. The charrette conducted at the Los Angeles River Center was an important first step in promoting the Golden Necklace project. The choice to use video as a tool for future outreach efforts is a logical next step given the public's growing demand for multi-media to be included in the planning process. The subsequent video, described below, is much more a tool for awakening the imagination than it is a means for merely disseminating facts and figures. The video is intended to augment and ignite the imagination during future charrettes or other community/ agency meetings. With minimum narration, the focus is on a visual tour of key areas that have the potential to house a future, multi-use trail network.

Given the extensive size of the project area, it was determined early on that a video could not feasibly include all areas without becoming too lengthy and running the risk of losing the viewer's interest. For this reason, three areas were chosen that the project team felt represented a fair assessment of both current conditions and future possibilities. Two of the areas also represent very diverse and densely populated segments of the Los Angeles River Basin. The three areas are as follows:



Figure 39: Local Neighborhood of the Golden Necklace Trail System (SOURCE: Victor Cuevas)

- The City of Pasadena to Downtown Los Angeles via the Arroyo Seco
- Downtown Los Angeles - confluence of the Arroyo Seco and Los Angeles River to the 4th Street Bridge
- Southern portion of Los Angeles River between the City of Long Beach and the I-710 Freeway

The Pasadena to Downtown section helps to illustrate current conditions and the possibilities available to connect small-town urban areas with more scenic and natural settings. The Arroyo Seco is channelized, for the most part, in a similar fashion as the L.A. River. The benefits to this section lie in its proximity to existing residential and

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retail development as well as a number of well-maintained parks and recreation areas. The users of this corridor include joggers/pedestrians, cyclists, and equestrians.

The Arroyo Seco Foundation, a sponsor for this project, is currently studying the feasibility of de-channelizing the river corridor through strategic use of several small-scale demonstration areas. By showing that a naturalized river corridor is manageable, the Foundation is hopeful to secure both private and public funding to continue the de-channelization. The video can be a tool used by the Foundation to show the natural conditions and the present users of the Arroyo Seco Corridor.

The Downtown Los Angeles section helps to illustrate a growing residential base that can help fuel support for a future urban trail system either running along the Los Angeles River or meandering in and out of the downtown core. The existing conditions for this area are uninviting to the average viewer but, the potential to grow an urban trail system alongside the burgeoning residential development is an opportunity not to be overlooked.

The Los Angeles River Master Plan and the Los Angeles River Revitalization Master Plan are both shining examples of the planning process at work to make the LA River corridor (downtown area in particular) more inviting for recreation and leisure. In fact, both plans mention some sort of multi-use trail running along the riverbanks.

The southern segment near Long Beach is the third and final location chosen for this video. This portion of the video offers a brief interview with two local residents who offer a refreshing perspective of the river (or lake) and all that could be added to make it a more family-oriented environment.



Figure 40: Los Angeles River
(SOURCE: Victor Cuevas)

Long Beach represents the second largest city in the project area and is bordered by many geographic and environmental constraints. With heavy goods movement traffic along the I-710 Freeway into and out of the Ports of Long Beach and Los Angeles close by, the river corridor in this section of the project area can seem just as uninviting as parts of downtown Los Angeles. In fact, the Ports take up much of the beachfront area that could be used for recreational purposes. Revitalizing the river corridor in this area and bridging connections with nearby neighborhoods would be a great start to reclaiming underutilized waterfront areas.

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The goal of this video is to open peoples' eyes to the underutilized river corridors that run throughout Los Angeles County and give them a chance to envision a multi-use trail along corridors such as the Arroyo Seco and Los Angeles Rivers. A creative and informed public helps to ensure sound regulatory and financial decision-making necessary for monumental change in land use and development.

Golden Necklace Website

Introduction

Internet delivery of news and information is undoubtedly the largest and fastest growing segment of the media market in the world. As such, the project team determined that constructing a website to contain all of the project materials would be vital to outreach efforts, as well as a place to document the final work products and make those materials available for review.

The Arroyo Seco Foundation was gracious enough to allow us to place our website on their server, and provide us with a subdomain. Our “Golden Necklace” website can be found at:

<http://www.arroyoseco.org/goldennecklace/>

This nine-page site contains pictures and notes from the outreach meetings, a schedule for upcoming events, a history of urban trails and trail design, and fun facts about trail systems in North America among the other project-specific information.

A discussion forum was created to foster creative thought and information exchange regarding the future trail system and its various components, interconnections, and amenities. As of the date of this publication, there were no registered users of the forum, but it can be found at:

<http://goldennecklace.forumotion.com/>

Site Design and Administration

The website was designed using natural colors and nested tables to create its unique appearance. The font of the rollover images and the top banner was “Chelsea Studio” while the remainder of the text was typical “Times New Roman” font, as indicated in the screenshot below.

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Figure 41: Screenshot of the Golden Necklace Webpage

The rollover images were created in Adobe Photoshop, and most of the site design work was completed in Macromedia Dreamweaver 8, however a small bit was hand-coded HTML in Notepad.

The discussion forum software was very limited in the ability to change the design – only the coloration could be altered. As such, a gold color was chosen to reflect the “Golden Necklace” theme, as shown in the following screenshot:

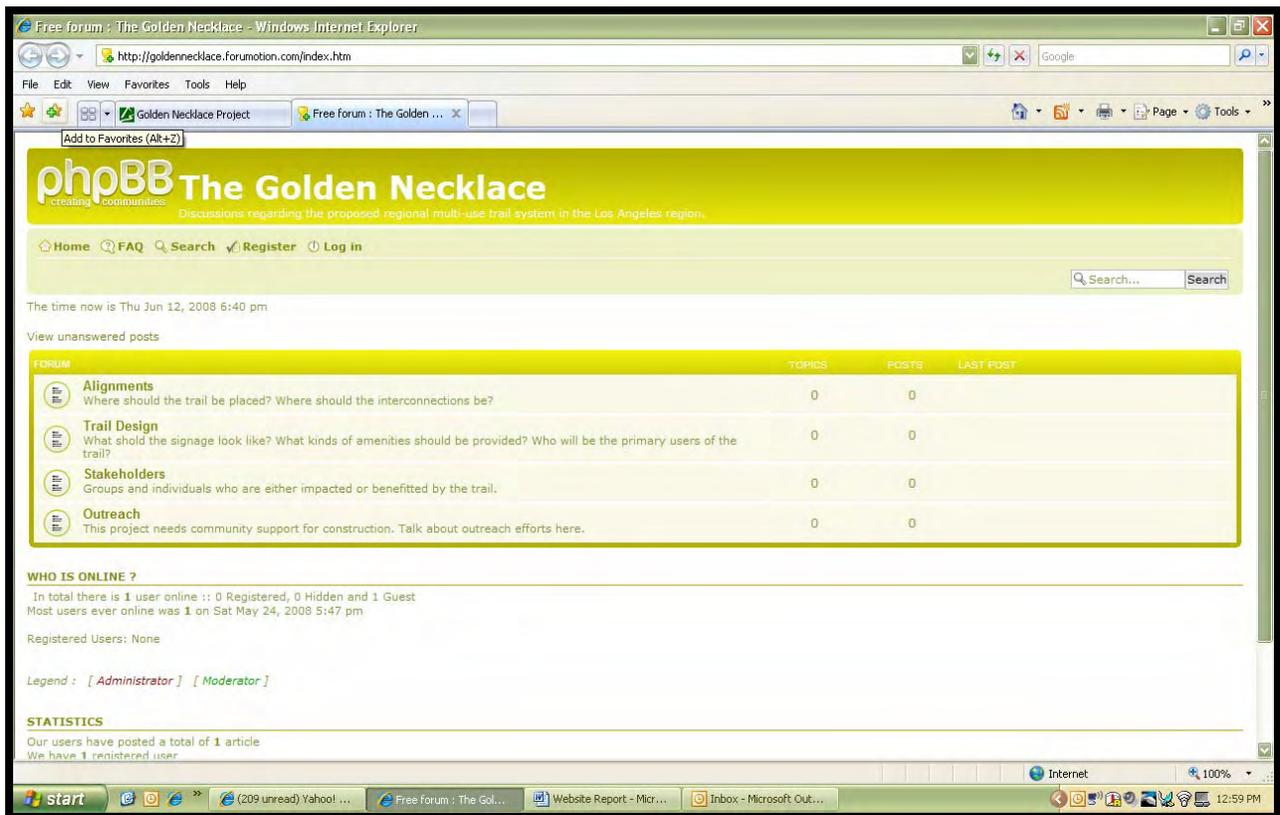


Figure 42: Screenshot of Software Used for Website

Not all forum users are required to register to post, which will allow for anonymous postings. If in the future, the discussion becomes uncivil or vitriolic, the forum administrator has the ability to lock posts, require users be registered, and a number of other means of virtual crowd control.

Access

Although the site can be viewed in any NCSA compatible browser (Safari, Firefox, Internet Explorer, etc), it must be accessed via an FTP client such as Windows Explorer, WSFTP, or similar. The address for FTP access is:

<ftp://arroyoseco.org/>

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Please note that the FTP access is regularly unavailable for a variety of reasons, and users who are denied access or have difficulty accessing the site should simply try again at a later time. Users will be prompted for a username and password. Successful entry will place the user in the ‘goldennecklace’ subdomain root folder. The password and username are available from Professor Julianna Delgado.

Contact Information

Problems with access or space requirements for the hosted account should be directed to Tim Brick, Managing Director of the Arroyo Seco Foundation. He can be reached at tim@arroyoseco.org.

Part III: Conceptual Design

Introduction

For the purpose of selecting sites along the proposed Golden Necklace Trail Master Plan Project, the Golden Necklace Trail was divided into two (2) sections: the Los Angeles River and the San Gabriel River. The approach will pivot on emphasizing key tenets of sustainability which are: environment, economics, and social equity. The goal is to provide a commitment to preserving as well as enhancing the physical environment, generating economic stimulation to blighted or underserved communities, and promoting social equity (in terms of open space activity) regardless of socio-economic background. These principles address the needs and issues of the diverse communities that should be served. The work plan includes the following four tasks:

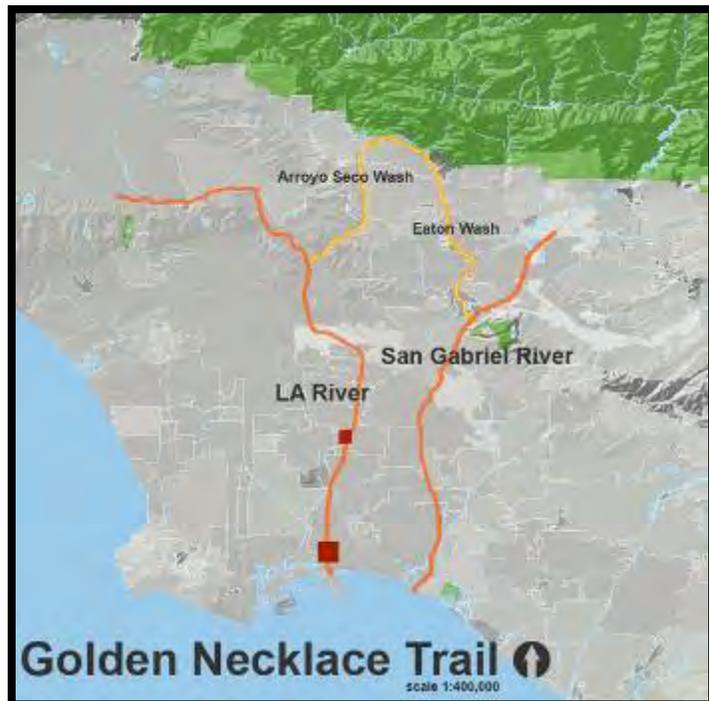


Figure 43: Overview of the golden Necklace

- (1) Site Selection
- (2) Case Studies in Similar Conditions
- (3) Design Schemes
- (4) Design Proposals

The main goal in designing the Golden Necklace Trail along the San Gabriel River is to attract attention to the River; moreover, this will emphasize the natural setting of the river. If the River is going to change, it has to be done in a step by step manner. With

each attraction point or connection, more people are brought to the River and trail; therefore, more people will be engaged in the further development of the River. Since the current conditions along the San Gabriel River are mainly blighted areas that pose safety concerns and present unattractive paths, the goal is to renovate the areas and create connections to the trail. Moreover, the design aims to select neglected urban spaces that will enhance the network of parks, neighborhoods, and the River.

Los Angeles River Design

Site Selection

The initial process of the site selection consisted of identifying three (3) sites that would immensely benefit from trail revitalization. Characteristics of an ideal target site are areas that suffer from under-utilized²⁹ land uses, which are located within or near underprivileged communities that may be subject to socio-economic hardship, and underserved communities that are limited in their accessibility to public open space which includes recreational activities (passive or active). The renovation of the sites that are selected will enhance and improve the physical environment, as well as the psychological reputation of deprived areas targeted by way of enhanced environmental design. In the long run, this revitalization will improve the image of deprived communities which would resonate into generating future economic development for urban slums. The following three (3) sites were selected based on the preliminary research:

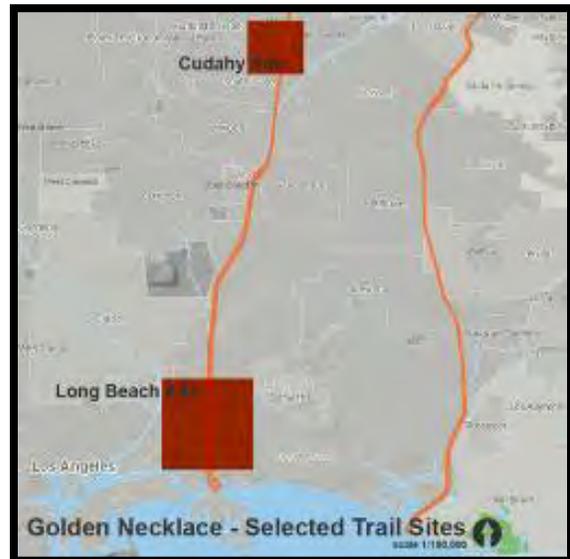


Figure 44: Design Site for the Los Angeles River were selected based on the preliminary research:

²⁹ The term “under-utilized” shall be defined as areas or communities along the proposed Golden Necklace trail project that possess no existing opportunities for outdoor activities, recreation, or open space.

- (1) Taylor Yard in Los Angeles, CA
- (2) The intersection of River Road and Clara Street in the City of Cudahy, CA (the main arterial exit off the 710 freeway would be from Florence Avenue)
- (3) the intersection of De Forest Avenue and Anaheim Street in the City of Long Beach, CA.

After three project sites were finally chosen, a site visit was conducted by all group members to each location, and the existing conditions were documented by photographs as well as notations on taken on existing conditions. Immediately following site visits, the design team concluded that only two sites would be strong candidates for revitalization. Taylor Yard in Los Angeles, CA would no longer be considered a candidate since there are existing efforts to revitalize the area which may be referenced in the Los Angeles River Revitalization Master Plan (LARRMP). Now, the design team shall only focus on two sites which are located in the City of Cudahy and the City of Long Beach.



Case Studies in Similar Conditions

The selected sites were compared with case studies of areas in similar conditions. In evaluating case studies, which have implemented master plans and revitalization designs in communities facing similar conditions of blight, broad assessments were made in order to comparatively identify opportunities and assess constraints throughout the process. Prime examples that were referenced, within a regional context of Los Angeles County, were the Los Angeles River Revitalization Master Plan (LARRMP) as well as the San Gabriel River Revitalization Master Plan (SGRRMP). Research on national and international efforts was also conducted in order to comprehensively grasp ideal design concepts and assess the accomplishments of innovative design solutions. These case studies also include the Tom McCall Waterfront Park; East River State Park which won an award for designing the meadows - a sustainable concept in urban agriculture as well

Figure 45: Conceptual Design

as terracing; an Eric Lloyd Wright critique and suggestions to site features such as: amphitheatre, lagoon, sycamore trees, libraries across from schools; Drake Chavez Greenbelt Community Meeting in Long Beach, California; Wetland Restoration; Dog Park; Toronto Port Lands Estuary: Remediation, Transportation Connectivity; balance between urban and naturalization (eg. Urban prairie, meadows); and other photos (MVVA winning firm); Dayton Water Trails: Water Activities (eg. kayaking along the river); Reno Post Office River Terracing; Strip Mall Example: Santa Monica Place – New Development; Affordable Housing Example: The Village at Santa Monica; City Hall example: City of Orinda; Des Moines Riverfront Master Plan; and the Truckee River Flood Management and Protection Plan in Washoe County, California.

Design Schemes

Site Evaluation

Now, in order to assess disparities or inequities among communities within the Golden Necklace trail project area, an analysis was conducted to determine potential opportunities within the underserved communities in relation to prominent communities that currently possess open space/ recreational elements, and reasonably implement equitable opportunities to correct inequities between differing socio-economic neighborhoods. During site visits, the following items were evaluated:

1. Physical Context: The design team objective was to assess existing locations and determine feasible opportunities for recommending design concepts based on current natural and built conditions of the surrounding physical environment that are listed below.
 - a) Natural Conditions:
 - i. Vegetation
 - ii. Fauna
 - iii. Lightning – Shade
 - iv. Terrain and Relief, Topography
 - v. Sensorial Experience
 - b) Built Conditions:
 - i. Transportation Network
 - ii. Accessibility and Mobility
 - iii. Surrounding Buildings
 - iv. Open Space

2. After site visits were conducted, design parameters were established to effectively implement any proposed design element and an assessment was made based on existing site conditions. The following are the design elements that are considered to enhance open spaces and recreational areas:
 - a) Size, Measurements
 - b) Density, Capacity
 - c) Uses, Program
 - d) Urban Furniture
 - e) Landscaping
 - f) Urban Insertion
 - g) Networks, Nodes and Layers

3. Regulations: In order to implement design elements, the following guidelines and development standards shall be referenced in accordance with existing communities/municipalities impacted by any proposed revitalization or enhancement opportunities.
 - a) Land Uses and Zoning
 - b) Ordinances
 - c) General Plans

Criteria for Alignment

Designers used the following hierarchy as a foundation for trail alignment and to prioritize the trails right-of-way for users:

- (1) Pedestrian
- (2) Bicycle-users
- (3) Equestrian-users
- (4) Miscellaneous-users (i.e. visitors, skateboarders, dog-walkers, or passive-users)

The following four (4) points address the criteria for trail alignment for the two (2) target sites:

Walkability

- a. A civic center shall serve as the primary node that should feature attractions as well as destinations.

- b. In order to ensure inclusive accessibility, the trails shall be located within a five minute walk from residential neighborhoods, townhouses, apartment complexes, local businesses. Overall, Pedestrians shall have the opportunity to walk less than five minutes to enter trails. Also, trails should cross or be located within five minutes walk from the proposed redevelopment project areas or mixed-use developments.
- c. Trails shall be located within a ten minutes walk to public facilities such as parks or schools.

Lighting

- a. Trails shall provide proper lighting conditions for all users, especially during the night for purposes of ensuring safety and perceptions of safety for users.

Trails and Arterials

- a. Cars shall not exceed the speed limit of 20 mph in streets where trails users do not have barriers such as trees or parked cars to protect them. Therefore, traffic calming measures should be used in order to avoid accidents. If barriers are able to be implemented then cars may not exceed a speed limit of 30 mph.
- b. Trail paths may connect through streets with high building densities whereas the ratio between the building heights to the street should be at least 1:3.5.
- c. Pedestrian-users should not have to walk for more than five minutes in an arterial street.
- d. Design streets with a level-of-service above a rating of “D” for pedestrian usage.
- e. Streets may promote the notion of a “Pedestrian Environment Factor” (PEF) over eight. PEF considers the easements for street crossings, sidewalk continuity, street network characteristics, and topography.
- f. Trails may provide access to lakes, streams, and any natural amenities for users.
- g. Streets considered for the trails should have a topography that minimizes the amount of grading necessary; in order to minimize the physical effort of pedestrian users.
- h. Design features should avoid cul-de-sacs due to issues of accessibility.
- i. Blocks considered for the alignment should be below 600 feet in length and less than 2,000 in perimeter.
- j. Arterials should be below 34 feet wide as part of the alignment.
- k. Utilize streets that provide parking on at least one side of the project area.
- l. Avoid using one-way streets as much as possible.
- m. Streets should have sidewalks on at least in one side of the project area.

Landscaping

- a. Non-commercial streets should include a tree strip between 5 to 10 feet in width of native shade.
- b. Trails shall not use streets with old trees in order to provide the appropriate shade for all users.
- c. Trees shall be planted approximately 30 feet apart and 10-foot minimum height for trees.
- d. Streets shall have all the streetlights, mailboxes, trash receptacles and other pedestrian obstructions placed within a tree strip.
- e. Trails shall cross the front entrance of destinations (i.e. malls or restaurants) and designs should avoid back entrances for purposes of safety.
- f. Utilize streets that have residential structures that feature open porches or balconies.
- g. Trails shall comply with the Americans with Disabilities Act of 1990 in highly dense locations.

Design Proposal

Alternatives were presented to carefully cater to the needs and demands of under-served communities. These alternatives were reviewed through constructive feedback and critiques utilizing the following design tools:

- (1) Maps and Plans
- (2) Site Sections (i.e. destinations or attractions)
- (3) Perspectives (i.e. elevations or aerial views)
- (4) Conceptual Renderings for Designs



Figure 46: Aerial Image of Long Beach

Site Selection 1: City of Long Beach, CA

Project Title: Drake-Chavez Community Park and Los Angeles River Trail Connection

The two sites that were selected are prime examples of areas in Southern California that are blighted and underserved, hence the proposed design could potentially offer alternatives that address specific areas of opportunity in each site such as safety issues and lack of accessibility to the river, as well as educating the public about their natural surroundings. Long Beach was particularly important because of its safety concerns, lack of accessibility to the river, pollution in close proximity to a school, unused open spaces such as the Metro parking area recently purchased by the City of Long Beach, Railroad Yard, existing parks that could be connected to form a greenbelt in connection with the trail, and other site connection opportunities. This particular design, offers alternatives that respond to the need for access to the river, safety issues, ecological restoration, and community awareness about sustainability and the need to design for present and future generations while maintaining a balance between the urban and natural context.

Design Features

The design attempts to answer the call of children in the community to have a place they could engage in water play and activities such as boat rides, as well as trains, a nature center and playgrounds. In addition, all ages could enjoy the Golden Necklace trail way and a naturalized river along the trail way as it connects to current efforts that are connecting both the Drake and Chavez parks along a greenbelt. These efforts would restore the river, allow access to the river, engage the community with nature though

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agricultural gardens and wetlands, and create a cultural center offered by a waterfront amphitheatre. The Cornerstone amphitheatre would be a destination point that would attract more people to the water's edge. The Cornerstone amphitheater would sit along the river across from a "commons" plaza that would have a fountain, playgrounds, a meadow with trails, a dog park to the north, and active and passive play areas. Finally, the safety issues under the bridge along the existing trail would be remedied by creating a place where the river connects to a lagoon/manmade lake in an attractive way using the same rock already existing along the river so the mouth of the lake would be a place of natural beauty as it empties out to the river under the bridge. Other features in the design proposal for the current Drake Chavez Greenbelt project are a library with a green roof, and basketball courts in addition to the soccer areas already being proposed.



Figure 47: Proposed Design Features Along the Drake-Chavez Community Park

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Materials

In effort to restore natural habitats, the design proposal recommends native landscaping (xeriscaping), wetlands, and urban agriculture that reuses water through water retention systems and permeated concrete on any sidewalks and roads, if needed. The design also reuses non hazardous existing materials throughout the construction, brownfields redevelopment in areas that are contaminated and to use clean technology in order make the trail way and its destinations healthy for the surrounding community to live work and play. Recycled concrete should also be used along with recycled park furniture keeping in mind the lifecycle of what is used to make the open space least toxic (eg. not using PVC) yet most durable for future generations.

Lighting

Lighting is to be used through the trail and surrounding proposed areas to attract the community after hours yet the project should attempt to conserve energy through net zero buildings and infrastructure meaning it would be self sustaining in its energy, as well as

water and waste management systems.



Figure 48: Proposed Design

Topography

The land is relatively flat in this area and the land slopes along the river with a bed of rock coming down toward the edge of the river. A topographic analysis is needed in order to determine the feasibility of the amphitheatre along the river paying close attention to tidal flows and flood hazards.

Landscaping

Native landscaping (xeriscaping), wetlands, and urban agriculture along the trail is recommended. The purpose of the wetlands would be to restore the flora and fauna along the river. The salinity of the water will need to be determined since it may affect the possibility of urban agriculture along the river. Urban agricultural terracing would otherwise be incorporated to the “commons” area.

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Safety

Recommendation for a safer trail would be to ensure lighting and redevelop areas that are mostly blighted and perceived unsafe by the community such as underneath the locomotive bridge in order to create a safer community for all. Hiring more parks and recreation personnel to be present around the park would also create a safer environment.

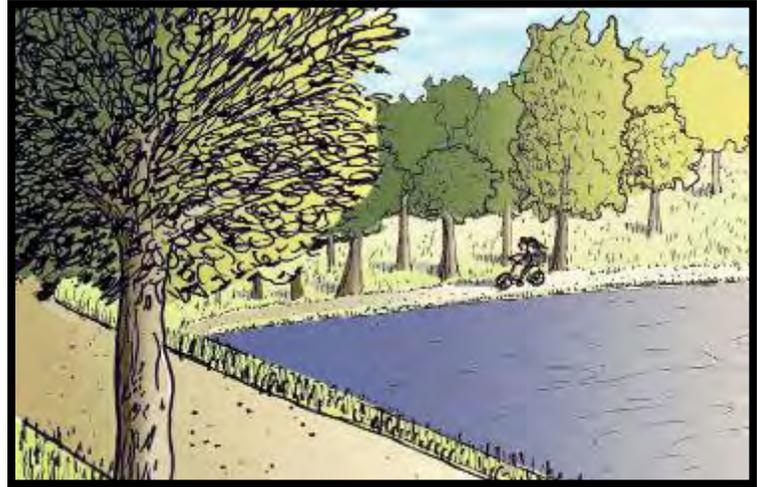


Figure 49: Greenspace in Golden Necklace

Site Plan

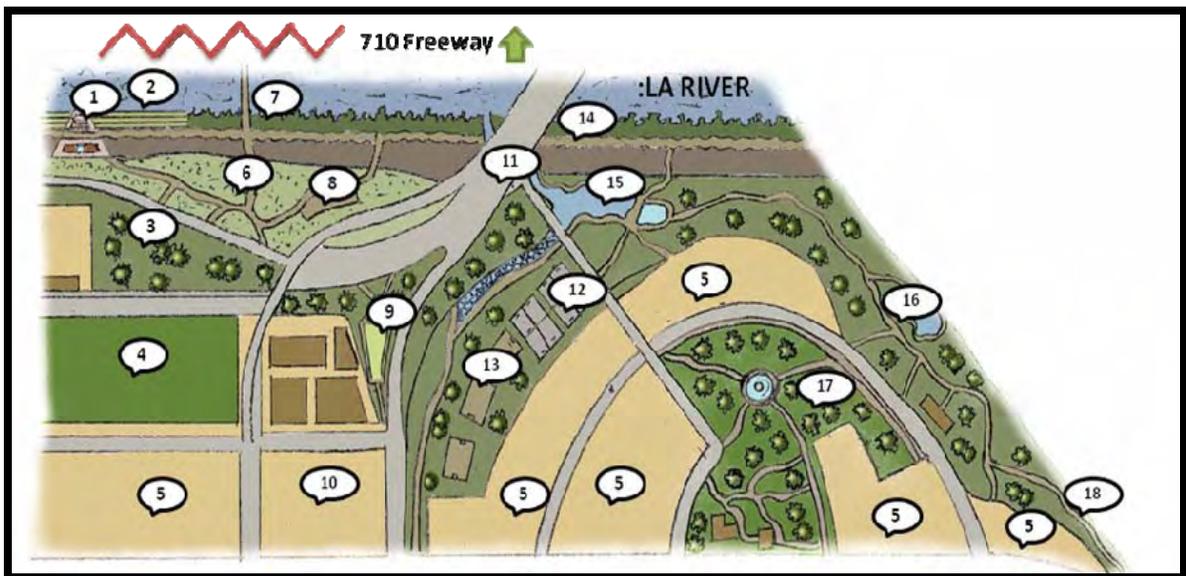


Figure 50: Drake-Chavez Community Park and Los Angeles River Trail Connection
(SOURCE: Drawn and prepared by Roxana Vera)



Figure 51: Legend for the Drake-Chavez Park and LA River Trail Connection

Potential Stakeholders

Large Municipalities:

- ◆ City of Los Angeles
- ◆ Regulatory Affairs
- ◆ Los Angeles DWP
- ◆ Department of Recreation and Parks
- ◆ Bureau of Sanitation
- ◆ City Council staff
- ◆ County of Los Angeles
- ◆ Port of Los Angeles
- ◆ Port of Long Beach

Smaller municipalities:

- ◆ Carson Long Beach
- ◆ Compton Manhattan Beach
- ◆ Gardena Palos Verdes Estates
- ◆ El Segundo Rancho Palos Verdes
- ◆ Hawthorne Redondo Beach
- ◆ Inglewood Rolling Hills
- ◆ Lawndale Rolling Hill Estates
- ◆ Lomita Torrance

Environmental groups:

- ◆ Heal the Bay
- ◆ South Bay Audobon
- ◆ Los Angeles and San Gabriel Rivers Council

Residential groups:

- ◆ Neighborhood Councils (within the City of Los Angeles)
- ◆ PCAC (Port of LA's resident group)
- ◆ Fishermen or swimmers groups (Polar Bears etc)

Dischargers and Regulators of Pollutants / Local Industries and Special Districts:

- ◆ Refineries
- ◆ Western States Petroleum Association (WSPA)
- ◆ Water Management Districts
- ◆ County Sanitation District

University/Research:

- ◆ UCLA
- ◆ SCCWRP
- ◆ UCBNL

Site Selection 2: City of Cudahy, CA

Project Title: City of Cudahy Urban Trail as a Connection to the Los Angeles River

The second site selection drew upon key elements identified in the case studies. One key element used within this second site is the enhancement of city features which have the potential to become a major urban trail connection between the city and the river. In creating a design network, various sites may be used as destinations while parks, open space(s), and their

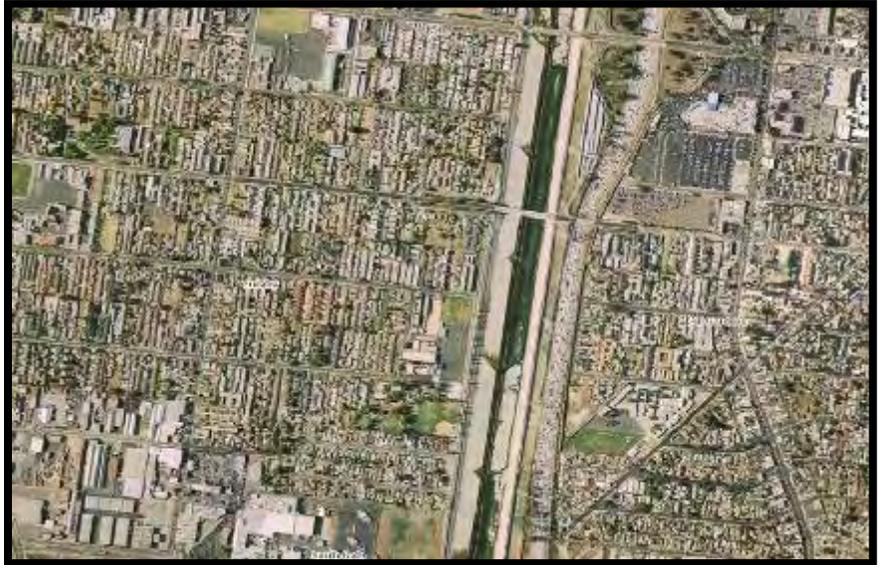


Figure 52: Aerial View of Cudahy, CA

inter-connections to the river would promote trail use along the LA River trail path. Within the site, the primary sections for redesign focus on three (3) areas already identified as blighted in the project area and would greatly benefit from redevelopment. First, the strip mall located in the northern area of the site would require remodeling. Second, a new and more relevant building for city hall and library would be proposed in the mid-section of the project area. Third, an affordable housing element located at the most southern part of the site would be proposed for development. Inter-connectedness within these three areas by way of the river trail are vital and would be enhanced with a redesigned (wider and more accessible) pedestrian bridge that would serve as the primary link between the city and the river.

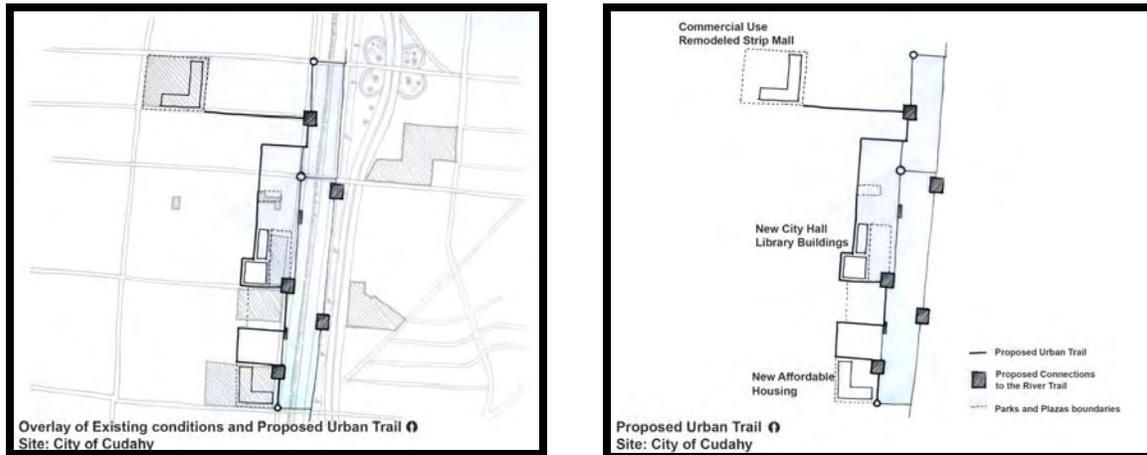


Figure 53: Design Proposal for Cudahy, CA (SOURCE: Silvia Casa)

Design Features

The desired activity is to encourage the residents of Cudahy to walk through their city in order to access the river or other commercial, cultural or residential properties that are being proposed in the project area. For events, the design team proposes that a small farmers market exist throughout the trail with the hope that residents would be involved by using their porches to sell fresh goods once a month weekly. It is important to note that the river and its trail is not a “stand-alone element” of the city and should include more connections (in the future) within the project area which would encourage a walkable as well as accessible trail for enjoyment.

"Urban Insertion" shall be defined as new elements introduced into the urban fabric which were identified in the plans for design proposal and focused on the areas that were underused. For example, the team focused on large parking lots, an old strip mall, or vacant lots. As a new element, an affordable housing element was inserted within the surroundings of single family residential neighborhoods, and proposed the same zoning pattern with a modified density that would be no more than two stories. Enhancing the community's features into a more pleasant destination encourages residents and community members to care more for the immediate public open space. Since the design team is not proposing an entirely new lot there may be limited notions of NIMBY-ism; although; residents may not want people walking in front of their houses, or close to their properties, yet the overall benefit in the long run is that a positive image is earned by the city as well as the community.

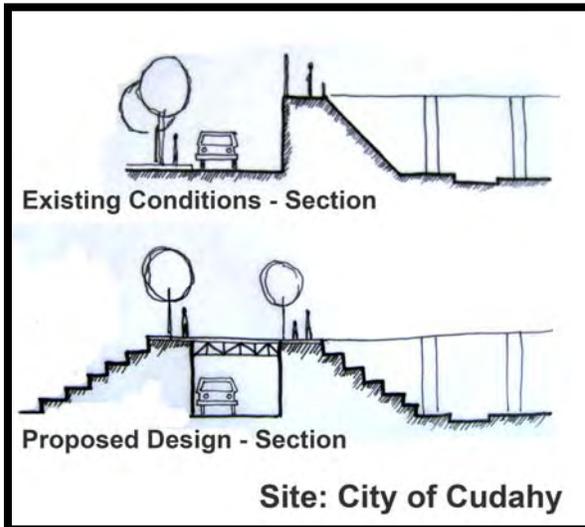
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Materials

The existing concrete that serves as the river trail path would remain and the bridges would be comprised as well as constructed by natural materials. For terraces, stained lumber would be used. Stairs and dirt for the trail along the river trail parts

Lighting

During the day, the project area is extremely bright due to a lack of trees during the day which provides little or no opportunity for shading and only bridges serve to provide present shading areas. There is existing lighting on the trail. Since the area is limited with shading, the desire is to create new opportunities for shading by planting trees.



**Figure 54: City of Cudahy, CA Cross-Section
Proposed Design View**

the near future that upon trail revitalization that new habitats would be created for other species to inhabit the project area.

Topography

The project area was predominantly flat with dry vegetation in a desert environment with natural landscaping (i.e. “xeriscaping”).

Landscaping

The palette for this site is very earthy, since the river trail would be between brown and green vegetation of desert regions. In the case of Cudahy, the proposed landscape design should not introduce new fauna but there is hope in

Safety*

*Refer to section titled “Site Selection 1: City of Long Beach, CA” under “Safety”.

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Potential Stakeholders

For primary stakeholders, the design proposal focused primarily on residents in the City of Cudahy since the intention is to improve the existing conditions of their community. Before a design proposal was considered, an evaluation of the existing conditions was made and further insight into the community's conditions were noted from a former resident of the city who was also a student in the URP class. Also, please refer to the previous section titled "Site Selection 1: City of Long Beach, CA", under "Potential Stakeholders" for a detailed listing of other sources.

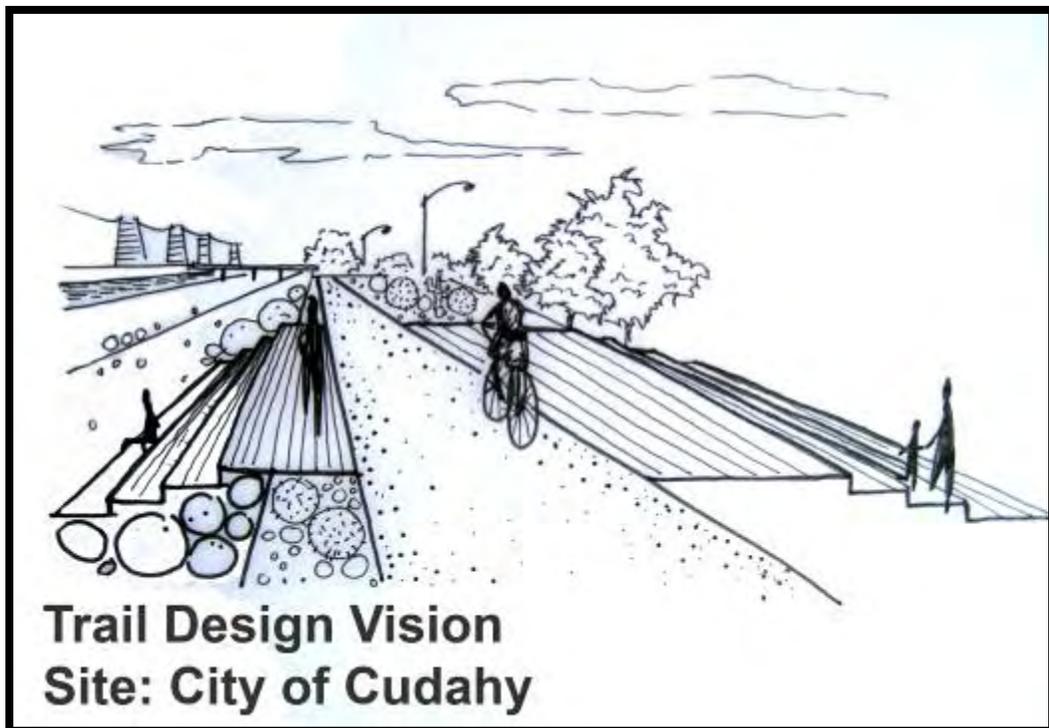


Figure 55: Trail Design Vision for the City of Cudahy (SOURCE: Silvia Casas)

San Gabriel River Design

Site Selection

The urban design procedure that is employed in the design process is structured around a rational planning framework. The first step involved the objective for defining the problem, which was to create a multi-use trail along the San Gabriel River. Then, goals were set for establishing the sites that were problematic in terms of visibility of blight and lack of recreational uses and connections. In addition, the goal was to renovate sites that would be beneficial for all neighboring communities, especially underprivileged areas that are left neglected. The values that were set include the following: commitment to environmental justice, respect for nature, replenish land, and encourage recreational lifestyles. From the set goals, evaluation criteria were developed and alternatives were established. The evaluation criteria were based on the following three standards: sites that are physically uninviting, sites with the potential for connection to other areas within the cities, and a design that would provide adequate access for all nearby communities. The site selection also followed the process of understanding each site's opportunities and constraints. Based on the set goals and evaluation criteria, the chosen sites in need to renovation are Zinn Park in Bellflower and the Seal Beach/Long Beach connection along the San Gabriel River.

A wish list was established to set criteria for the trail design. The wish list used during the design process was obtained from the *Recreational Trail Design & Construction* publication. This publication is a guide used to design and construct trails. The recommended standards used for this project were the following: trail layouts, length, clearing width, clearing height, tread width, trail surface and facilities (Rathke & Baughman, 2008).

Topography

In comparison with the adjacent and proximal Santa Ana River and/or its watershed, the San Gabriel River has very little character in terms of its topography. While the Santa Ana River watershed is characterized by high plateaus and mountain valleys, the San Gabriel River and its watershed has none of these features. Its profiles, in general terms, are very flat, as the high and very steep points are in the mountain ranges. Some of the most concentrated rainfall ever recorded in the United States has occurred in the San Gabriel Mountains (Gumprecht, 1999). The flat feature which characterizes the San Gabriel River is prevalent at both of the selected sites (Bellflower and Seal Beach).

As evident in both topographic maps (Figures 56 and 57), there are very little if any topographic lines/features illustrated. The water-bearing materials of the San Gabriel Basin are dominated by unconsolidated to semi-consolidated alluvium deposited by streams flowing out the San Gabriel Mountains. These deposits include Pleistocene and Holocene alluvium and the lower Pleistocene San Pedro Formation (Watermaster, 2000).

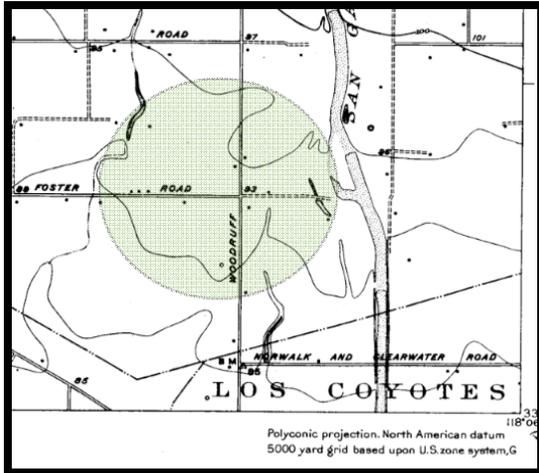


Figure 56: Zinn Park Topographic Map

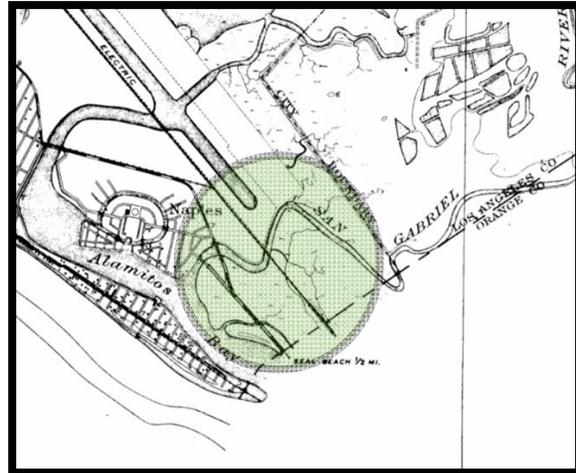


Figure 57: Seal Beach Topographic Map

Design Proposal

Site Selection 1: Zinn Park, Bellflower

Based on the evaluation criteria, the first chosen site is Zinn Park in the City of Bellflower. Figure 58 illustrates the location of the site in relation to nearby streets and freeways. In fact, the redevelopment of Zinn Park is part of the San Gabriel River Master Plan as well, which intends to turn it into a major entrance point for the trail way. In the Zinn Park area, the focus is to break the River's monotone pattern. In order to achieve this effect, the idea of a maze like park is introduced as a good means of influencing the shape of the trail, which is illustrated in Figure 59. The maze theme separates the bikers from the pedestrians at certain points by creating green buffer zones. In this regard, the free-flowing forms shape a fluid movement for pedestrians and the cyclists. The maze also has interest points like play grounds and resting areas within its labyrinth. Three

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case studies inspired such a pattern of movement: Rome, Musical Instruments along the trail, and Park Guell.

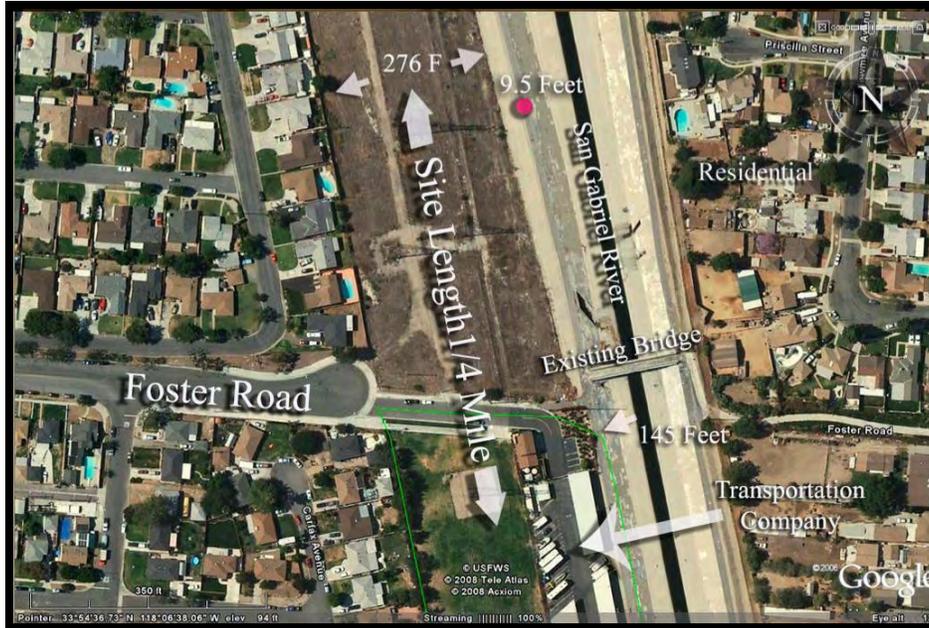


Figure 58: Zinn Park Location Map

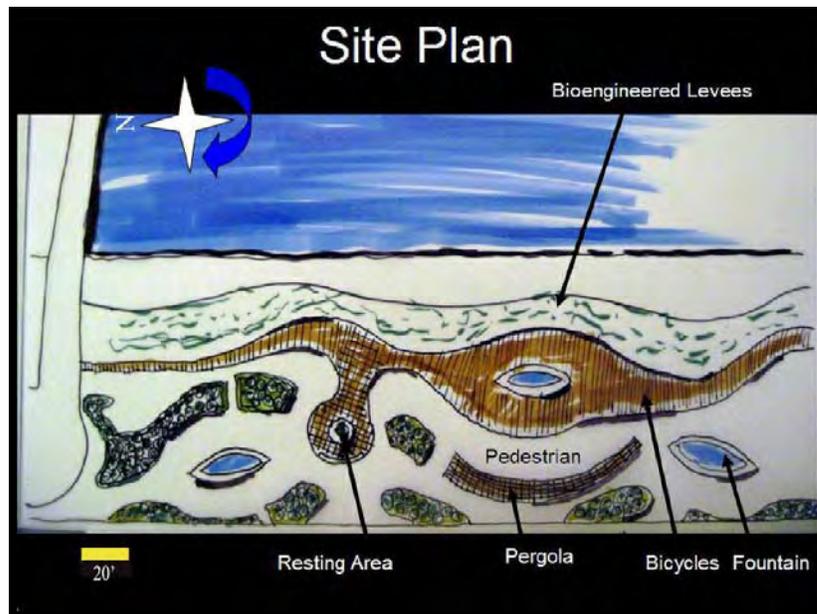


Figure 59: Zinn Park Site Plan

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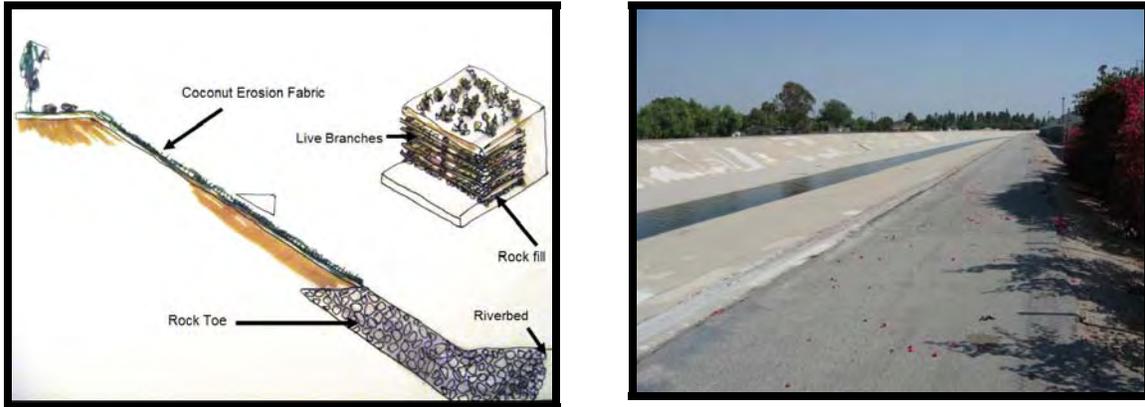


Figure 61: Construction of bio-engineered levees and the current levees in place along the River

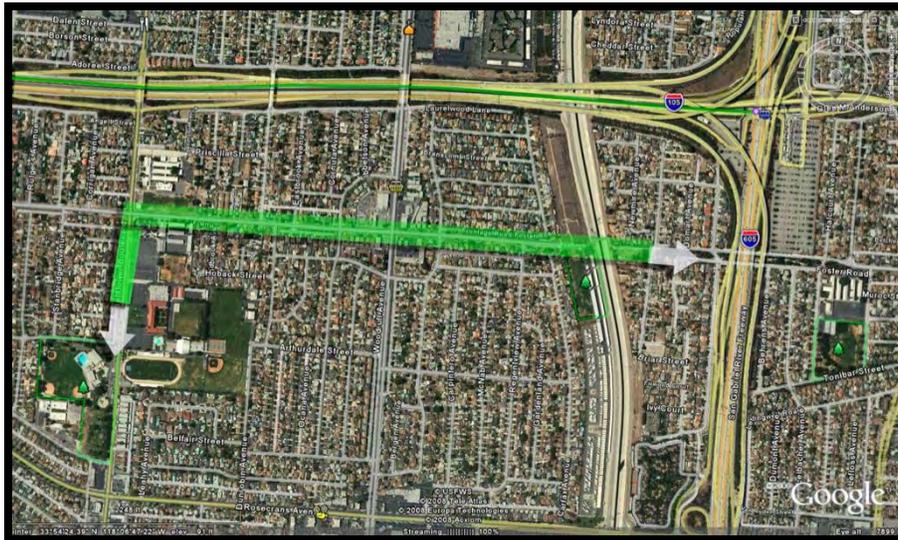


Figure 62: Possible connections to Zinn Park are 2 community parks as illustrated by the green arrows

Seal Beach

While the design for Zinn Park breaks the monotony through a maze concept that manipulates both the River and the trail, the site at Seal Beach uses a strip of meandering pathways and keeps the existing River intact. Figure 63 illustrates the location map of the Seal Beach area, which currently consists of oil fields and electric lines. The concept design developed into a frog shape pointing to the freeway, as illustrated in Figure 62. As

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a result, the design serves as a hybrid between the sea and land. The form seen from above the freeway would attract interest to the site that has been an oil field for many years. It is a jump start for reshaping the huge oil fields in the Seal Beach area, which is indicated in the Reach 6 section of the San Gabriel River Master Plan. In order to turn the Seal Beach area into an orientating destination, which is the last stop before the beach, various design concepts are added. The design concepts include functions like an outdoor stage, a fifty (50) feet high tensile showroom, in addition to three (3) resting areas. Since the ramps provide efficient access to the other side of the freeway, they will remain in place. Moreover, an equestrian pathway is added with an additional under-path that would separate the equestrians from the pedestrian/bike path through the use of high shrubs, as illustrated in Figure 64. Furthermore, removing the existing metal fences and replacing them with a tensile structure would add definition to both the entrance and the pathway leading to the trail.

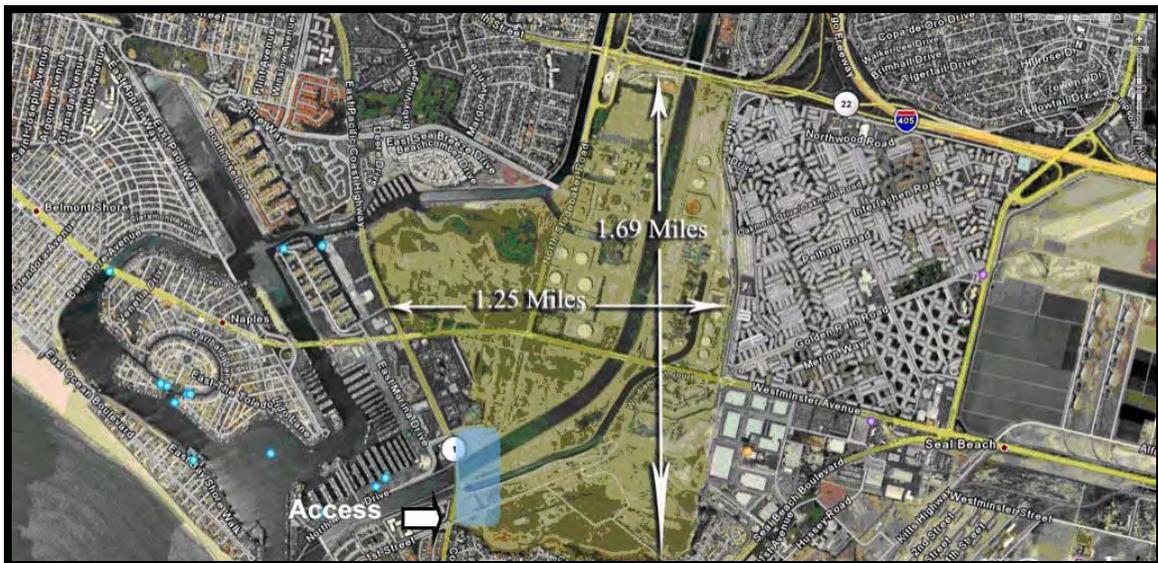


Figure 63: Seal Beach Location Map, where the proposed site is indicated with the blue box

◆◆◆ The Golden Necklace

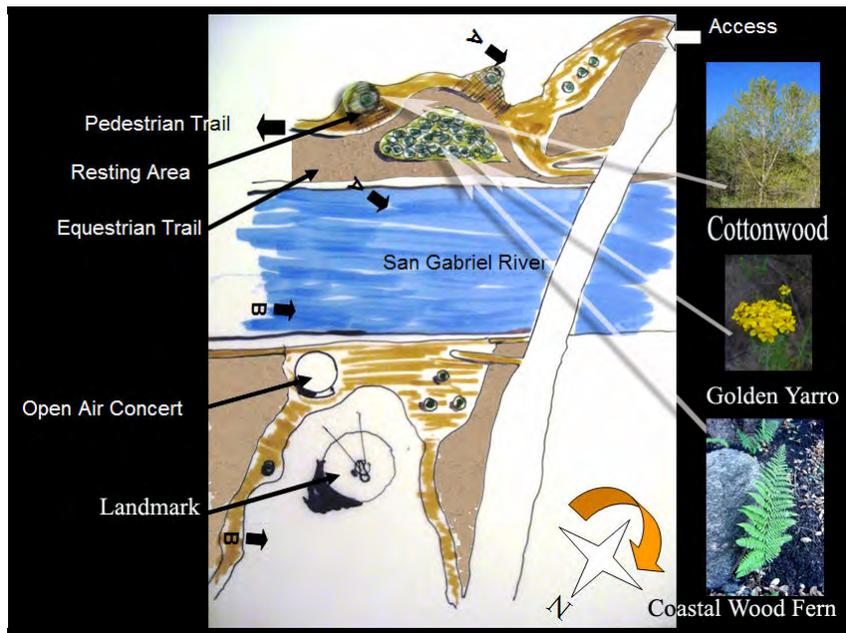


Figure 64: Seal Beach Site Plan

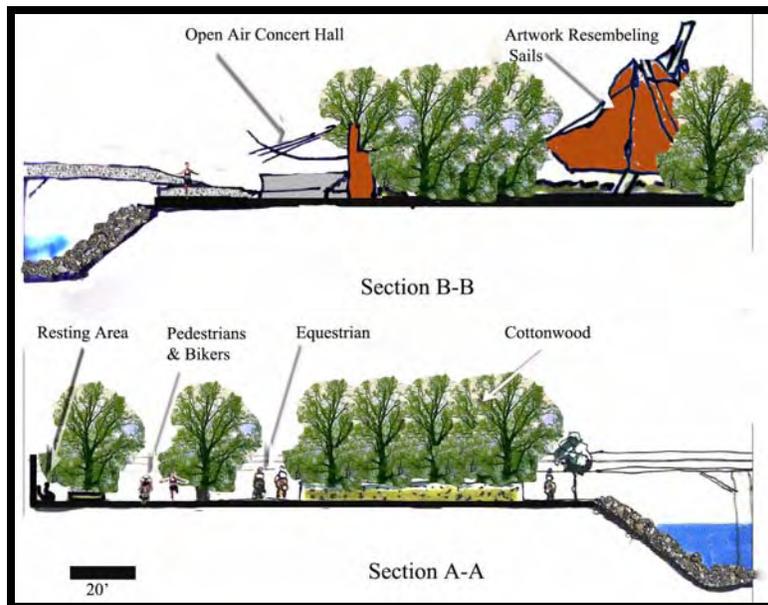


Figure 65: Section A-A and B-B as defined in Figure 64

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Design Elements

The San Gabriel River Master Plan was utilized to establish design elements for the Golden Necklace Trail. As a result, ideas were gathered for the color and texture of materials that would create the perfect multi-use trail way. Whether it is benches, fountains, bicycle racks, art, signs or plants; the design elements identify the unique character of each location. For instance, in the Seal Beach area, water-like elements such as wavy shapes and the color blue are utilized. For the Zinn Park area, the design characteristics are identified as elements with industrial designs and angular shapes (San Gabriel River Corridor Master Plan, 2008). The design for the fountains in the resting areas will be based on the unique surrounding of each site. On the other hand, other elements will have the same design along the entire trail in order to keep a uniform appearance throughout. Figure 63 gives a visual perspective of the design elements. For instance, the bike racks will have unique shapes that also pose an artistic image for the Golden Necklace Trail while accommodating multiple bikes. The drinking fountains will be designed like a rock in order to emphasize the natural setting. In addition, it enhances the presence of the river and nature while providing trail users an amenity. Furthermore, crushed tile benches will be utilized in the resting areas in order to allow users seating options that follow the curve of the path. Due to such design elements, the plan will become a reality.

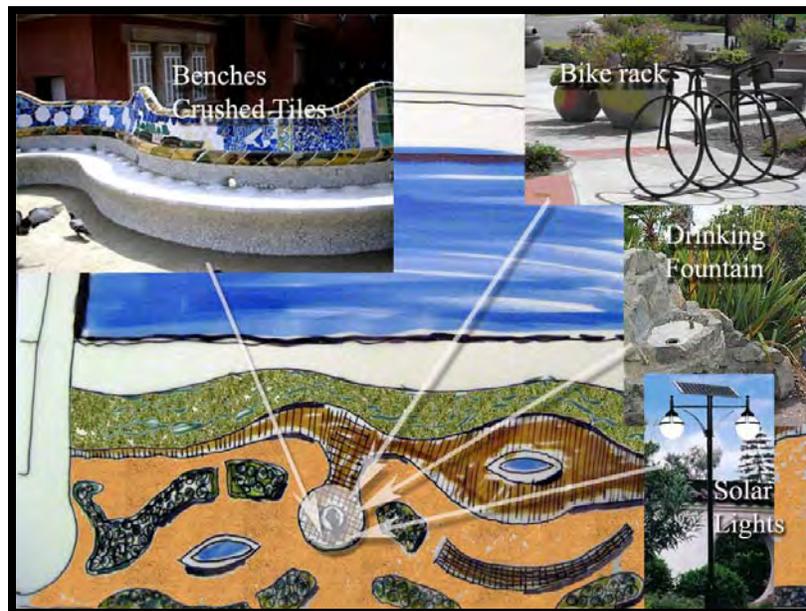


Figure 66: Design Elements

Surfaces

The surface designs throughout the Golden Necklace Trail will consist of two materials: permeable asphalt and decomposed granite, which are illustrated in Figure 64. Permeable asphalt will be used for the wheel paths, which can be utilized by bicycles, wheelchairs, and skaters. The purpose for selecting permeable asphalt is because it will allow water to seep through its surface. As a result, nearby vegetation can utilize the water that is retained in the soil. Also, this type of surface will prevent flooding on the trail way and it will reduce pollutants in stormwater runoff volume (Asphalt, 2006). Moreover, since color can be added to the permeable asphalt, it is proposed that the wheel path will have a brown color. The cost for permeable asphalt is \$3.50 per square foot and it can last up to 8 years (Hudson, n.d.). The pedestrian, equestrian, and resting areas will be covered with stabilized decomposed granite. This type of surface is easy to install and maintain. In addition, it has a soft surface and good permeability to allow water to penetrate through the soil (City of Walnut, n.d.). The stabilizers help increase its lifespan up to 10 years. It also adds to the nature-like setting of the area. The cost for stabilized decomposed granite is approximately \$2 per square foot (Paper, 2006).

Signs

The signage will provide direction for trail users. In addition, signs are used as a means of presenting historical information in the form of kiosks, which will bring an identity to the Golden Necklace Trail. They also serve to convey information and provide path connections. The signs also possess graphic illustrations as well as two language types (English and Spanish). As a result, the proper use of signage will offer trail users a sense of direction (Sign Plan, 2000).

Lighting

Lighting is another important element for the Golden Necklace Trail. It is a way of making trail users feel safe at night as well as provide a visible path. The proposed lighting design is solar powered in order to conserve energy. As a result, the sun will be the direct source of energy for the light fixtures. However, since the battery is charged with the solar energy during the day, it is able to provide light during nighttime hours (Guide to Solar Outdoor Lighting, n.d.). Therefore, the Golden Necklace Trail will be illuminated at all hours of the day without wasting energy.

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Plant Palette

The plants used in the design of both Seal Beach and Zinn Park are selected using the San Gabriel River Master Plan and the Los Angeles River Master Plan Landscape Guidelines and Plant Palettes. According to the San Gabriel River Master Plan, species enhance the overall quality of native habitat for the San Gabriel River region. In addition, the plants chosen are native plants and are appropriate for the area. The plant selection was based on the following four criteria.

1. The *supplemental water needs* is the estimated amount of supplemental water that the plants need between November through March. The plants may perform with no supplemental water, low supplemental, moderate or high supplemental water. Low supplemental water is approximately 3-5". Moderate supplemental water is approximate 5-10" and high supplemental water is approximately 10-16."
2. *Sun exposure* covers full sun, partial shade, or full shade.
3. *Average height*
4. *Average spread* are also considered for design purposes, shade, protection and safety (Landscape Guidelines and Plant Palettes, 2004). The average height and the average spread are based in feet.

The following plants are chosen for the Bellflower area: Mexican elderberry (tree), false indigo (shrub), coyote brush (shrub), meadow rue (perennial), and canyon sunflower (perennial). Figure 67 illustrates the locations for the plants along the trail way in the Zinn Park area. For Seal Beach the following are chosen: black cottonwood (tree), mule fat (shrub), laurel sumac (shrub), coastal wood fern

(perennial), golden yarrow (perennials); Figure 67 illustrates the

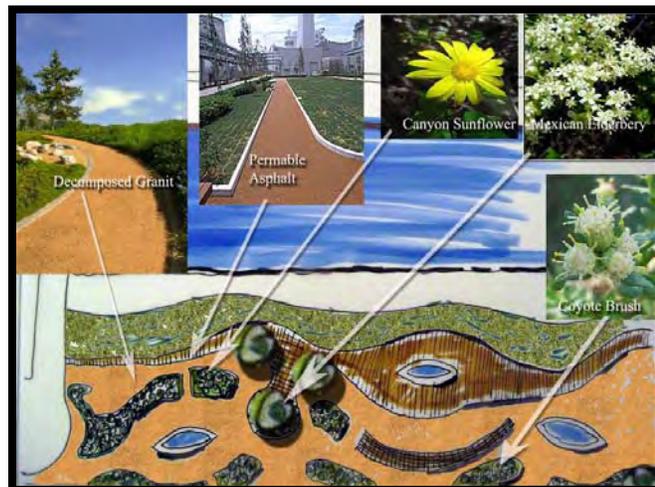


Figure 67: : Surface Materials & Plants located in Zinn Park

plant locations in the Seal Beach area. For detailed information on the plants please see appendix D to view the plant selection.

Conclusion

The design concept of the Golden Necklace Trail is developed with the purpose of meeting the needs of its users. The renovation designs for the selected sites will create plans that enhance the trail way for cyclists, pedestrians, and in some parts equestrian users. A vision is created for the Golden Necklace Trail that will one day shape the way multi-use trails are designed.

Imagine that you are riding your bike along the Golden Necklace Trail heading south towards Bellflower, at which point you pass Zinn Park. This connection to the trail is very interesting because it gives you the choice to go strait or through a labyrinth type landscape of the park. You decide to stay in the park and enjoy the beautiful setting. While walking the path of the park, you see children playing in the playground. On the other side, some people are standing on the bridge with their fishing rods in the river hoping to get the perfect catch. When heading towards the beach through Seal Beach, all of a sudden you come across a tall artwork structure. The wind from the sea moves its sail-like cover, and a band is playing at the open air theater next to the structure. On the left, there are two resting areas that give you the opportunity to stop and chat with the other bikers. Due to its renovating design, both neighbors and trail-users will enjoy the River, which was once seen as an unattractive ditch.

Part IV: Implementation Strategies

The research conducted in this report has found that the majority of the revitalization of the Golden Necklace has focused on the northern expanse of the river from headwaters to Vernon. This report proposes to extend revitalization projects to include all areas of the river from the headwaters to the sea.

This report recommends strategies and policies that have been successful in the upper reaches of the necklace to be applied to the lower stretches of the river. It is proposed that the river be divided into three geographical areas loosely termed the Mountain, the Central, and the Sea jurisdictions. The mountain area would be the northern area of the river north of Los Angeles downtown. The central area of the river would include the Cornfields, Taylor's yard, and other industrial waste lands adjacent to the Los Angeles River. The sea area would include Long Beach and Seal Beach areas along the Los Angeles and San Gabriel Rivers. Other areas between these nodes would function as interconnecting passageways through communities, feeding people between the three large nodes along the river banks or into adjacent areas.

The proposed strategies and policies for this project that would take into consideration the differences between the three regions such as economic, social, and recreational needs. The areas of the river that were studied demonstrate vast disparities between the three regions and therefore we propose different strategies for each region. The ultimate goal is to create a sustainable cohesive environment with a non-vehicular trailway/pathway/ access route, around the Golden Necklace, which would be beneficial to all members of these communities and that would address the need for open space, recreational areas, and spaces that improve community quality of life issues.

To carry out this plan, it is proposed to build on strategies and policies that have been successful in the past and to construct and implement new ones. New measures would encourage community members in the neglected areas of the river system to take action and to showcase their parts of the river as being unique to that particular area, but also fit in with the overarching philosophy that the river provides diverse opportunities for open space to all citizens. Providing a public space available to the residents along the Golden Necklace offers "many opportunities for informal and unplanned meetings of friends, neighbors, workmates, and acquaintances of all kinds" (Lennard, 1984) and these meetings would "reinforce a sense of place, a sense of ownership and identification, so that in a sense it begins to belong to the permanent users" (Lennard, 1984).

In the central area in particular, policies and strategies should acknowledge that this area

is a working class area and that resources such as time and money are not as readily available to this area as to the Mountain and the Sea. Therefore the physical look and the feel of this location is going to be different from that of the mountain or the beach areas. Differentiating the built environment is a positive attribute because it involves strategies that local people have put in place that would serve their community needs just as the two other areas do. A special consideration that would be taken into account within the central area trail is that it would be created mostly out of industrial wastelands.

Creating trailways through industrial sites has its own set of constraints because abandoned industrial sites usually have problems of pollution and other environmental factors that are costly to clean up. Typically, the most toxic and expensive clean up sites are in communities with the least amount of resources to take care of the problem.

In underdeveloped areas, the first policies and strategies following the recommendation made in this report would be that the river banks and surrounding open space be made more accessible to the public. This strategy would provide what Olmsted calls a sense of “communicativeness” or “commonplace civilization” in which the landscape evokes in people their relationship to each other as equals, and to the vast continent of plentiful land that promises them health, productivity, opportunity, and belonging (Czerniak, 61). Another consideration to be taken into account is how industrial sites are integrated into the trailway system. Brownfield redevelopment offers an alternative to remediate toxic waste and hazardous materials found in the alignments along the trail, however it is important to integrate existing buildings and leftover debris into parks and other features that offer the user an insight into how the area was previously used or mismanaged.

To begin the process of integrating the trailways with communities, access points to the river banks and more shade and seating areas where people could sit and enjoy the scenery along the river banks without having to move outside their local community boundaries would make improvements. Once these small improvements are made and people start using their local areas, they would want to create more sizable improvements along their river environment. As the river trailway becomes integrated into local communities and begins to serve as a recreational refuge within community, citizens would pick up the political process as a way to bring about more social change needed to improve river open space.

This report recommends that policies and strategies addressing the port area seek to amalgamate the river with the sea areas. The aim within the beach area would be to build a relationship with all the business and political leaders in Long Beach. A relationship with the aquarium is essential to the revitalization of the river since their expertise on the tidal area where the river meets the sea could be turned to a large outdoor marine and

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freshwater classroom with a river trail running from the aquarium to the river as the major gateway into that area. This would then become a destination point that would contribute to the economy of the area.

The time line for these improvements would depend on how willing communities are to support the projects along the river. It is important is to have a vision and take that vision to the local level with the policies and strategies recommended in this report in order to make that vision a reality.

Appendix

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Appendix B: Relevant Links

1. Tom McCall Waterfront Park
 - a. Links:
 - i. <http://bikeportland.org/2006/11/16/imagine-the-central-eastside-minus-that-pesky-freeway>

2. East River State Park
 - a. Links:
 - i. Winning Design – meadows, sustainable concept, urban agriculture, terracing
 1. http://addyourmarktothewaterfront.org/AYMTTW_Design.pdf
 - ii. Article
 1. http://curbed.com/archives/2008/03/21/could_east_river_state_park_eventually_lose_the_spare_look.php?o=6

3. Eric Lloyd Wright critique
 - a. Suggestions to site
 - i. Amphitheatre
 - ii. Lagoon
 - iii. Sycamore trees in rip rap
 - iv. Library across from schools

4. Drake Chavez Greenbelt Community Meeting
 - a. Links:
 - i. Existing Conditions
 1. <http://www.ci.long-beach.ca.us/news/displaynews.asp?NewsID=3088&targetid=36>
 - ii. Wetland Restoration
 1. <http://www.ci.long-beach.ca.us/news/displaynews.asp?NewsID=1768&targetid=54>
 - iii. Dog Park
 1. <http://clblegistar.longbeach.gov/attachments/1b982ae2-4431-48db-a1d9-8fe575b19ea4.pdf>

5. Toronto Port Lands Estuary
 - a. Remediation, Transportation Connectivity
 - i. <http://waterfrontoronto.ca/dynamic.php?first=43fa75b221b08&second=4637868526923&third=45abd9e029036&fourth=461fa1c548c13>
 - b. Balance between urban and naturalization (eg. Urban prairie, meadows)
 - i. <http://waterfrontoronto.ca/dynamic.php?first=43fa75b221b08&second=4637868526923&third=45abd9e029036&fourth=461fa1c548c13>
 - c. Other photos (MVVA winning firm)
 - i. <http://www.mvvainc.com/#/PROJECTS/7/94/>
6. Dayton Water Trails
 - a. Water Activities (eg. kayaking along the river)
 - i. http://fortheloveofdayton.files.wordpress.com/2007/08/wwparkcrowd_2.jpg
 - ii. <http://fortheloveofdayton.wordpress.com/tag/outdoors/>
7. Reno Post Office River Terracing
 - a. Image
 - i. http://www.downtownmakeover.com/downtown_reno/images/reno_post_office/Post_Office_River_Terrace_-th.jpg
 - b. Terracing
 - i. <http://www.downtownmakeover.com/>
8. Strip Mall Example: Santa Monica Place – New Development (<http://www.santamoniacaplace.com/splash.html>)
9. Affordable Housing Example: The Village Santa Monica (<http://www.kearch.com/>)
10. City Hall example: City of Orinda (<http://www.ci.orinda.ca.us/whatsnew/newoffices.html>)
11. Des Moines Riverfront Master Plan: <http://www.wrtdesign.com/project-Des-Moines-Riverfront-Master-Plan-103.html>

12. Truckee River Flood Management and Protection Plan, Washoe County, CA:
<http://www.migcom.com/projects/view/128>

Appendix C: Tables

Table 6: Historic Events and Sources of Income

	Duarte	Irwindale	Baldwin Park	El Monte
Original Inhabitants	Gabrielino Indians	Gabrielino Indians	Gabrielino Indians	Gabrielino Indians
First settlers	Andres Duarte	Gregorio Fraijo & Fecundo Ayon	San Gabriel Mission	Thompson Family
Year incorporated	Aug 22, 1957	Aug 6, 1957	1956	1912
Attractions	Pleasant climate		Santa Fe Dam	Fertile land
	Historical museum			Aquatic Center
Major Employers	City of Hope Medical Center	Ready Pac Produce	Unified School District	
	Santa Teresita Hospital	Charter Communications	United Parcel Service (UPS)	Longo Toyota
		Décor-ative	Kaiser Permanente	Home Depot
		Miller Brewing Company	Waste Management	K-Mart
				Wells Fargo
				St. Gobin Glass Co
Historic Sources of Income	Medical Centers	Crushed Rock & Gravel	Cattle ranching	Agriculture
	Citrus Production		Vineyards	Diary Products
				Aircraft Parts (WW2)

Table 7: Summary Table of the San Gabriel River Adjacent Cities

		Baldwin Park	Duarte	El Monte	Irwindale	Azusa
Total Population		75,837	21,486	115,965	1,446	44,712
Gender	Male%	50%	47.60%	50.50%	47.80%	49.4%
	Female%	50%	52.40%	49.50%	52.20%	50.6%
Age Groups	under 5 years	9.70%	7.50%	10%	8.60%	9.3%
	18 years and over	65.10%	74.30%	65.90%	66.60%	69.2%
	65 years and over	6.20%	12.40%	6.90%	8.10%	6.9%
Social Demographics	Median age (years)	26.9	34.5	27.1	28.5	27.1
	Median Household income	\$41,629	\$50,744	\$32,439	\$45,000	\$39,191
Race	White	40.20%	56.30%	35.70%	47%	52.3%
	Black or African American	1.60%	10.00%	0.80%	0.40%	3.8%
	American Indian and Alaska Native	1.40%	1.70%	1.40%	1.90%	1.3%
	Asian	11.60%	13.90%	18.50%	1.70%	6.1%
	Native Hawaiian and Other Pacific Islander	0.10%	0.40%	0.10%	0.10%	.2%
	Some other race	40.50%	23.30%	39.30%	44.50%	30.5%
	two or more races	4.50%		4.30%	4.40%	5.7%
	Hispanic or Latino (of any race)	78.70%	43.40%	72.40%	88.30%	63.8%

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	HIKING	HORSEBACK RIDING	BICYCLING
Trail Layout	<ul style="list-style-type: none"> - Day users tend to favor a loop or a series of loops. - Variety of vegetation, land forms, and sights - Frequently occurring curves and grade changes 	<ul style="list-style-type: none"> - Single direction loops or multiple loops - Provide routes with a variety of scenery and terrain - Keep water and motorized road crossings to a minimum - Open parade areas may be offered for riders to practice their skills 	<ul style="list-style-type: none"> - Due to the potential dangers involved in bicycle passing, single direction trails should be favored. - Loop or linear destination trails often are used.
Trail Length	<ul style="list-style-type: none"> - 1 to 3 miles per hour - Day use: 1/4 to 5 miles (1/2 day) 5 to 15 miles (full day) - Backpacking: 25 or more miles 	<ul style="list-style-type: none"> - Many day-use trails are designed to cover 5 to 25 miles 	<ul style="list-style-type: none"> - Vary depending on the skills and expectations of the bicyclists. - 10 to 20 miles in a single day - 50 miles or more for experienced - Minimum length should be one mile - Day use: 5 to 10 miles (1/2 day) 10 to 20 miles (full day)
Clearing Width	<ul style="list-style-type: none"> - Light use: 4 to 6 feet (one-way traffic) - Heavy use: 7 to 10 feet (two-way traffic) 	<ul style="list-style-type: none"> - Light use: 8 feet (one-way traffic) - Heavy use: 12 feet (two-way traffic) 	<ul style="list-style-type: none"> - Mountain bicycle: 6 to 8 feet - Touring bicycle: 8 feet (one-way traffic) 10 to 14 feet (two-way traffic)
Clearing Height	<ul style="list-style-type: none"> - 8 feet 	<ul style="list-style-type: none"> - 10 to 12 feet 	<ul style="list-style-type: none"> - 8 to 10 feet

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	HIKING	HORSEBACK RIDING	BICYCLING
Tread Width	<ul style="list-style-type: none"> - 1 to 3 miles per hour - Day use: 1/4 to 5 miles (1/2 day) 5 to 15 miles (full day) - Backpacking: 25 or more miles 	<ul style="list-style-type: none"> - Many day-use trails are designed to cover 5 to 25 miles 	<ul style="list-style-type: none"> - Vary depending on the skills and expectations of the bicyclists. - 10 to 20 miles in a single day - 50 miles or more for experienced - Minimum length should be one mile - Day use: 5 to 10 miles (1/2 day) 10 to 20 miles (full day)
Trail Surface	<ul style="list-style-type: none"> - Light use: Natural with gravel or corduroy used in wet areas - Heavy use: Natural if possible; woodchips or gravel 	<ul style="list-style-type: none"> - Natural trail surfaces should be favored. - A corduroy base covered with soil or woodchips is recommended for areas with erodible or poorly drained soils. 	<ul style="list-style-type: none"> - Mountain bicycle: Natural surface. - Touring bicycle: A 2-inch thick asphalt surface with a 3- to 4-inch base of compacted gravel is recommended.
Facilities	<ul style="list-style-type: none"> - Parking area, picnic area, resting areas, overlooks, campsites, water, information board, signs 	<ul style="list-style-type: none"> - Parking area with space for trailers, hitching post or tether line, campsite with corral, water 	<ul style="list-style-type: none"> - Parking area, campsites, bicycle racks, information board, signs

Appendix D: Figures

Census Maps

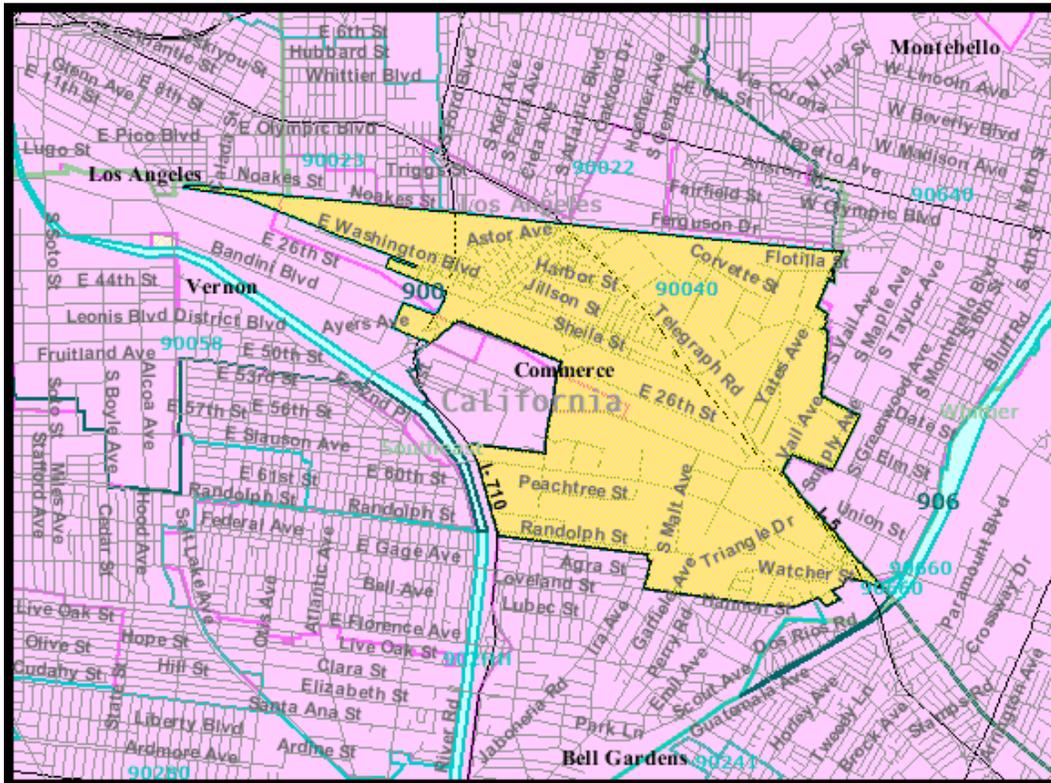


Figure 68: City of Commerce

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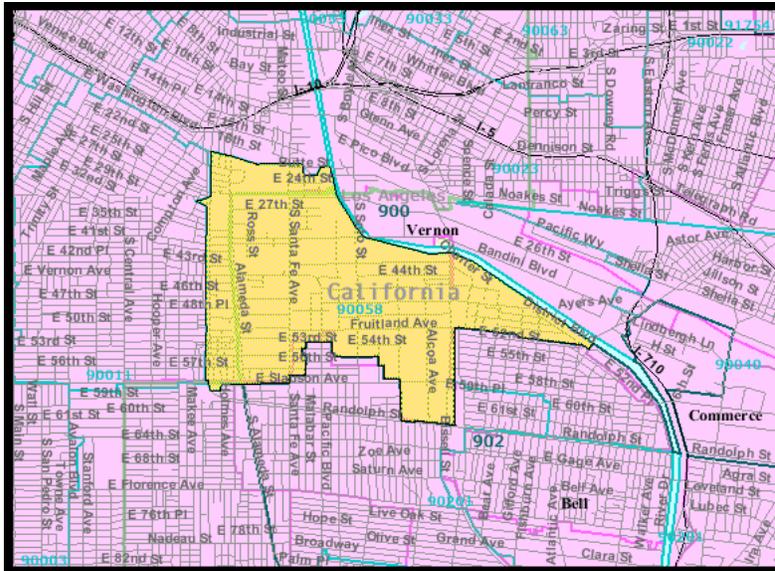


Figure 69: City of Vernon Census Map

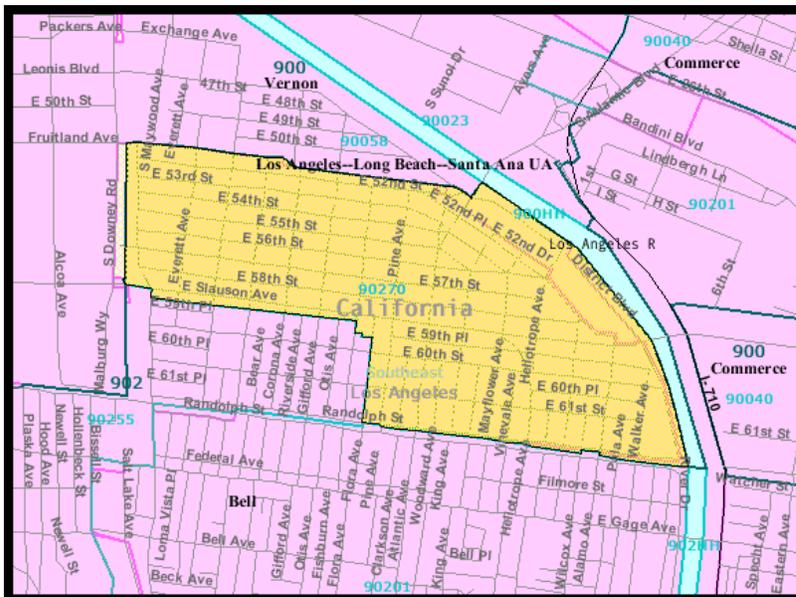


Figure 70: City of Maywood Census Map

◆◆◆ The Golden Necklace

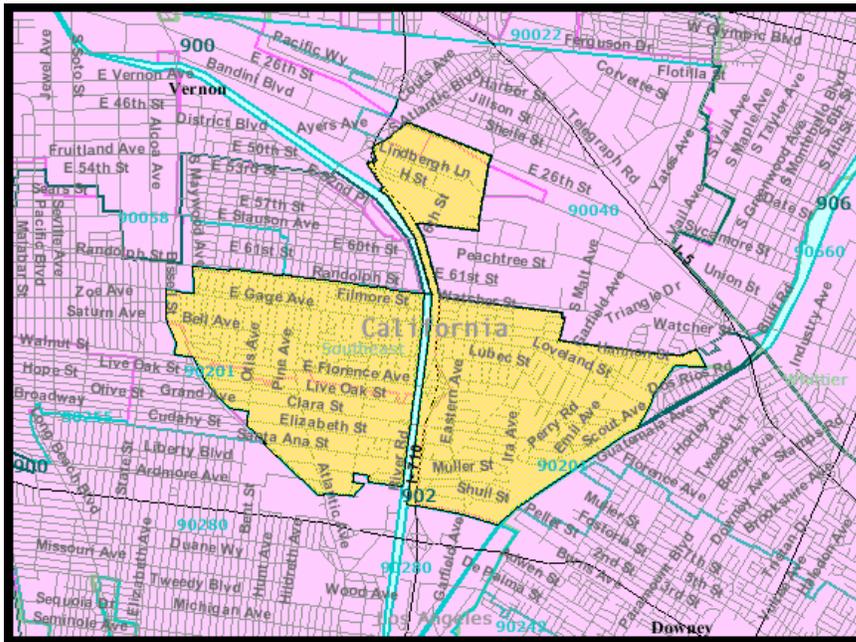


Figure 71: City of Bell Census Map

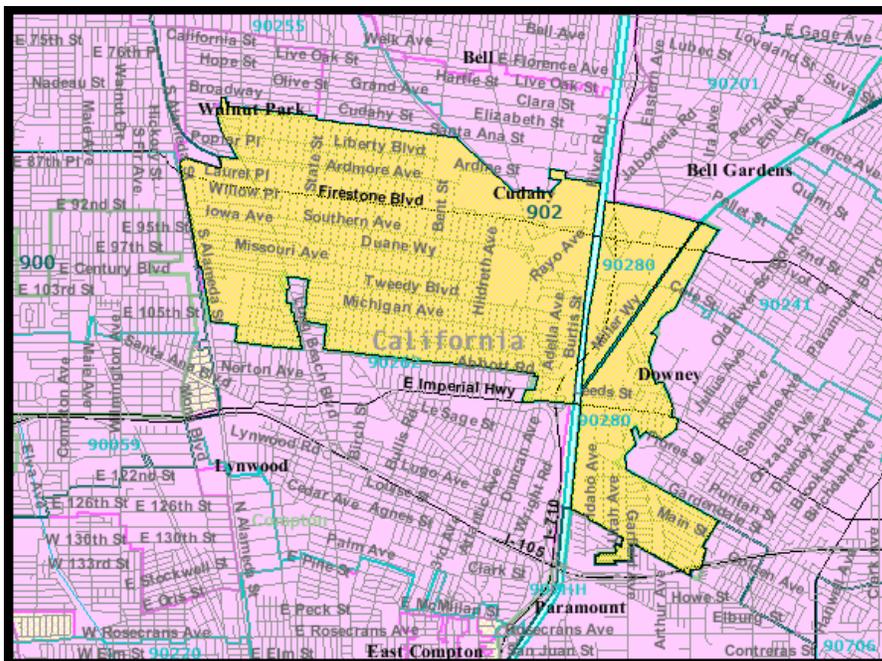


Figure 72: City of South Gate Census Map

◆◆◆ The Golden Necklace

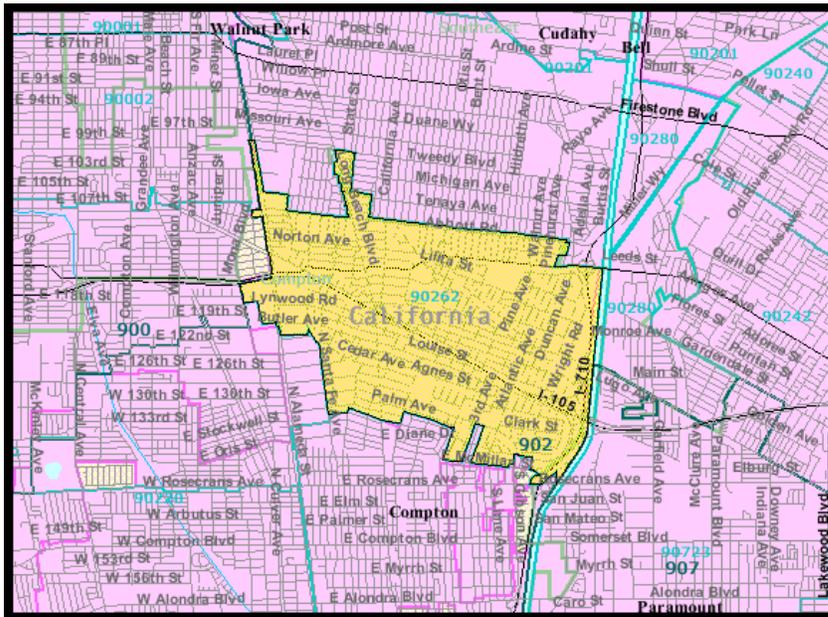


Figure 73: City of Lynwood Census Map

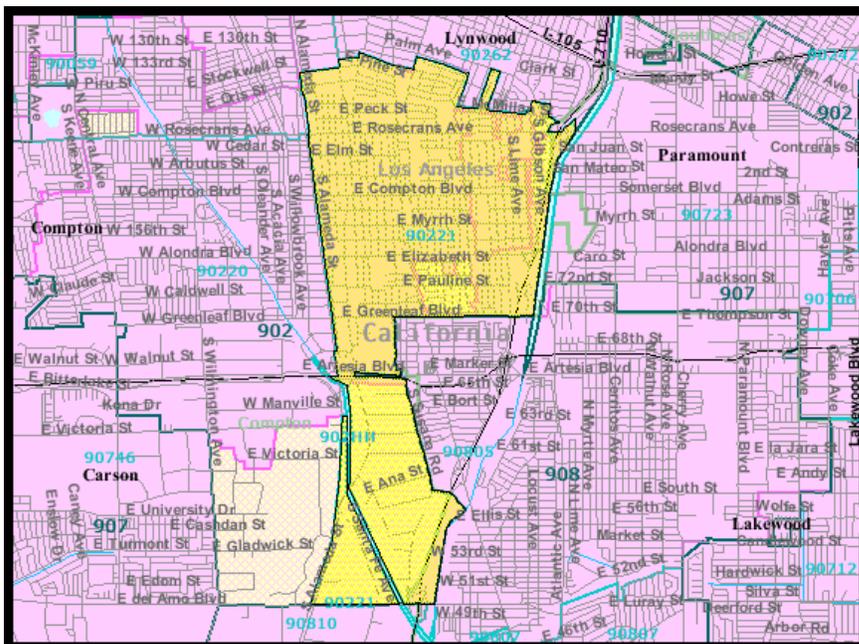


Figure 74: City of Compton Census Map

◆◆◆ The Golden Necklace

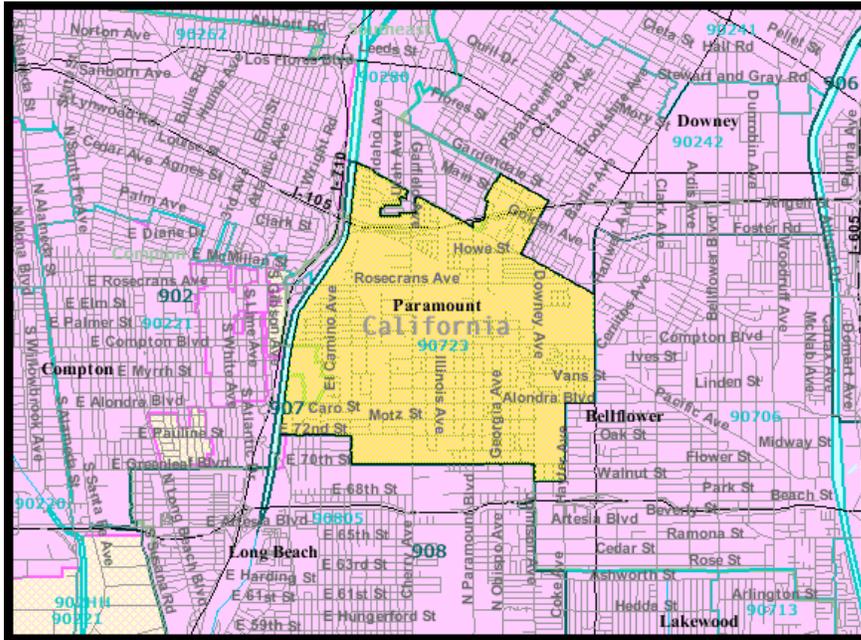


Figure 75: City of Paramount Census Map

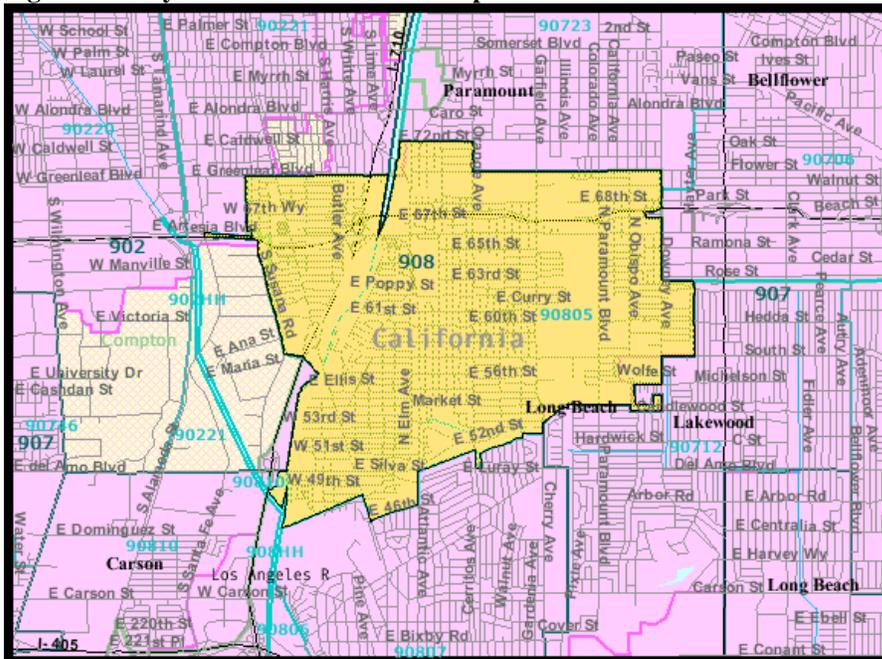


Figure 76: City of Long Beach (North) Census Map

◆◆◆ The Golden Necklace

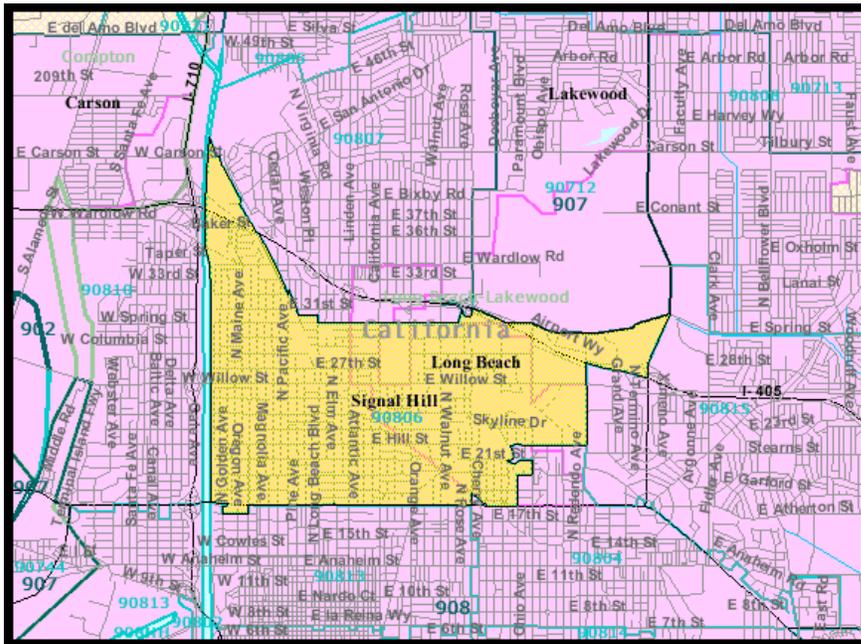


Figure 77: City of Long Beach (Middle) Census Map

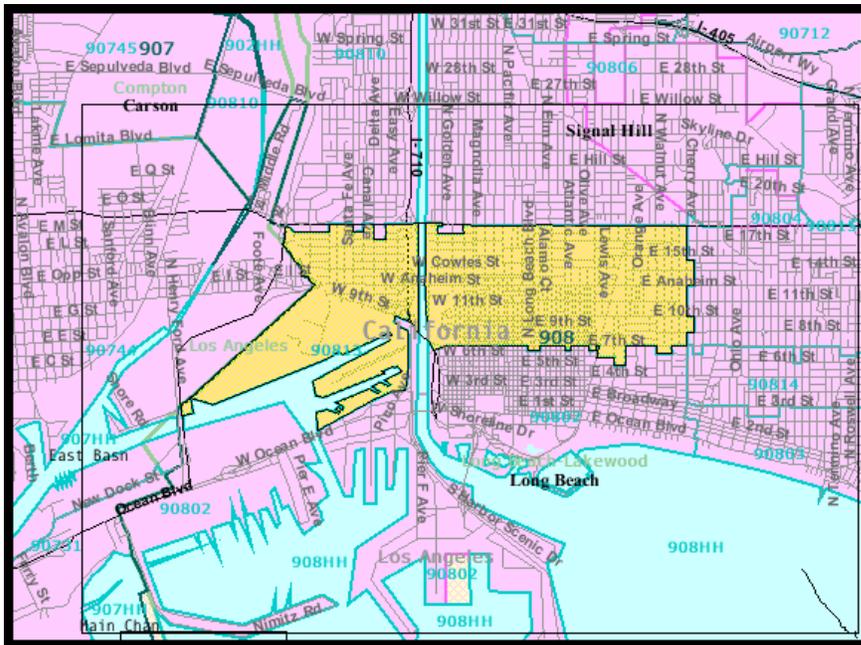


Figure 78: City of Long Beach (South) Census Map

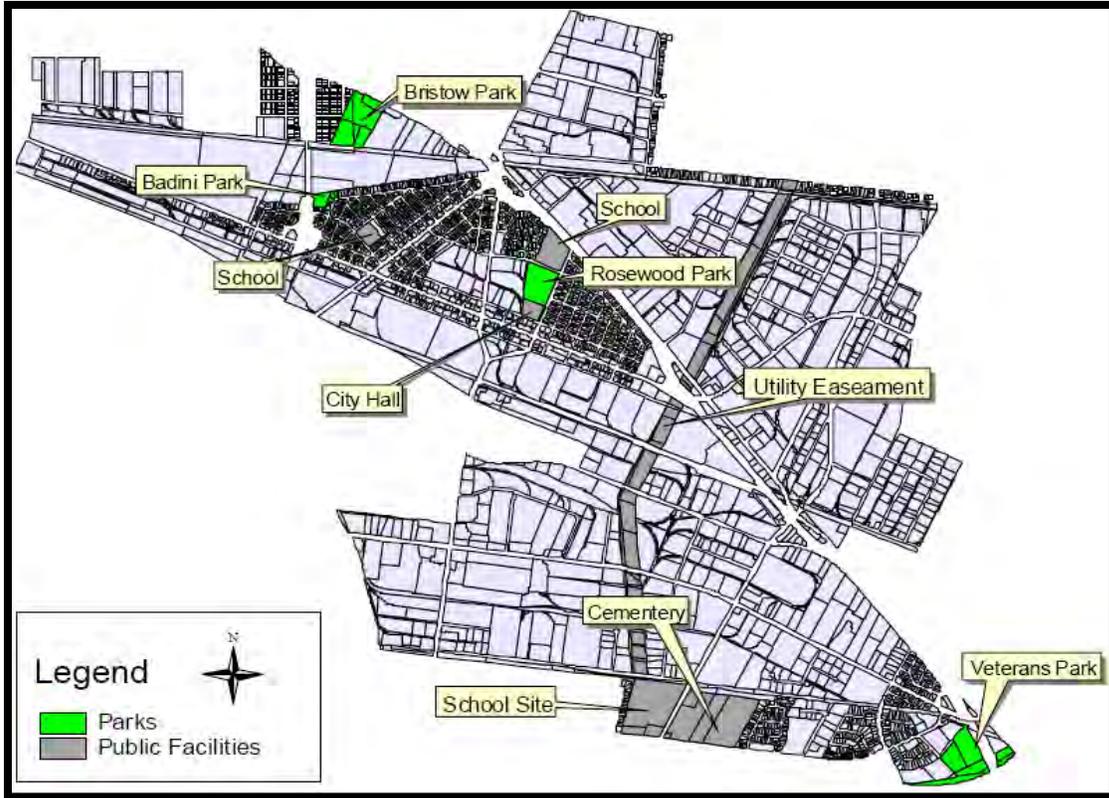


Figure 81: City of Commerce Open Space Map

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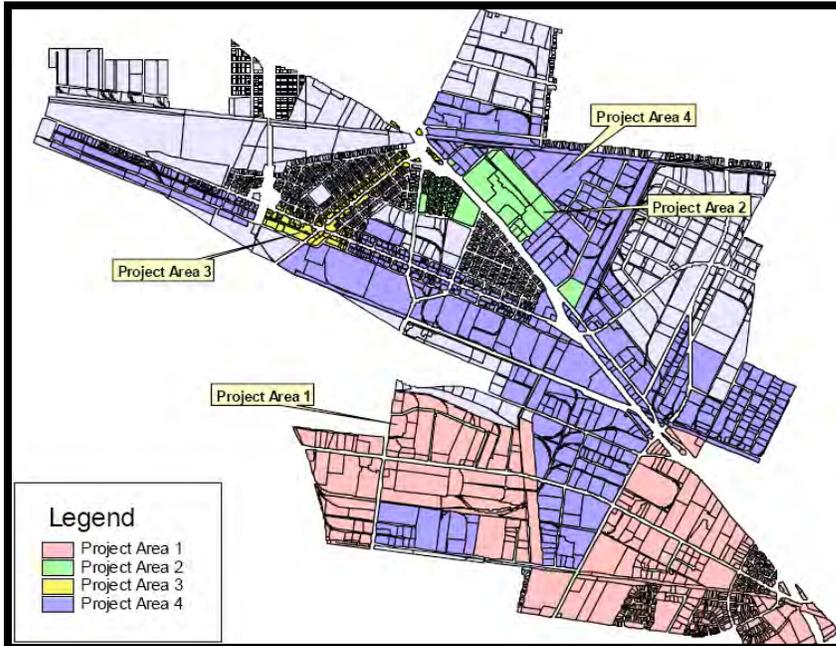


Figure 82: City of Commerce Redevelopment Map

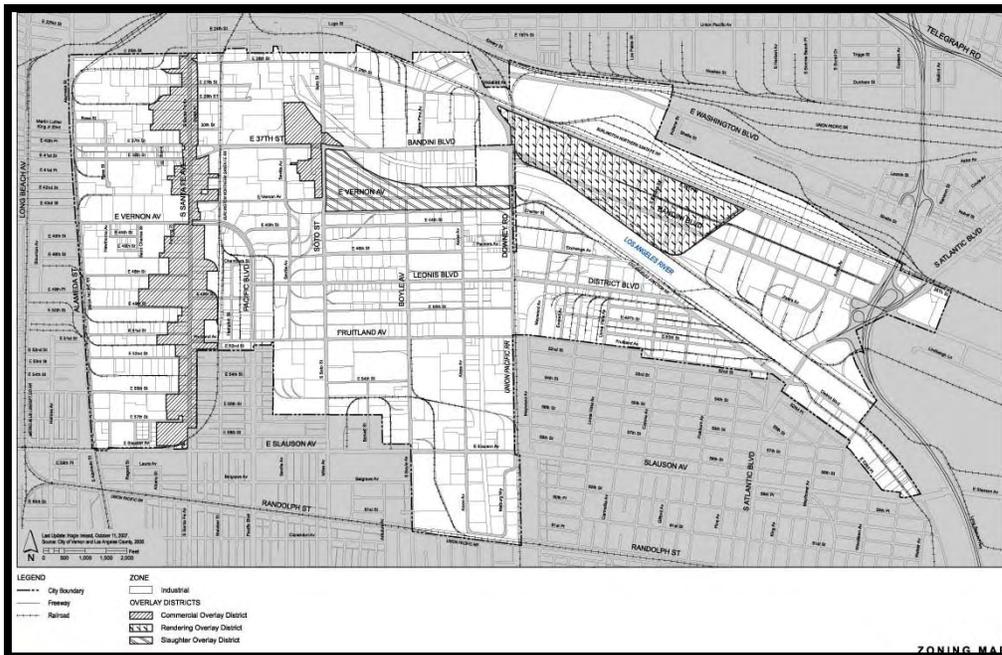


Figure 83: City of Vernon Zoning Map

◆◆◆ The Golden Necklace

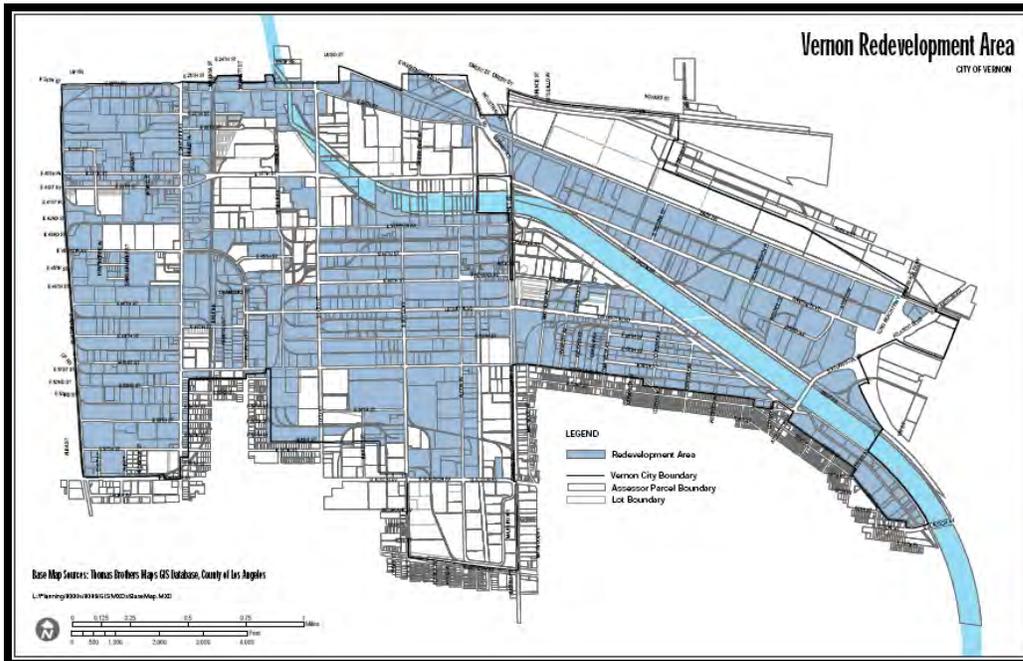


Figure 84: City of Vernon Redevelopment Map

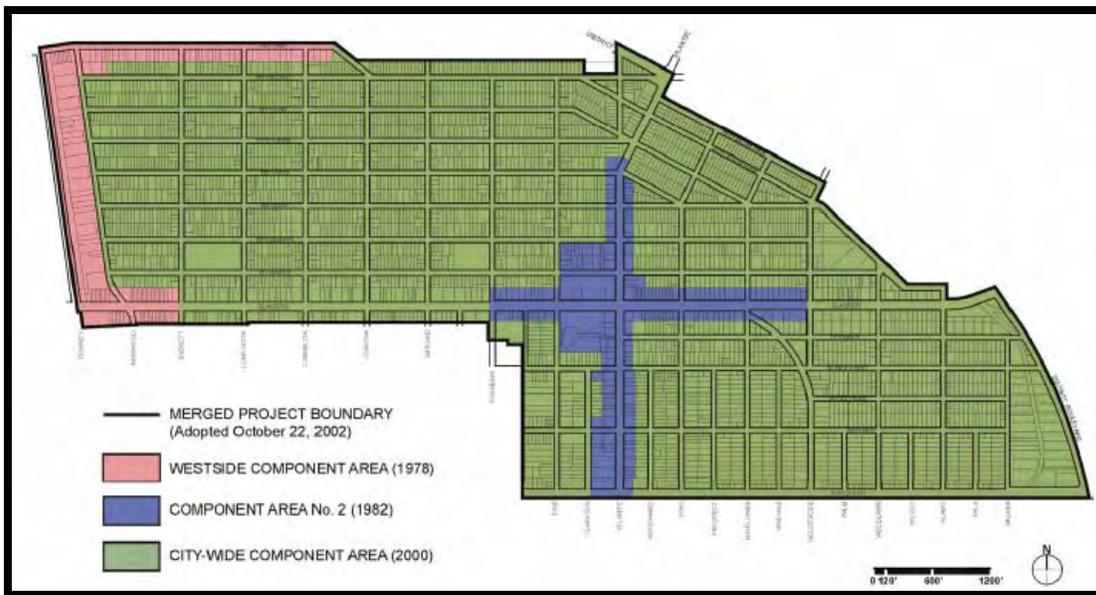


Figure 85: City of Maywood Redevelopment Area

◆◆◆ The Golden Necklace

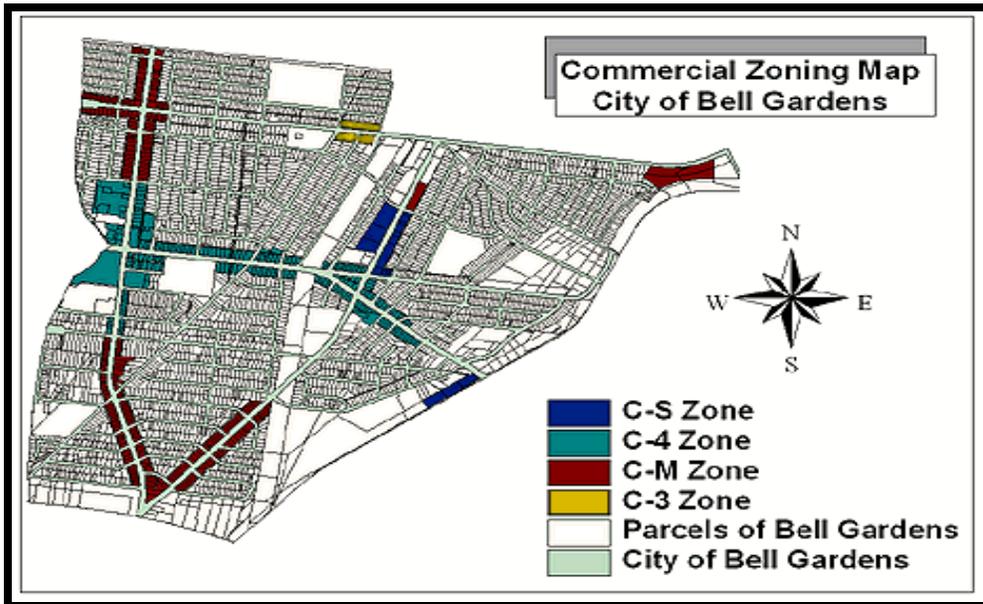


Figure 86: City of Bell Gardens Zoning Map

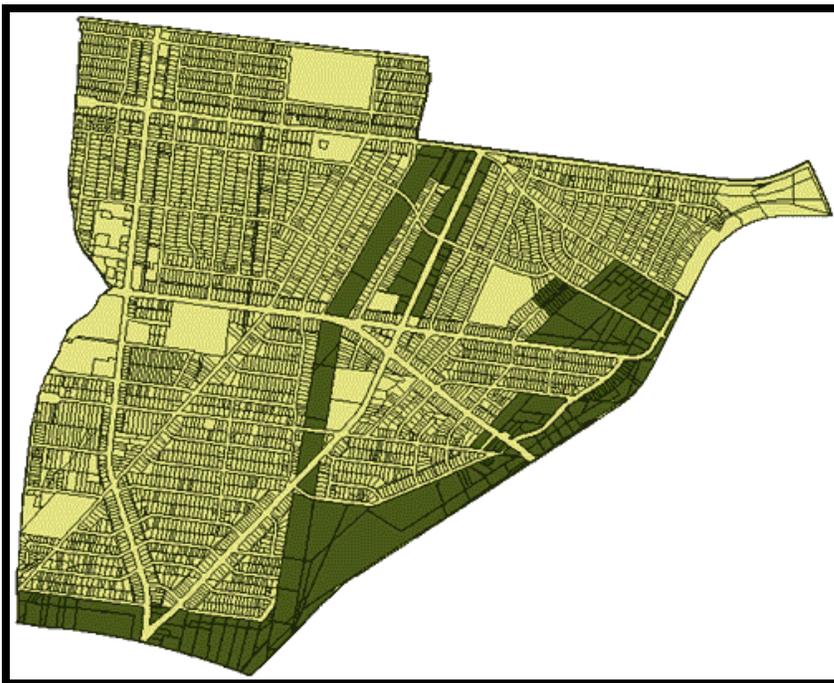


Figure 87: City of Bell Gardens Redevelopment Area

◆◆◆ The Golden Necklace

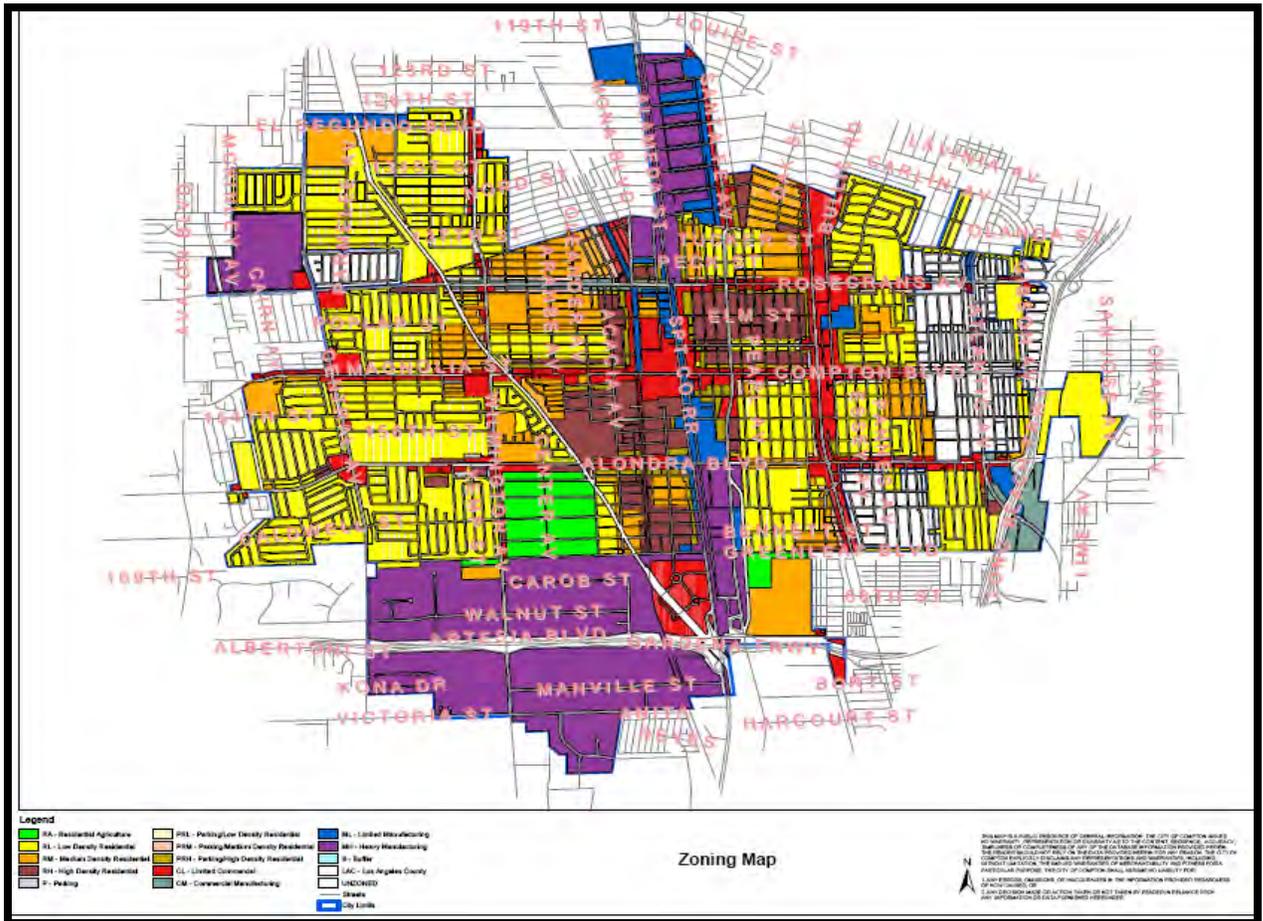


Figure 88: City of Compton Zoning Map

◆◆◆ The Golden Necklace

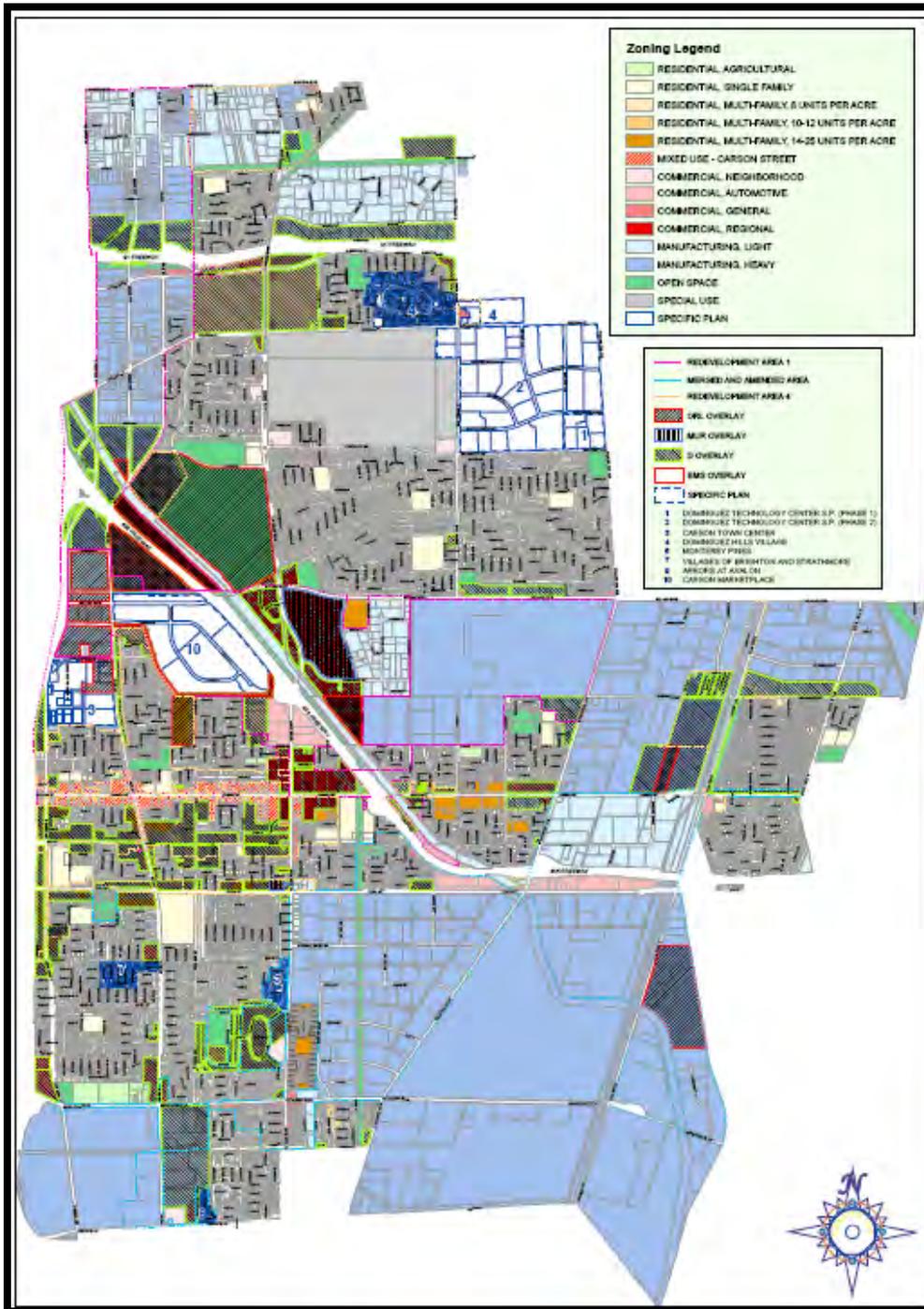


Figure 89: City of Carson Zoning Map

◆◆◆ The Golden Necklace

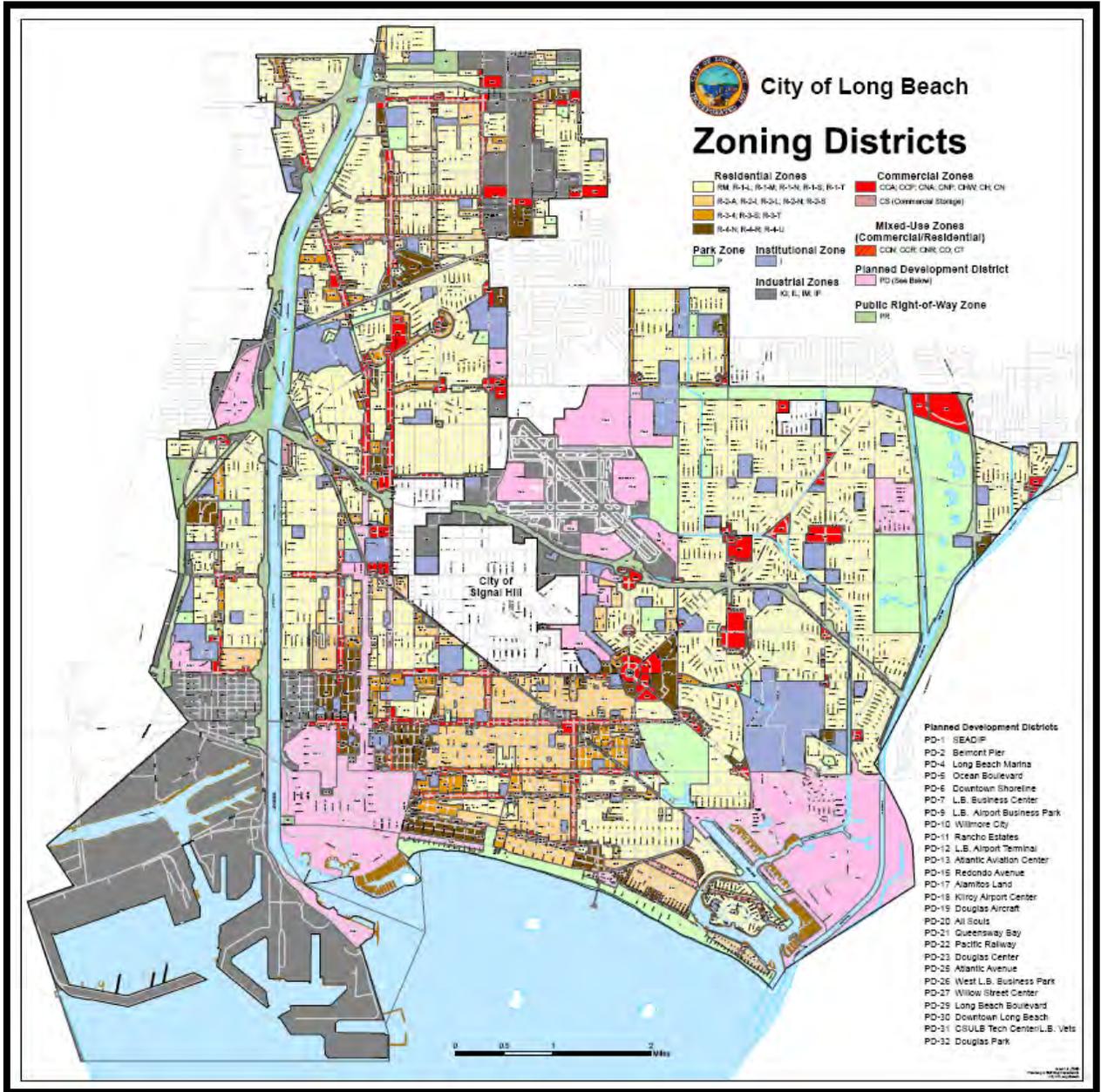


Figure 90: City of Long Beach Zoning Map

◆◆◆ *The Golden Necklace*

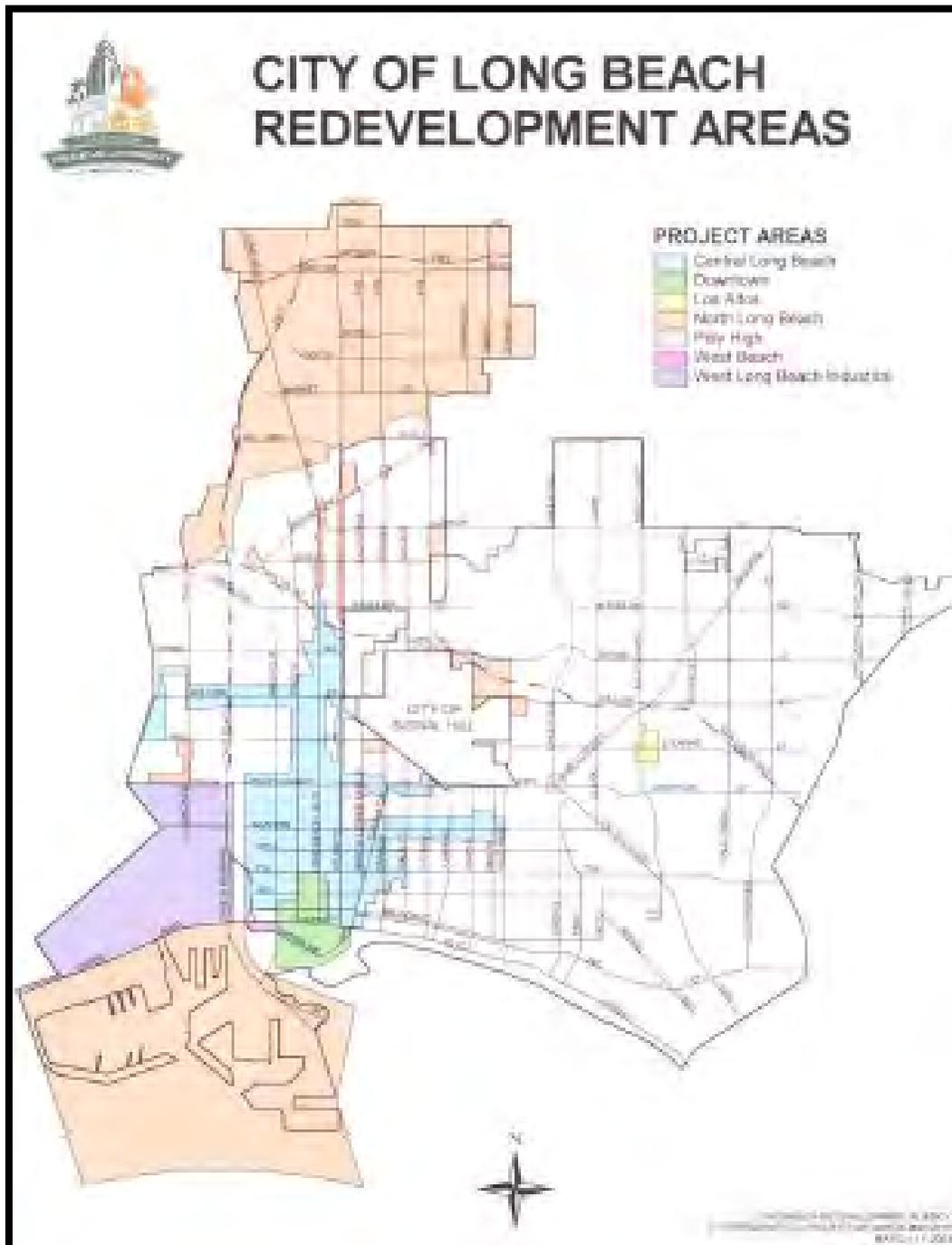


Figure 91: City of Long Beach Zoning Map

◆◆◆ The Golden Necklace

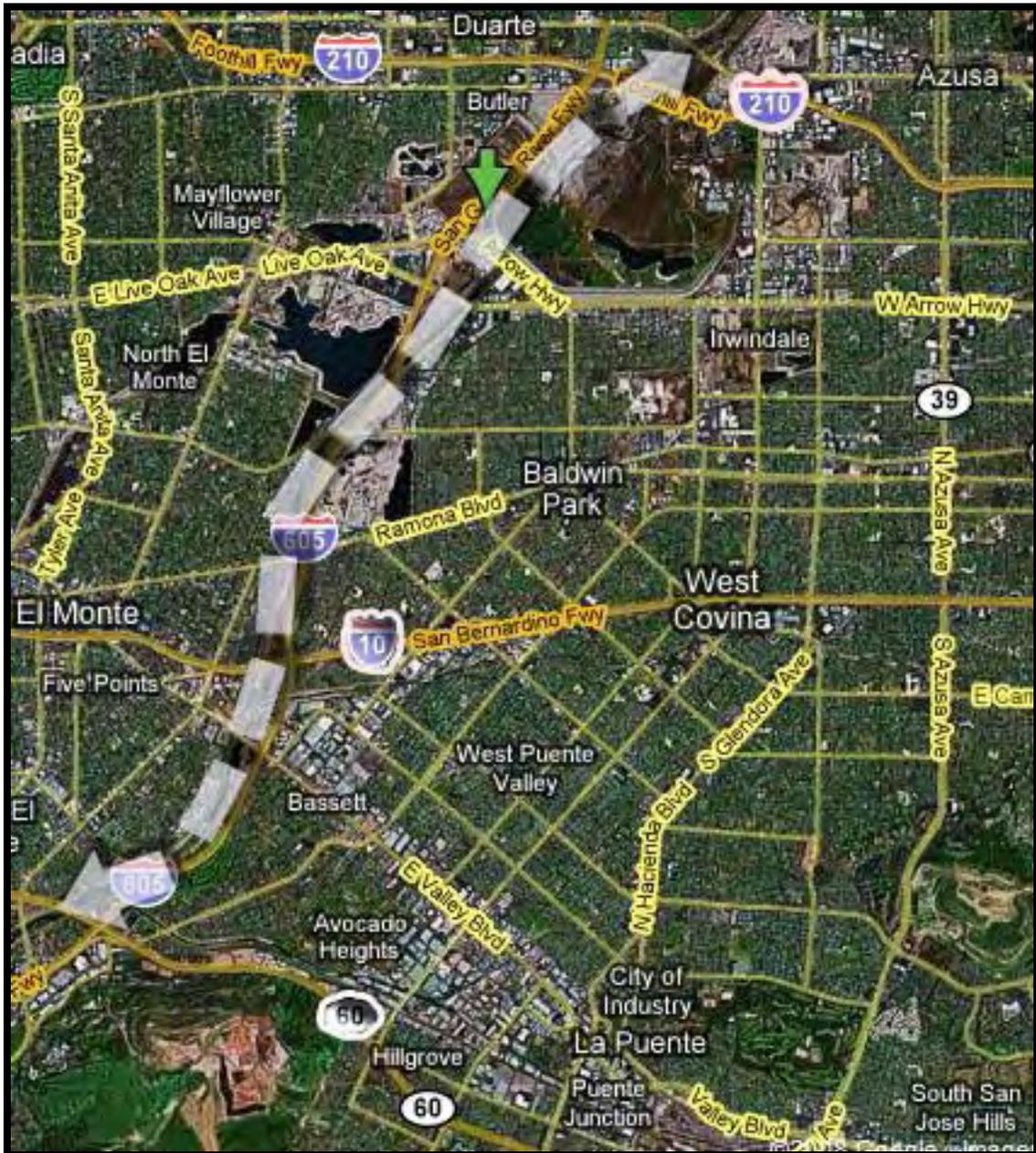


Figure 92: San Gabriel River Trail (study area) depicted in white arrows (SOURCE: <http://maps.google.com>)

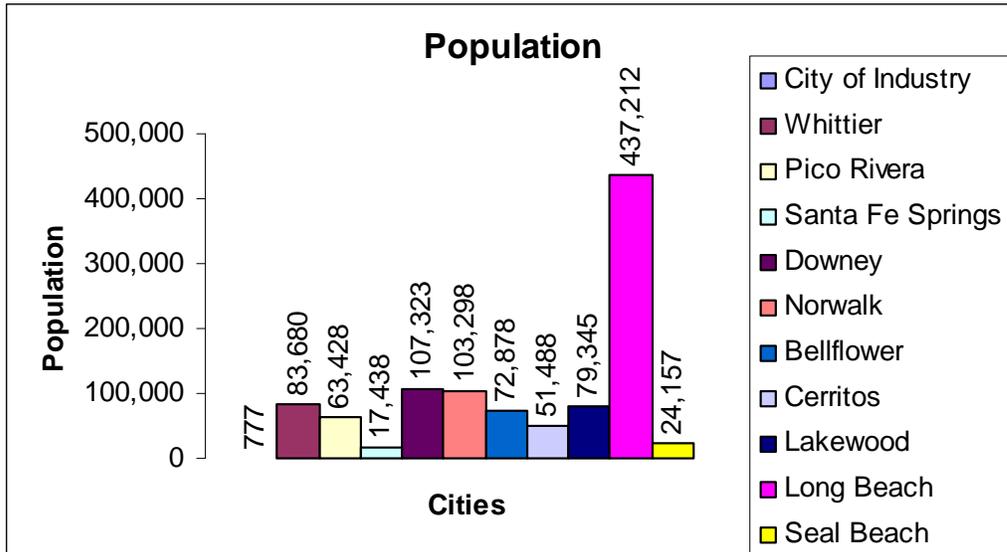


Figure 93: Population based on Census 2000

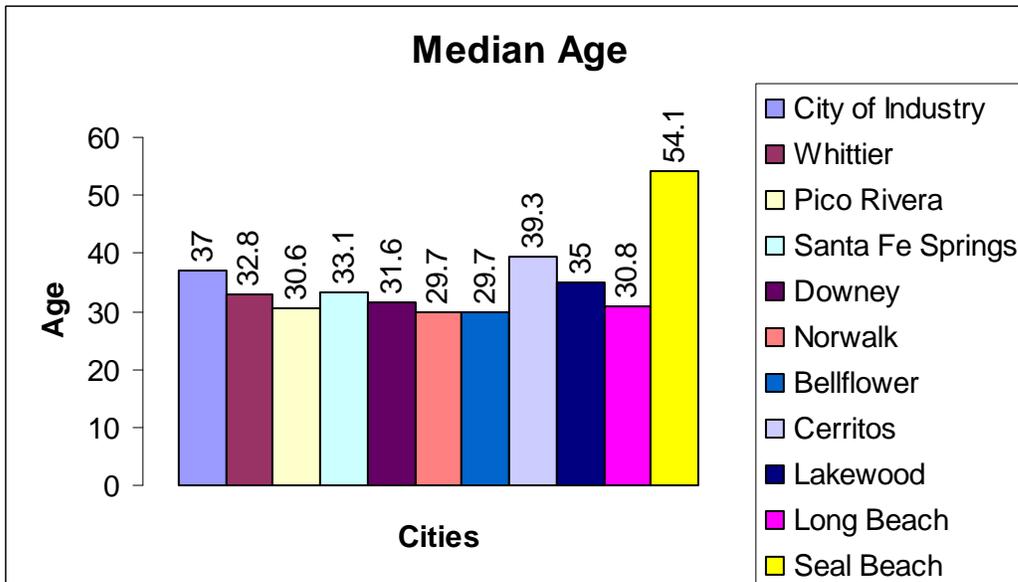


Figure 94: Median age based on Census 2000

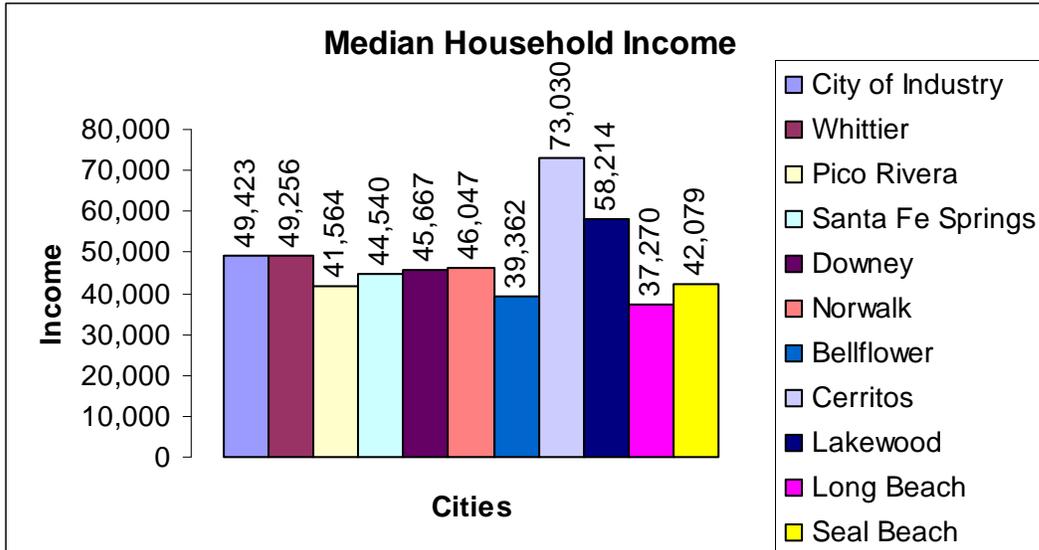


Figure 95: Median Household Income based on Census 2000

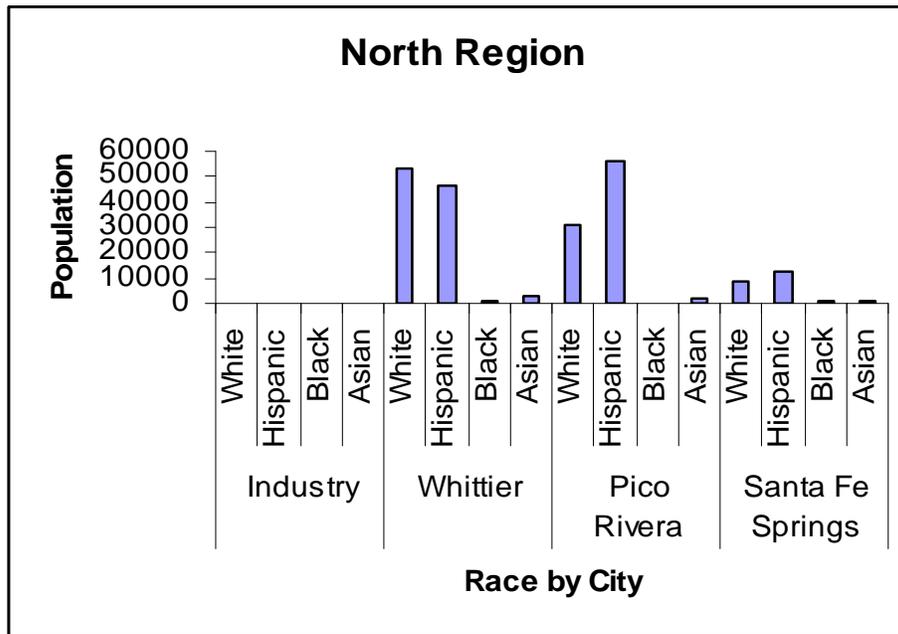


Figure 96: Population by Race based on Census 2000

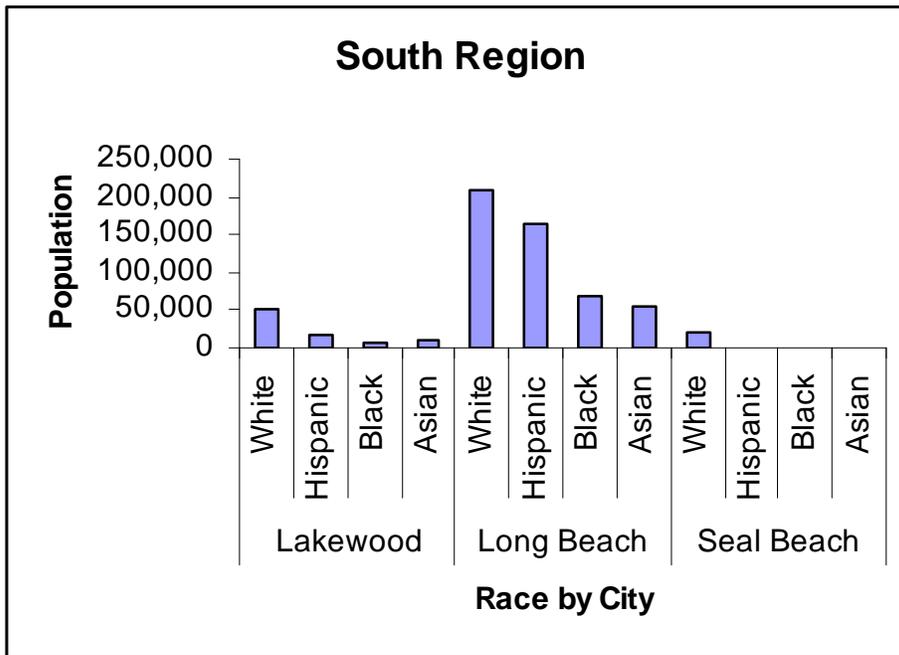
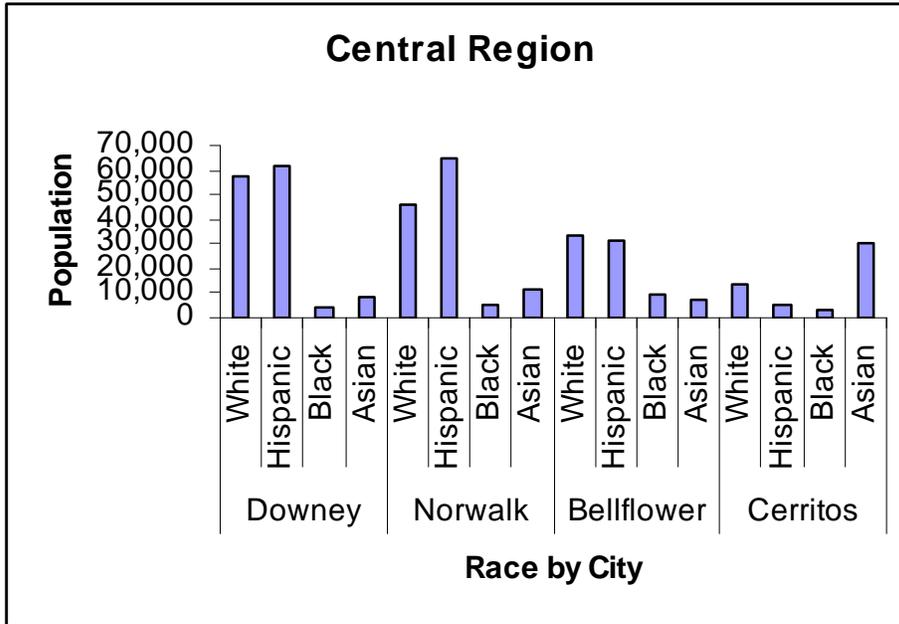


Figure 97: Population by Race based on Census 2000

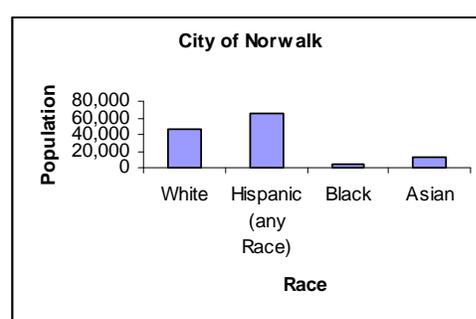
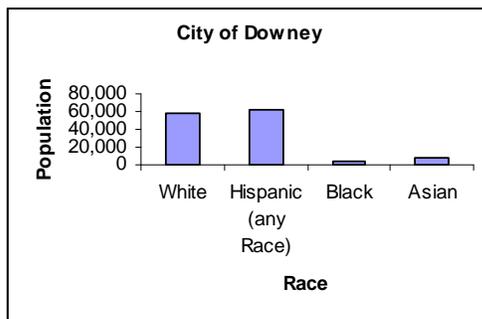
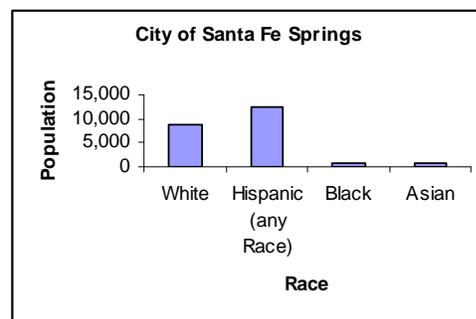
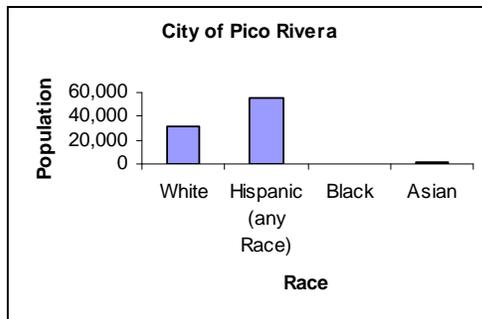
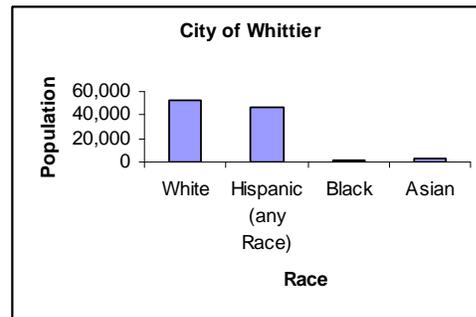
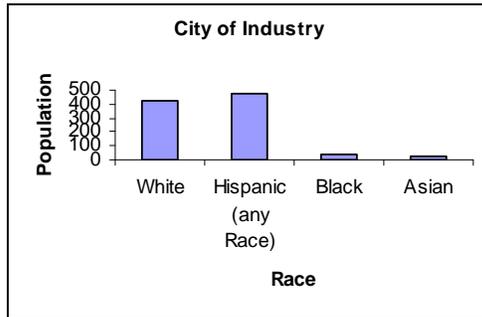


Figure 98: Population by Race based on Census 2000

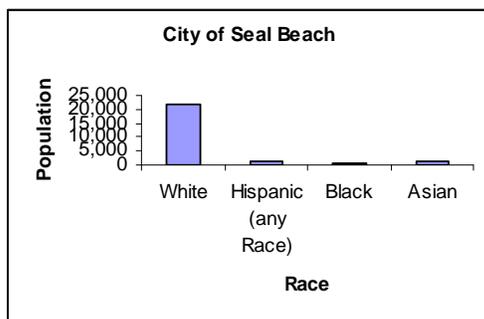
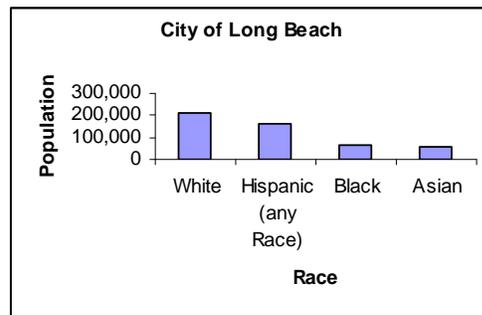
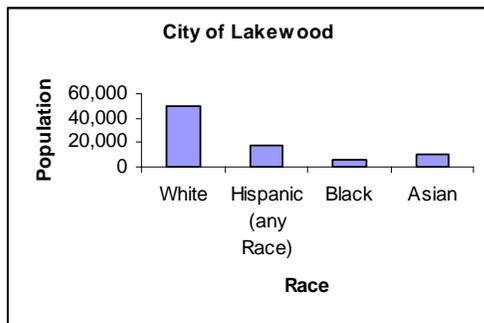
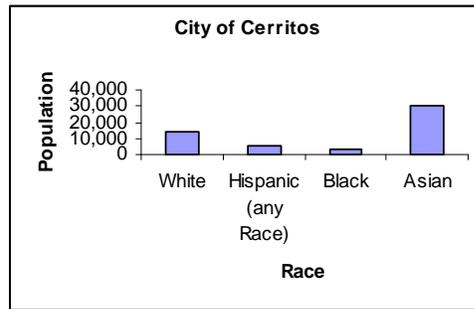
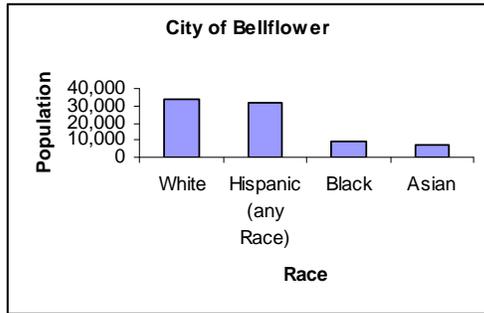


Figure 99; Population by Race based on Census 2000

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Figure 100: Santa Fe Springs



Figure 101: Pico Rivera



Figure 102: Whittier Narrows



Figure 103: Whittier Narrows

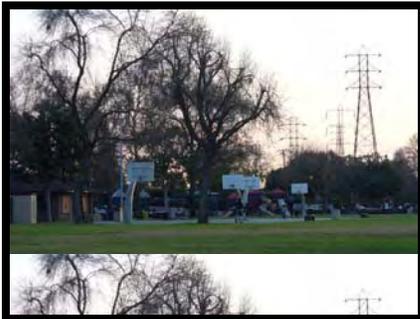


Figure 104: Santa Fe Springs Park



Figure 105: Glazier Park, Norwalk

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Figure 106: Border of Pico Rivera and Norwalk



Figure 107: Downey



Figure 108: Caruthers Park, Bellflower



Figure 109: Pedestrian Bridge, Bellflower



Figure 110: Private Equestrian Center, Cerritos



Figure 111: Rynerson Park, Lakewood

◆◆◆ *The Golden Necklace*



Figure 112: Equestrian Center, Lakewood



Figure 113: Lakewood



Figure 114: Industrial Area, Long beach



Figure 115: San Gabriel River & Coyote Creek



Figure 116: Edison Park, Seal Beach



Figure 117: Seal Beach

◆◆◆ The Golden Necklace

Flora



False Indigo

- ◆ Shrub
- ◆ Lilac flower
- ◆ Deciduous
- ◆ Low supplemental water
- ◆ Full sun/part shade
- ◆ Average height: 3-8'
- ◆ Average spread: 3-8'



Meadow Rue

- ◆ Perennial
- ◆ White flower
- ◆ Low to moderate supplemental water
- ◆ Part shade/full shade
- ◆ Average height: 2'
- ◆ Average spread: 2'



Coyote Brush

- ◆ Shrub
- ◆ White flower
- ◆ Low to moderate supplemental water
- ◆ Full sun/partial sun
- ◆ Average height: 4-6'
- ◆ Average spread: 6-8'



Canyon Sunflower

- ◆ Perennial
- ◆ Yellow flower
- ◆ Low to moderate supplemental water
- ◆ Full sun/part shade/full shade
- ◆ Average height: 4'
- ◆ Average spread: 4'



Mexican elderberry

- ◆ Tree
- ◆ Deciduous
- ◆ No supplemental to low supplemental water
- ◆ Full sun
- ◆ Average height: 15'
- ◆ Average spread: 20'



Mule Fat

- ◆ Shrub
- ◆ White flower
- ◆ Moderate supplemental water
- ◆ Full sun/part shade/full shade
- ◆ Average height: 4-8'
- ◆ Average spread: 6-10'



Laurel Sumac

- ◆ Shrub
- ◆ The flowers have green five-lobed sepals and five white petals
- ◆ Performs with no supplemental water
- ◆ Full sun
- ◆ Average height: 10'
- ◆ Average spread: 20'



Coastal Wood Fern

- ◆ Perennial
- ◆ Low to moderate water
- ◆ Part shade/full shade
- ◆ Average height: 1-2'
- ◆ Average spread: 2'+

◆◆◆ *The Golden Necklace*



Golden Yarrow

- ◆ Perennials
- ◆ Yellow flower
- ◆ Performs with no supplemental water
- ◆ Full sun/ part shade
- ◆ Average height: 2'
- ◆ Average spread: 1-3'



Black Cottonwood

- ◆ Tree
- ◆ Deciduous
- ◆ Medium to high supplemental water
- ◆ Full sun
- ◆ Average height: 30'
- ◆ Average spread: 30'+

Appendix E: List of Stakeholders

Arcadia

City of Arcadia
240 West Huntington Dr.
Arcadia, CA 91066
(626)574-5423
<http://www.ci.arcadia.ca.us/home/index.asp>

City of Azusa

City Council

Joseph Rocha, Mayor
Keith Hanks, Mayor Pro Tem
Angel Carrillo, Councilmember
Uriel Macias, Councilmember
Robert Gonzales, Councilmember

Planning Department

Department of Economic and Community Development
Planning Division
City Hall West Wing
213 E. Foothill Blvd.
Azusa, CA 91702

Parks and Recreation

Azusa Recreation & Family Services Department Recreation Division
Memorial Park
320 N. Orange Avenue
(626) 812-5280

Redevelopment Agency

Economic Development/Redevelopment Division at
City Hall West Wing
213 E. Foothill Blvd.
Azusa, CA 91702
(626) 812-5299

City of Azusa

School District

Azusa Unified School District
546 South Citrus Avenue
Azusa, CA 91702
Phone (626) 967-6211
Fax (626) 858-6123

City of Baldwin Park

City Council

Manuel Lozano, Mayor
Anthony Bejarano, Mayor Pro Tem
Marlen Garcia, Councilmember
Monica Garcia, Councilmember
Ricardo Pacheco, Councilmember

Planning Department

City of Baldwin Park
Planning Department
14403 E. Pacific Avenue, 2nd floor
Baldwin Park, CA 91706

Parks and Recreation

City of Baldwin Park
14403 East Pacific Avenue
Baldwin Park, CA 91706
(626) 214-1601

Redevelopment Agency

Melecio Picazo, Acting Redevelopment Manager
14403 East Pacific Avenue
Baldwin Park, CA 91706

School District

Baldwin Park Unified School District
3699 N. Holly Avenue
Baldwin Park, CA 91706
(626) 962-3311 | Fax (626) 856-4901

Bellflower

City Council

Scott A. Larsen, Mayor	slarsen@bellflower.org
Dorothy R. King, Mayor Pro Tem	dking@bellflower.org
Randy Bomgaars, Council Member	rbomgaars@bellflower.org
Raymond Dunton, Council Member	rdunton@bellflower.org
Ray T. Smith, Council Member	rsmith@bellflower.org

Bradbury

City of Bradbury
 600 Winston Ave.
 Bradbury, CA 91008
 (626)358-3218
<http://cityofbradbury.org/index.htm>

Cerritos

City Council

Laura Lee, Mayor	Telephone: (562) 926-9860
Jim Edwards, Mayor Pro Tem	Telephone: (562) 924-6582
Bruce W. Barrows	Telephone: (562) 860-6644
Dr. Joseph Cho	Telephone: (562) 547-4434 <i>cellular phone</i>

Planning Commission

Carol Chen
 Cindy Yen Chen,
 Heung Sik "Nick" Kim
 Larry Sagert
 Naresh Solanki

Parks and Recreation Commission

Alon Barlevy, Ph.D.
 Lew Gentiluomo
 Gail Grossman
 Jack Reidy
 Mark Ruiz.

Community Safety Committee Telephone:(562) 916-1266

City of Duarte

City Council <http://www.accessduarte.com/>

Phil Reyes, Mayor
John Fasana, Mayor Pro Tem
Margaret Finlay, Councilmember
Tzeitel Paras Caracci, Councilmember
Lois Gaston, Councilmember

Planning Department

City of Duarte
1600 Huntington Drive
Duarte, CA 91010
(626) 357-7931

Parks and Recreation

City of Duarte
1600 Huntington Drive
Duarte, CA 91010
(626) 357-7931

Redevelopment Agency

City of Duarte
1600 Huntington Drive
Duarte, CA 91010
(626) 357-7931

School District

Duarte Unified School District
1620 Huntington Dr
Duarte, CA 91010
Phone: (626) 358-1191

Downey

City Council

David Gafin, Mayor

Deacon Mario A. Guerra, Mayor Pro Team

Rick Trejo

Anne Marie Bayer

Kirk Cartozian

Director of Recreation & Community Services

mguerra@downeyca.org

rtrejo@downeyca.org

abayer@downeyca.org

kcartozi@downeyca.org

tphillip@downeyca.org

City of El Monte

City Council

Ernest Gutierrez, Mayor

Juventino Gomez, Mayor Pro Tem

Art Barrios, Councilmember

Emily Ishigaki, Councilmember

Patricia Wallach, Councilmember

Planning Department

City of El Monte

City Hall West

11333 Valley Boulevard,

El Monte, CA. 91731-3293

Telephone: 626 258-8626

Fax: 626-258-8628

Parks and Recreation

El Monte Community Center

3130 N. Tyler Ave

El Monte, CA 91731-3293

Telephone: 626 580-2200

Fax: 626 580-2237

Redevelopment Agency

City Hall West, 2nd Floor

11333 Valley Boulevard

El Monte, CA. 91731-3293

Telephone: 626 580-2249

City of El Monte

School Districts

El Monte City School District
3540 N. Lexington Ave.,
El Monte, CA 91731
Phone: (626) 453-3700

City of Industry

City Council

David Perez, Mayor
Phil Iriate, City Manager
Kevin Radecki, Assistant City Manager
Victoria Gallo, CFO
Mike Kissell, Planning Director

Planning Commission:

Manuel Perez
Roy Haber
Charles Maschio
Mark Radecki
Bert Spivey

City of Irwindale

City Council

Larry Burrola, Mayor
Manual Garcia, Mayor Pro Tem
Mark Breceda, Councilmember
David Fuentes, Councilmember
Manual Ortiz, Councilmember

Planning Department

City of Irwindale
Planning Secretary 626-430-2208
5050 North Irwindale Avenue
Irwindale, CA 91706

City of Irwindale

Parks and Recreation

Irwindale Recreation Department
 16053 Calle de Paseo
 Irwindale, CA 91706
 626-430-2224

Redevelopment Agency

Economic Development/Redevelopment Division at
 5050 North Irwindale Avenue
 Irwindale, CA 91706

School District

Covina Valley Unified School District
 519 E. Badillo St., Covina
 (626) 974-7000

Lakewood

City Council

Larry Van Nostran
 Mayor Diane DuBois
 Vice Mayor Steve Croft
 Joseph Esquivel
 Todd Rogers

Long Beach

City Council

Bob Foster, Mayor	mayor@longbeach.gov
Bonnie Lowenthal (Vice Mayor)	district1@longbeach.gov
Suja Lowenthal	district2@longbeach.gov
Gary DeLong	District3@LongBeach.gov
Patrick O'Donnel	District4@LongBeach.gov
Gerrie Schipske	District5@LongBeach.gov
Dee Andrews	District6@LongBeach.gov
Tonia Reyes Uranga	District7@LongBeach.gov
Rae Gabelich	District8@LongBeach.gov
Val Lerch	District9@LongBeach.gov

Parks and Recreation Commission

http://www.ci.long-beach.ca.us/park/commissions/parks_rec.asp

Harry Saltzgaver, President
Drew Satariano, Vice President
Simon George
Albert Guerra
Bob Livingstone
Sarah Tong Sangmeister
Brett Waterfield

Panning Commission Members

Leslie Gentile, Chair
Philip Saumur, Vice-Chair
Charles Durnin
Charles Greenberg
Melani Smith

Los Angeles County

Los Angeles County
Los Angeles County Parks and Recreation Department

Public Works headquarters (LA COUNTY)
900 S. Fremont Ave.
Alhambra, CA 91803

Department of Regional Planning
Hall of Records (13th Floor)
320 West Temple Street
Los Angeles, CA 90012
Telephone: (213) 974-6411
Fax: (213) 626-0434

Monrovia

City of Monrovia
415 South Ivy Ave.
Monrovia, CA 91016
(626)932-5565
<http://www.ci.monrovia.ca.us/>

Norwalk

Planning division	planning@ci.norwalk.ca.us
Rick Ramirez	rramirez@ci.norwalk.ca.us
Michael Mendez, Vice Mayor	mmendez@ci.norwalk.ca.us
Cheri Kelley	ckelley@ci.norwalk.ca.us
Jesse M. Luera	jluera@ci.norwalk.ca.us
Gordon Stefenhagen	gstefenhagen@ci.norwalk.ca.us

Pasadena

City of Pasadena
100 N. Garfield Ave.
Pasadena, CA 91101
(626)744-4009
<http://www.ci.pasadena.ca.us/>

Pico Rivera

City Council
Ron Beilke, Mayor
Gracie Gallegos-Smith, Mayor pro Tem
Bob Archuleta
David W. Armenta
Gregory Salcido

Planning Commission:
Esther Celiz, Chairperson
John Garcia, Vice-Chairperson
Tommy Elisaldez
Ruben Garcia

San Gabriel

City of San Gabriel
425 S. Mission Drive
San Gabriel, CA 91776
(626)308-2806
<http://www.sangabrielcity.com/>

San Marino

City of San Marino
1485 Virginia Rd
San Marino, CA 91108
(626)300-0711
<http://www.ci.san-marino.ca.us/>

Santa Fe Springs

City Council	
Gustavo R. Velasco, Mayor	gusvelasco@santafesprings.org
Luis M. Gonzalez, Mayor Pro Tem	louiegonzalez@santafesprings.org
Betty Putnam	bettyputnam@santafesprings.org
William K. Rounds	williamrounds@santafesprings.org
Joseph D. Serrano	josephdserrano@santafesprings.org

Seal Beach

City Council	
John Larson, Mayor	johnlaw1950@verizon.net
Ray Ybaben, Mayor Pro Team	rayybaben@yahoo.com
Gordon Shanks	gorsha@aol.com
Michael Levitt	mglevitt@roadrunner.com
Charles Antos	MAVJKA2000@aol.com

South Pasadena

City of South Pasadena
1414 Mission Street
South Pasadena CA 91030
(626)403-7220
<http://www.ci.south-pasadena.ca.us/>

City of Whittier

City Council

Owen Newcomer, Mayor	newcomer_cityhall@charter.net
Joe Vinatieri, Mayor Pro Tem	jvcc@bewleylaw.com
Bob Henderson	bob@hendersonsinsure.com
Greg Nordbak	greg@nordbaks.com
Cathy Warner	cathywarner@earthlink.net

Planning Commission:

Jeff Collier, Director of Community Development
Harry Stone, Chair
Fernando Dutra, Vice Chair
Tomas Duran, Commissioner
Marcia Scully, Commissioner
R.D. McDonnell, Commissioner

Parks and Recreation Commission:

Jim Kurkowski, Director of Parks.
Todd DeVoe, Chair
David Lowrey, Vice Chair
Thomas Hunter, Commissioner
Bonnie Ceniseroz, Commissioner
Alex Moisa, Commissioner
Matt Ober, Commissioner
Theresa Goetz, Commissioner

Other Interest Groups

Other Interest Groups

Amigos de Los Rios

Bicycle Clubs

ACC Mountain Bike Club - Arcadia
(626)447-9239

Covina Cycle Club
(626)443-4353

Pasadena Mountain Bike Club
Contact: Martin Gomez (909) 596 - 6603, (626) 584 - 6391
<http://www.pmbc.org/>

San Gabriel Valley Council
3450 E. Sierra Madre Blvd.
Pasadena, California 91107
<http://www.sgvcbasa.org/>
(626)351-8815 ext 235

Boy Scouts

San Gabriel Valley Council
3450 E. Sierra Madre Blvd.
Pasadena, California 91107
<http://www.sgvcbasa.org/>
(626)351-8815 ext 235

Equestrian Users

Altadena Stables
(626) 797-2012

Brian Mayberry Racing Stables
(626) 445-1735

Bright Promise School of Riding
(626)355-7801

Cenicola Lewis
(626) 447-2352

Other Interest Groups

Cerin Racing Stables
(626) 446-1237

Chew Matthew Racing Stables
(626) 821-6494

Chicago Park Riding Club
(626) 358-4154

Delima Jose Racing Stable
(626) 445-3593

Devon Equestrian Academy
(626) 305-5131

Dominguez Racing Stable
(626) 446-8325

Eaton Dam Stables
(626) 791-5960

Ehg Racing Stables Llc
(626) 294-0314

Ellis Ron Racing Stable
(626) 446-5006

Encanto Equestrian Center
(626) 358-8855

Eskay Creek Farm
(626) 303-2182

Hobsons Saddlery
(626) 447-8637

Hofmanf David
(818) 429-7963

Other Interest Groups

Howard Zucker Racing Stables
(626) 294-9414

Kathy Walsh Racing Stables
(626) 574-0084

Lou Carno Stables
(626) 462-0213

Martin & Martin Tack Shop
(626) 821-9743

Oak Ridge Ranch
(626) 303-4746

Patrick Gallagher Racing
(626) 445-2852

Quarter Creek Farms & Stables
(626) 357-4402

Rafael Becerra Racing Stable
(626) 447-7705

Rose Bowl Riders
(818) 790-8341

Sahadi Jenine Racing Stable
(626) 574-0242

San Pascual Stables
(323) 258-3999

Velasquez Racing Stables
(626) 445-5015

Walsh Kathy Racing Stables
(626) 574-0084

Other Interest Groups

Williams Marcia Stables
(323)255-5822

Windgate Saddlery
(626) 599-9400

Friends of the LA River (FORLA)

Gateway Cities Council of Governments (<http://www.gatewayog.org/overview.html>)

La Historia Society

Los Angeles River Project

San Gabriel & Lower Los Angeles Rivers and Mountains Conservancy
<http://www.rmc.ca.gov/about/intro.html>

Santa Ana River Trail (SART)

Santa Ana Watershed Project Authority (SAWPA)
http://www.sawpa.org/about/about_sawpa.htm

Senior Citizen Groups

Arcadia Royale
(626) 353 – 5337

The Fair Oaks by Regency Park
(866) 353-5337

The Gables
(626) 353-5337

The Retreat at The Oaks of Pasadena
(626)353-5337

Royal Oaks Manor
(626) 305 - 2433

Westminster Gardens

Other Interest Groups

(626)358 - 2569

Sierra Club

Tongva Native American Tribe

Transit Groups

The Transit Coalition

13867 Foothill Blvd. #104

Sylmar, CA 91342-3038

(818) 367 -1661

<http://thetransitcoalition.us/>

Unpave LA

Appendix F: Charrette Documents



Figure 118: Charrette "Save the Date" Flyer

◆◆◆ *The Golden Necklace*

Thursday, May 8, 2008
7pm - 9pm
LA River Center
570 West Avenue Twenty-six,
Los Angeles, California 90065



Golden Necklace Charrette

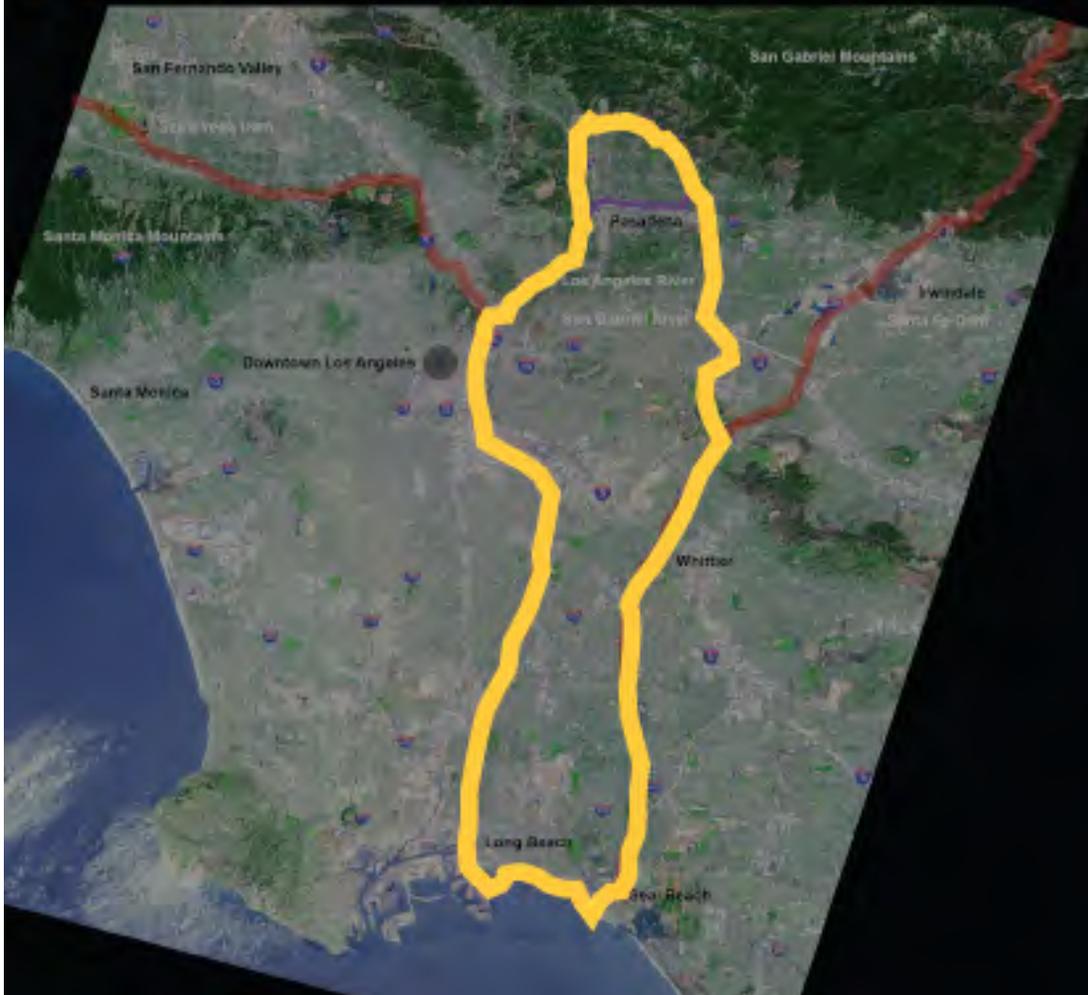


Figure 119: Charrette Formal Invitation

Purpose:

- Envision a multi-use trail that connects the mountains to the sea across the LA Basin
- Identify potential trail connections and nodes
- Prioritize areas for restoration
- Increase greenspace in our communities and reduce automobile use
- Launch a collaborative strategic planning effort

For further information and to RSVP:

Please contact Elizabeth Pulido at: goldennecklace@gmail.com or 310.210.0252

Refreshments will be provided

Sponsored by
Urban and Regional Planning Capstone Graduate Planning Studio Students
California State Polytechnic University, Pomona

Directions



Los Angeles River Center
570 West Avenue Twenty-Six, Los Angeles, California 90006

6 FREEWAY SOUTHBOUND – Take the Pasadena Freeway – Los Angeles off-ramp (first exit after Stadium Way). Keep left and take the Figueroa exit. Turn right at the corner onto Riverside Drive and continue over the bridge. The road becomes Figueroa Street. Go two blocks and make a left onto Avenue 26. Go 1.5 blocks and make a left into the main entrances.

6 FREEWAY NORTHBOUND – Take the Pasadena Freeway off-ramp (first exit on right after Broadway) and stay on the right lane, taking the Figueroa exit. Turn left onto Avenue 26, go 1.5 blocks and make a left into the main entrances.

110 SOUTHBOUND – Take the Avenue 26 exit (first exit on right after Golden State Freeway off-ramp). Turn right onto Avenue 26, go 1.5 blocks and make a left into the main entrances.

110 NORTHBOUND – Pass through the tunnels (near Dodger Stadium), staying in the second left lane. Take the Figueroa Street exit - which exits to the left (first exit after the Golden State Freeway off-ramp). Turn right onto Figueroa, stay in the left lane to the corner of Avenue 26. Turn left onto Avenue 26, go 1.5 blocks and make a left into the main entrances.

Figure 120: Charrette Purpose and Directions



Figure 121: Charrette Agenda

◆◆◆ The Golden Necklace

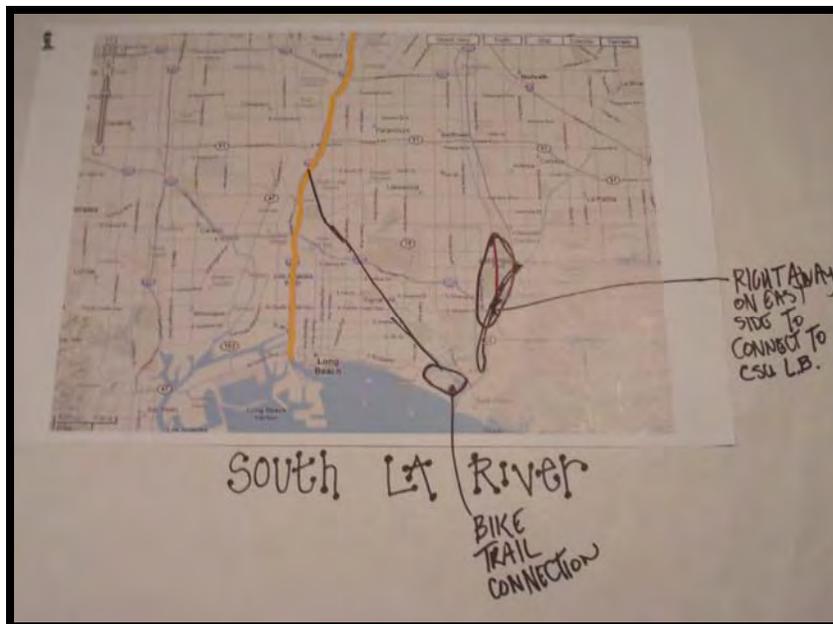
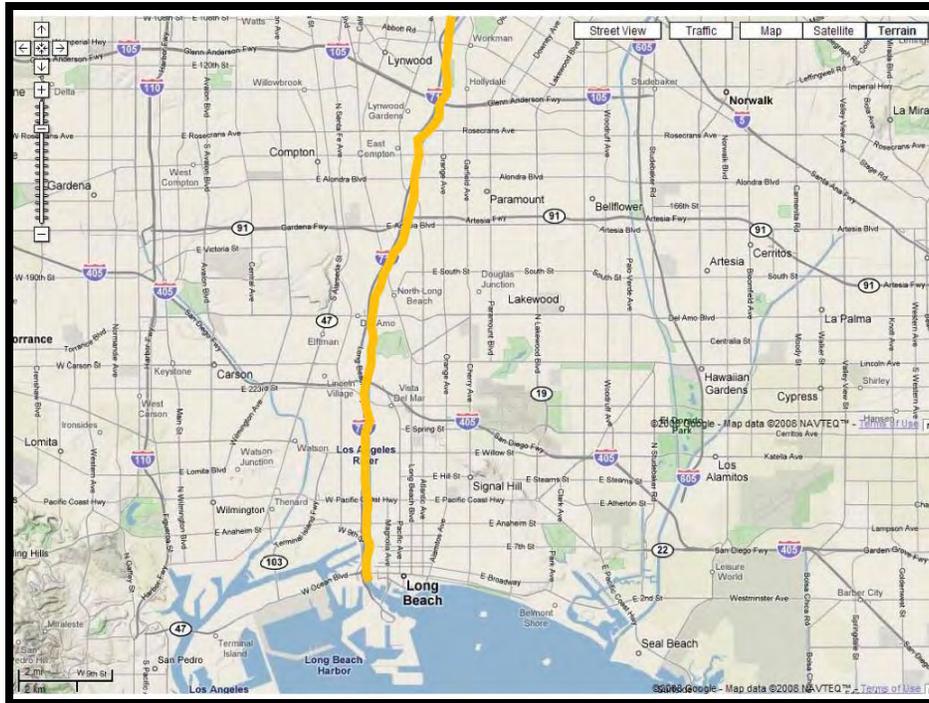


Figure 122: South LA River Original Map and Notes from Charrette

◆◆◆ The Golden Necklace

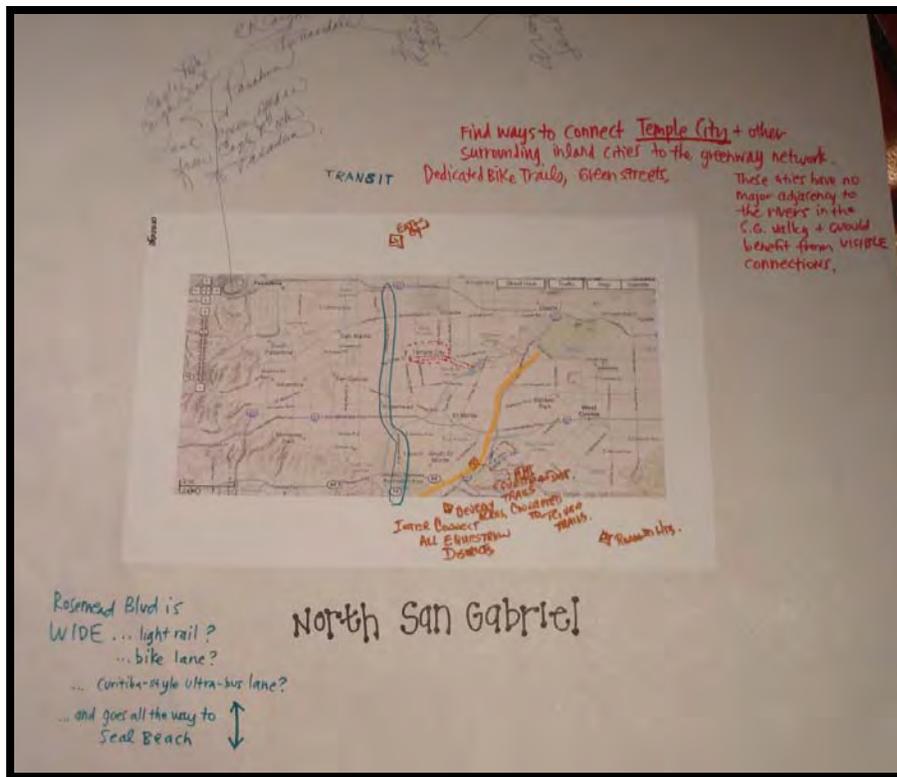
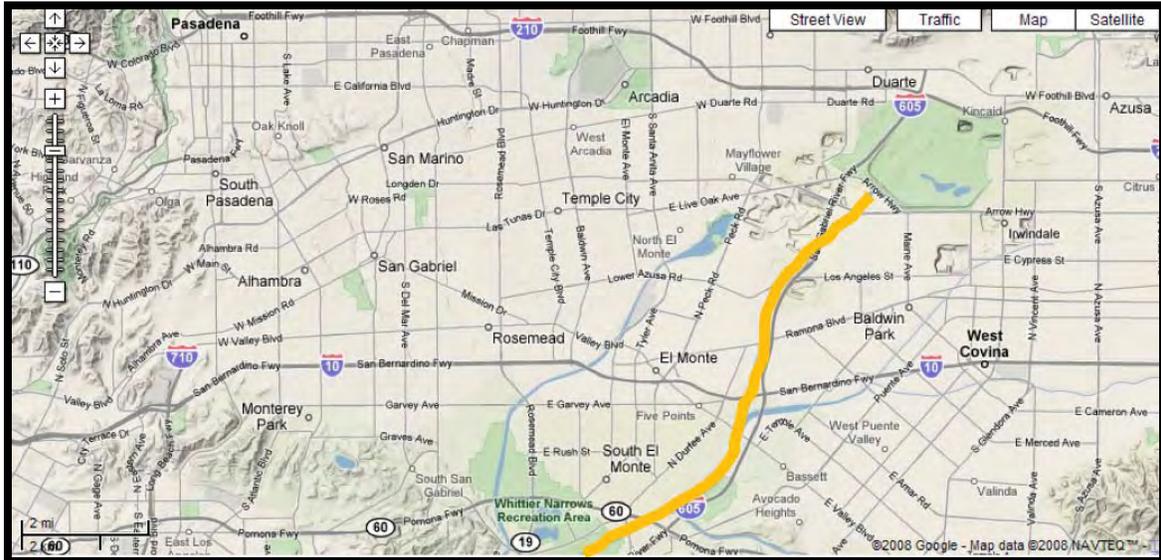


Figure 123: North San Gabriel River Original Map and Notes from Charrette

◆◆◆ The Golden Necklace

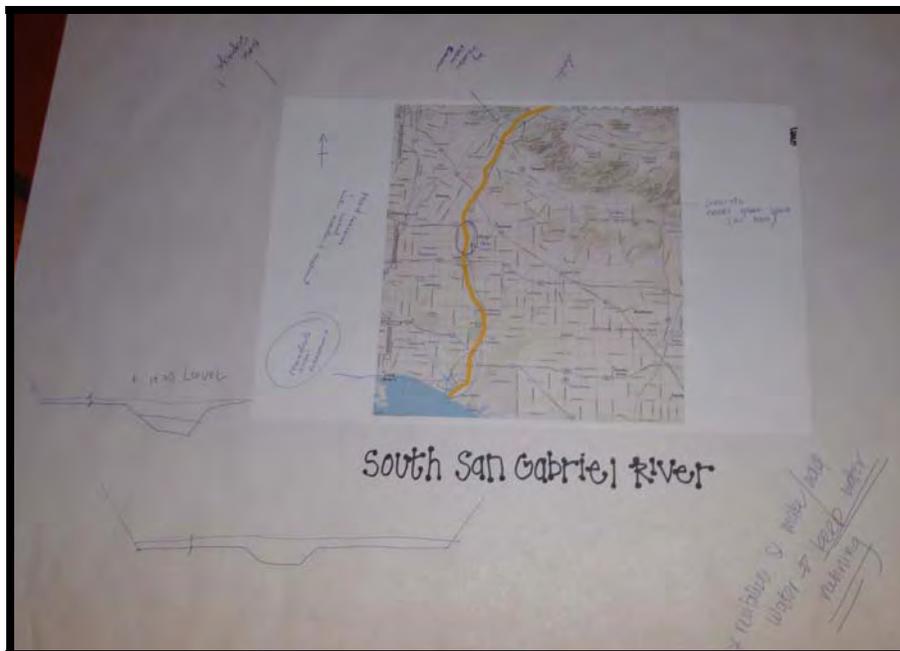
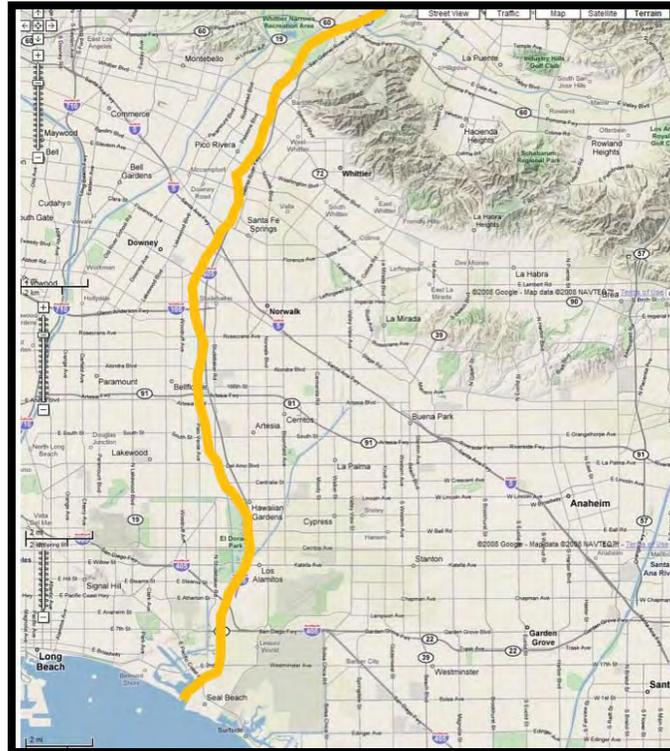


Figure 124: South San Gabriel River Original Map and Notes from Charrette

◆◆◆ The Golden Necklace

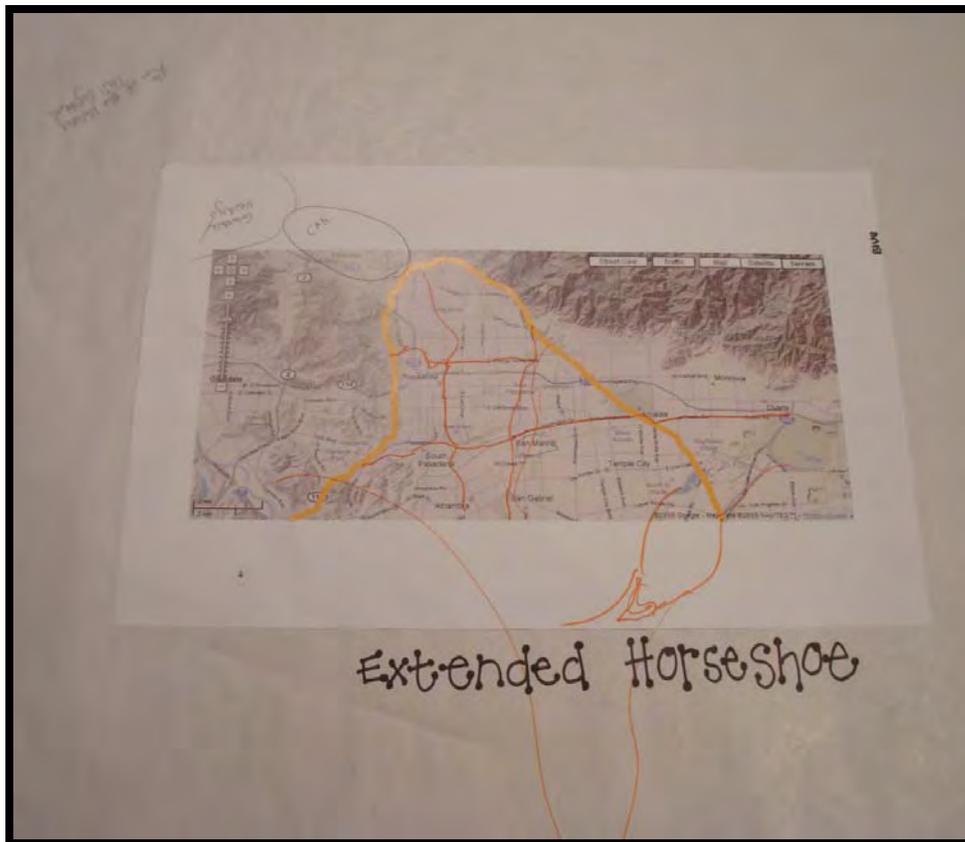
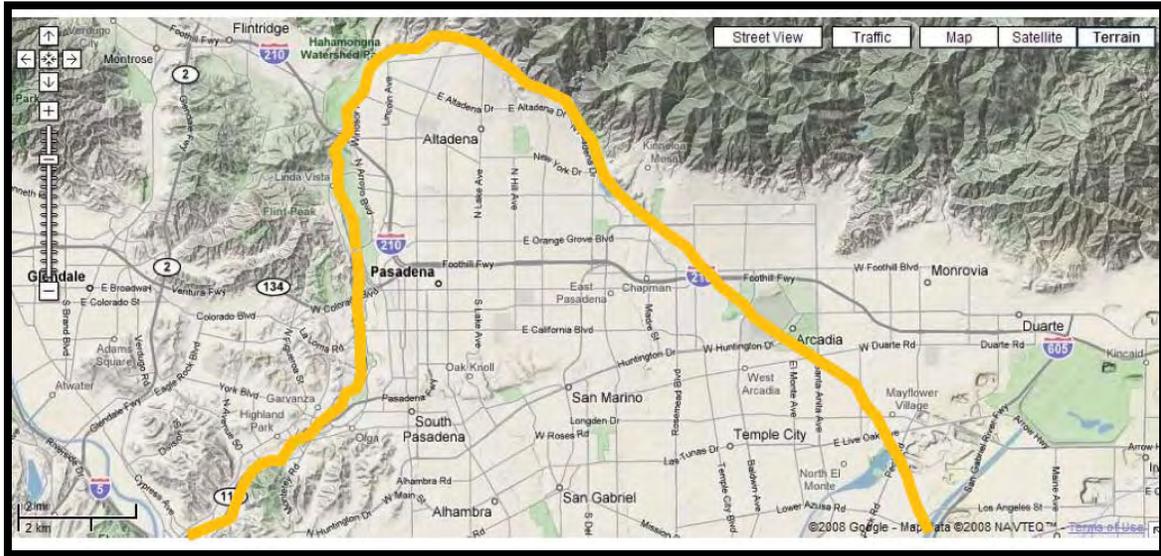


Figure 125: Extended Horseshoe Original Map and Notes from Charrette

◆◆ The Golden Necklace



Figure 126: Map of Entire Golden Necklace Trail and Notes from Charrette

Charrette Notes

Areas of interest noted on the big map: Long Beach, Arroyo Seco Stream, Rio Hondo, Creek El Monte, convergence area btw Arroyo Seco and LA River, Gateway cities along the LA River, connection to Emerald Necklace, San Gabriel River and connection to Rio Hondo, Eaton Wash, Arroyo Seco (east LA), downtown LA, Eagle Rock

Activity One: Users and Beneficiaries of the Trail Project

Los Angeles River (South)

Notes (Korina)

- ◆ Cyclists more likely than pedestrians
- ◆ Alternate mode of transportation – commute
- ◆ Equestrian capability to trailer and rides
 - Facilities to park trailers (rails) are needed
 - Water troughs
 - Average rider lasts half day (2hr) from Hahamonga to Pasadena
 - Resting stops and bathrooms
 - Noise/good trail (not affected)
 - rating system for noise levels
 - Separation – ideal/not necessary with courtesy
 - Houses need to see – visual barriers won't work
 - Pedestrians and shade/security concerns
 - dechannelization
 - Outside of stream bed is ok
 - Inside (of stream bed?) has vegetation issues, enhance environ while controlling
 - Not feasible – water runoff outside of rain season
- ◆ Issue grants not for maintenance, but for creation
- ◆ Disease corridor with water vegetation
- ◆ Homeless/mosquito/black fly

- ◆ hrs are spent combating disease
- ◆ Benefits of channelization v dechannelization ... maintenance?
- ◆ New funds for maintenance
- ◆ Maintaining 40% cut in Long Beach Rec. & Park
- ◆ Plant in river ends in Long Beach
- ◆ Speed of river will tear out whatever you plant
- ◆ Design has been targeted towards getting rid of water as fast as possible – can't mitigate
- ◆ Can't take it to meander the way it was
- ◆ Leave the river alone – green the sides along the river – creating destinations
- ◆ Connect to existing green spaces
- ◆ Cantilnorrd trail over the channel downtown – greenery
- ◆ Take back the streets and make the trail connect. Reclaim
- ◆ Tree-lined streets – changes surfaces, traffic calming, narrowing streets
- ◆ List in website other efforts at river – bike trails project. Coldwater 3 miles
- ◆ Activist PR group for equestrian
- ◆ Ambulance and fire truck access
- ◆ Restoring flora and fauna for education and recreation

San Gabriel River Valley Trail (North San Gabriel River)

Notes (Cindy)

- ◆ All uses are mentioned; all agree that each has different needs and a PR organization is needed to oversee the use of the trail implementation.
- ◆ Amenities for equestrians use are disappearing. Cyclists and walkers are getting more vocal attention than the equestrians.
- ◆ Bike/walk constituency shares \$ with the riders.
- ◆ Active users (biker/jogger/etc) are not our concerns; we need to be targeting the passive use (recreational). One way is to enhance the native flora/fauna
- ◆ Better signage needed
- ◆ Horses getting spooked a possibility ; safety concerns
- ◆ Trail must have emergency vehicles access (Arroyo Seco and LA City Hospital)
- ◆ A \$10000 grant has been allocated for the equestrian trail development on Ave 26, close to the FWY off the Marion Way exit. A dog park is parallel to the trail.
- ◆ Mary Benson is key player in the river restoration efforts.
- ◆ Discovery Center in Montebello and the River Trail Project in the Valley area.

- ◆ Gateway cities congregation v. greater LA has no coordination over land use issues – which is key in utilizing the trail system implementation
- ◆ Need more funding studies. LA River trail conference in the future. Cooperation btw the Parks and Rec. and trail cities needed
- ◆ Also should work with Climate action Team in Sacramento; also Water & Land jurisdictions in the state dept. side
- ◆ Fish and game mitigation often gets overlooked in EIRs
- ◆ Cities tend to go after big projects – top down process
- ◆ Need to establish park boundaries and do GIS mapping
- ◆ Development v. nature conservation of the river region
- ◆ Rosemead should get the concrete out and integrate the trail (SG Valley cities cooperation)
- ◆ Herman Arroyo Overlay Plan – Rim of Pacific Valley Trail
- ◆ Old Historic Trails Revitalization (reaches Griffith Park)
- ◆ Northeast LA Community Plan’s circulation element already mapped out a trail system, but it’s not enforced
- ◆ Watershed restoration and ecosystem designation
- ◆ LA basin used to be eco-diverse
- ◆ Unify the PR groups
- ◆ The restoration of the trails can be beneficial to the ecosystem and enhance educational opportunities.
- ◆ Art Club of Pasadena hires artists to do paintings
- ◆ Field trips for inner cities children (Native Plants in Irwindale)
- ◆ School districts should also pool in efforts in trail implementation (connection to school playgrounds, alternate ways getting to school)
- ◆ Equestrians need to push for amending the master draft as horse groups represent the need to unify the trail system and promote the implementation

San Gabriel River Valley Trail (South San Gabriel River)

Notes (Jon)

- ◆ Group members consist of landscape arch. Grad students, resident of Santa Fe Springs and one person who have biked the trail
- ◆ Vision of multi use trail, although unsure on horses – proposes pocket horse trails
- ◆ Multi-use – dirt area adjacent to trail can be for horses
- ◆ Continue existing asphalt
- ◆ Agreed multi uses include joggers, walkers (desired), baby strollers, equestrians
- ◆ Additional uses such as skateboarder and rollerblades

◆◆◆ *The Golden Necklace*

- ◆ Non vehicular uses
- ◆ Dog walkers
- ◆ Uses along LA river – develop natural barriers, pleasant (trash and ducks)
- ◆ From the river to work
- ◆ Next to the freeway
- ◆ Benches
- ◆ Nature watching
- ◆ Destinations along the trail
- ◆ Family friendly
- ◆ Numerous places/destinations to go to
- ◆ Should connect nodes and reduce car use
- ◆ Alternate transportation
- ◆ Loops in areas
- ◆ How to make more interesting/inviting/attractive
- ◆ Bridges
- ◆ Pull-outs
- ◆ Inhaling of particulate matters a concern
- ◆ Exercise in areas
- ◆ Weather
- ◆ Visual screen: trees/vines/shading
- ◆ Rest areas/more facilities
- ◆ Recycling bins
- ◆ Pockets for nodes of entry
- ◆ Pocket links/connections
- ◆ Not to create new parks, but increase access
- ◆ Blighted industrial areas
- ◆ Access and easements from Edison – acquire
- ◆ New opportunities from LARRMP
- ◆ Summary: need to create an inviting experience. Multi-use, non motorized (equestrian, dog, walker)
- ◆ Large parks already being used
- ◆ Benefits include exercise, relax, transportation
- ◆ Improve visual especially along freeway; preferably with trees and shrubs, parks, open space, greenbelts
- ◆ Destinations – some already exist; look for other sites
- ◆ Loops, bridge crossings, water fountains, trash with recycling, other necessities
- ◆ Funding?

Extended Horseshoe

Notes (Jason and Carlos)

- ◆ Bikers and horses – should be multi-use
- ◆ Dirt area next to asphalt – separate uses via parallel trails
- ◆ Baby strollers
- ◆ Lots of users – bikes, horses, skateboarders, dog walkers – any non-motorized use
- ◆ Rest areas
- ◆ Destinations; halfway, bridges, loops (1/2 hour travel time)
- ◆ Natural barriers
- ◆ No ugly fence or solid walls; vines, benches and trees “Oasis”
- ◆ Recycling trash cans
- ◆ Destinations
- ◆ No malls – utilize vacant lots (mostly owned by cities)
- ◆ Power lines
- ◆ Ducks and farms
- ◆ Specific area btw the 10 and 60 freeways
- ◆ Who’s going to fund this??
- ◆ Bell Gardens needs help
- ◆ Agencies: LA DWP, LA Bureau of Engineers, Army Corps of Eng, Planning Div.
- ◆ Needs feasibility study – LARRMP
- ◆ Intergovernmental agreements and cooperation
- ◆ A trail is something everyone can use and has many different surfaces (users consist of walkers, skaters, hikers and wildlife)
- ◆ What about the equestrians?
- ◆ Huntington Pacific Electric ROW
- ◆ Gold Line open space?
 - Is multi-use feasible in all areas? develop with multi-use in mind and can be adjusted in the future
- ◆ Storm water channels
- ◆ Land along 10 FWY?
- ◆ Urban stables – bringing horses into urban setting (ex: Ojai multi-use trail)
- ◆ Mounted police, riders, carriage rides
- ◆ LA county is largest equestrian community
- ◆ Tension btw horses and habitats
- ◆ Horses come down new stream in Arroyo Seco
- ◆ Political problems

- ◆ Huntington Dr makes good trail, but San Marino may not be accepting; also S Pasadena
- ◆ Trail north of the 210 could work
- ◆ Possibly rededicate streets to urban trails – make streets/lanes
- ◆ Woodbury in Altadena is a possibility for trail
- ◆ Property values – can achieve trail if there is no property value decrease
- ◆ Trail should increase value
- ◆ Increase: close proximity to recreation, activity level
- ◆ Decrease: obesity, transportation cost, pollution, car expenses
- ◆ MTA likes to fund trail projects

Activity Two: Identifying Points of Interest

LA River

South

- ◆ ROW on East site of 605 connecting to CSULB
- ◆ Bike trail connection

North

- ◆ Cudahy needs lot of help
- ◆ Horse and multi-use trails connections around Elysian Park
- ◆ Ferraro Fields and connections to Glendale

North San Gabriel River

- ◆ Find ways to connect Temple City plus other surrounding inland cities to the greenway network. These cities have no major adjacency to the rivers in the SG valley and could benefit from visible connections
- ◆ Dedicate bike trails, green streets
- ◆ Eaton Canyon
- ◆ Rio San Gabriel Eq. Center
- ◆ Eques. Districts by the 605 FWY
- ◆ Trails connected to river trail
- ◆ Beverly acres
- ◆ Interconnect all eqes. Districts
- ◆ Rosemead Blvd is wide; possible: light rails? Bike lanes? Curitiba-style ultra bus lane? Should go all the way to Seal Beach

◆◆◆ *The Golden Necklace*

- ◆ Eagle Rock Canyon Trail (Pasadena) is the last open space from ER to Pasadena

South San Gabriel River

- ◆ Area south of 105 freeway is hot spot – concrete needs to be green space
- ◆ Entry by Whittier Nature Center
- ◆ Flood concerns
- ◆ Water level increase
- ◆ Water activities and treatment

Extended Horseshoe – N/A

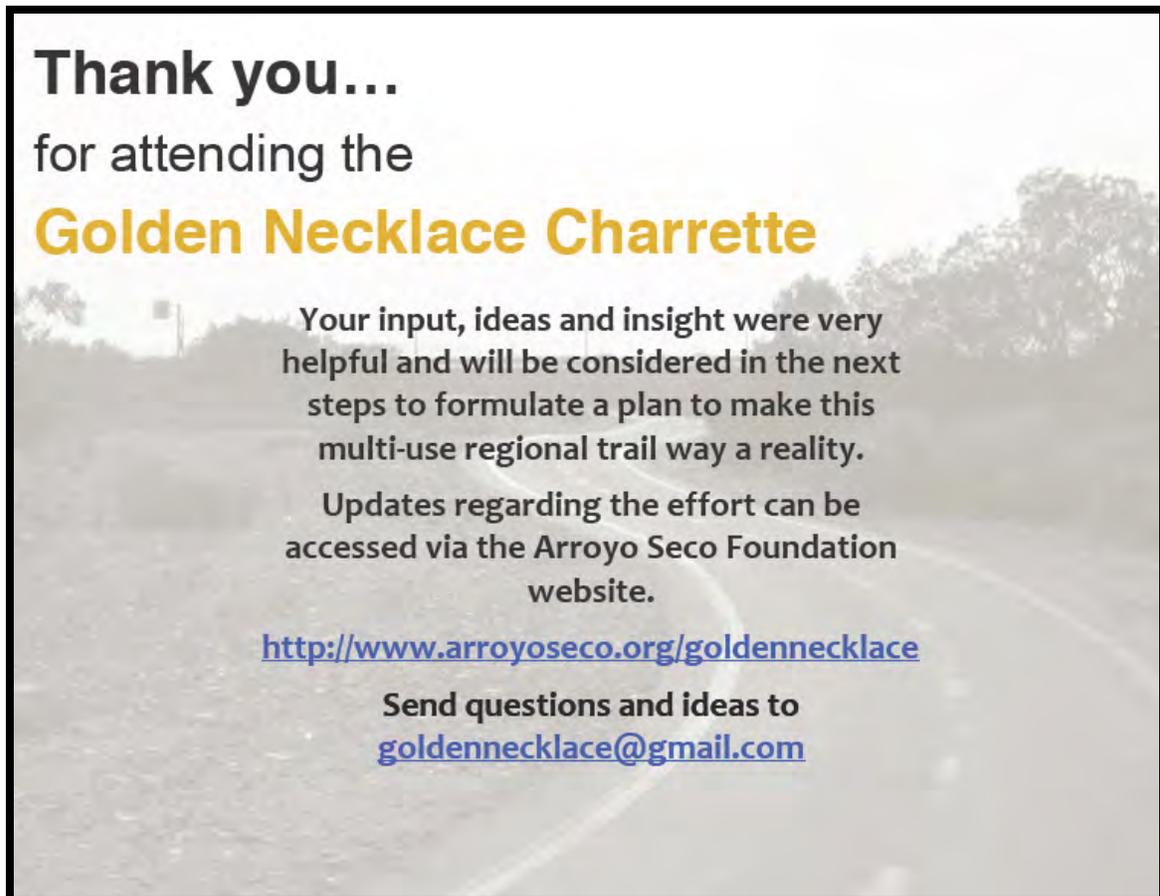


Figure 127: Charrette "Thank-You" Note

Table 8: Charrette Attendees

First Name	Last Name	Email	Organization
Leslie	Hunsaker	leslie_hunsaker@longbeach.gov	City of Long Beach
Meredith	McKenzie	meredith@arroyoseco.org	Arroyo Seco Foundation
Dale	Trader	dtrader_91104@yahoo.com	Pasadena Neighborhood Coalition
Steve	Musick	rriotrust@aol.com	SGMRC & Rio Trust
Don	Moss	d.moss@roadrunner.com	Charro-Equestrian Joint Council
Mary	Barrie	meb787@aol.com	LCF Trails Council
Susie	Brown	goneriding13@aol.com	Rose Bowl Riders
Marian	Dodge	smdodge@earthlink.net	
Fred	Jones	fjones@cityofpasadena.net	City of Pasadena
Pieter	Severynen	pieter@northeasttrees.org	North East Trees
Robin	Mark	robinrosemark@gmail.com	Cal Poly Pomona
Tabitha	Harkin	tharkin@cityofpasadena.net	City of Pasadena
Dennis	Chew	dennis.chew@lacity.org	City of Los Angeles
Andy	Lopez	anlopez@parks.lacounty.gov	Los Angeles County Parks
Vaughan	Davies	vaughan.davies@edaw.com	EDAW
Marietta	Kruells	marikru@aol.com	LCF Trails Council
Joyce	Dillard	dillardjoyce@aol.com	
Augustine	Rios		
Tim	Brick	tfbrick@gmail.com	Arroyo Seco Foundation
David	Czamanske	dczamanske@hotmail.com	Sierra Club
Mark	Hall	mhall@glacvcd.org	Greater Los Angeles County Vector Control District
Roberto	Espinoza	respinoza@cra.lacity.org	City of Los Angeles - CRA
Holly	Thompson	hollyathompson@hotmail.com	
Dawn	Waldron	dawnpo@gmail.com	Cal Poly Pomona
Dianne	Domina-Furste	dianne@fourpalms.org	Equestrian Trail, Inc.
Jenn	Mitamura	jmitamura@csupomona.edu	Cal Poly Pomona
Marybeth	Vergara	mvergara@rmc.ca.gov	Rivers & Mountains Conservancy
Malela	Lehrer	mayassoc@aol.com	
Helene	Schpak	hschpk@sbcglobal.net	

PRESS RELEASE: MAY 10, 2008

Cal Poly Planning Grad Students Hold First Golden Necklace Charrette

On May 8, 2008, a team of graduate students in the Department of Urban and Regional Planning at California State Polytechnic University, Pomona, under the direction of their professor, Dr. Julianna Delgado, held an inaugural *charrette* (participatory workshop) for the Golden Necklace project. The purpose of the event held at the Los Angeles River Center was to launch the concept of creating a multi-use trail (hiking, biking, horseback riding) across Southern California connecting the mountains to the sea, hence the name, *Golden Necklace*. The trailway would increase access to open space and recreational opportunities while providing a network of non-automobile transit routes. Over sixty participants from a wide range of interests attended the two-hour gathering. These included landscape architect Mia Lehrer; EDAW Urban Design Director Vaughn Davies; San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy Project Manager Marybeth Vergara; the Chair of MWD's Board of Directors, Timothy F. Brick, who is also Managing Director of the Arroyo Seco Foundation; and MTA planner James Rojas, co-founder of the Latino Urban Forum; among many others. The Cal Poly graduate students are members of the URP 642 Graduate Planning Studio, a two-quarter capstone course in community-based planning, and are collaborating on the multi-use trail Golden Necklace project with a team of "606" grad students in Landscape

Graduate Capstone Studio

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Architecture. At the May 8th charrette, the Planning grad students led a brainstorming question and answer session, showed to the group a video they created, and facilitated an interactive design session to connect trail ways to points of interest. The class is also developing a website through the generosity of the Arroyo Seco Foundation. Next steps include: continued networking, forming an agency or organization to oversee the project, and developing mutual funding opportunities.

For further information and pictures from the charrette go to the Golden Necklace website at: <http://www.arroyoseco.org/goldennecklace/>

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