



# *Golden Necklace*

Facilitating a connected multi-use trail system from the San Gabriel Mountains to the Sea

## Framework Report



Urban and Regional Planning • California State Polytechnic University, Pomona

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# Golden Necklace Project

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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 project proposes to reclaim portions of the under utilized river corridors in the greater Los Angeles area. 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 goal is to facilitate a connected multi-use trail system from the San Gabriel Mountains to the sea by serving as primarily an educational clearinghouse; providing coordination, outreach, policy recommendations, and advocacy; and proposing or developing specific implementation projects, as needed.

The Golden Necklace Framework Report is broken down into the following three sections:

- History of the Los Angeles River and San Gabriel River
- Existing Conditions
- Design Proposals

The “History of the Los Angeles River and San Gabriel River” section describes the transformations. Both rivers caused floods in several areas and the Army Corps of Engineers responded by channelizing

them. To restore the rivers, their histories must be considered.

The “Existing Conditions” section addresses the different watersheds that empty into the Los Angeles River. The conditions for the San Gabriel River addresses both the northern and southern parts of the River. This chapter includes the existing communities and the land uses. It also includes the current planning activities that are taking place, both completed and proposed projects.

The “Design Proposal” section builds on existing conditions and valuable community feedback to illustrate potential improvements at key points of the project area. Given the extensive project area, the project team identified several “opportunity” areas for applying creative design schemes. This section provides the reader with drawings or renderings of potential improvements along the Golden Necklace trailway.

The Golden Necklace project was developed by the Graduate Capstone Studio and the Undergraduate Capstone Studio. Each group held a charrette and community workshop to obtain community input. From these workshops draft Golden Principles were created. The Undergraduate Capstone Studio hosted a roundtable discussion with major stakeholders to help develop the draft principles. From all three of these events the following Golden Principles were created:

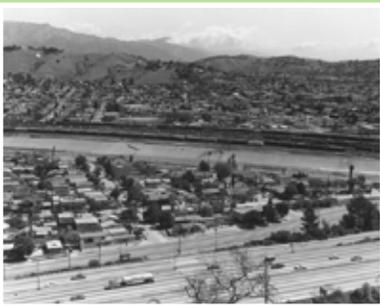
1. Unite existing trails to achieve a continuous multi-use trail system, focusing on creating recreation and open space opportunities in communities lacking them.
2. Reduce reliance on automobile use by creating more opportunities for walking, biking, and horseback riding that connect to public transit.
3. Support the work of and increase collaboration between organizations and agencies with similar goals to the Golden Necklace Project without duplicating efforts.
4. Through education and advocacy efforts, encourage respect from environmental, cultural, and spiritual perspectives for the rivers, trailway, and Nature in general.
5. Ensure trails are safe for users and provide adequate flood control protection for surrounding neighborhoods.
6. Improve the watersheds through restoration and conservation efforts and programs.
7. Foster sustainability by balancing natural, social, and economic systems.

By adhering to the Golden Principles and with the help of existing organizations, this project can change the way we think about trails as a form of transportation that can connect communities.



# River Histories

# Los Angeles River History



The Los Angeles River helped support a rich diversity of plants, animals, and one of the largest concentrations of Native Americans. At the time of the European Conquest there was believed to be 5,000 Gabrieleños, one of the most culturally advanced groups in the Southwest. There were also settlements along the Cahuenga (Kawengna) Pass, Encino/Ventura (Suitcanga) and present Day Elysian Park (Maungjia). The Gabrieleños did not need to engage in agriculture because of the abundance of edible plants (e.g. berries, gooseberries, blackberries, and currants). The river became very important in the social, cultural, and spiritual lives of these Native Americans.

In 1781, drawn by a steady 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. 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.

The lax regulation of the river resulted in the creation of various *zanjas*, small ditches, used to divert and capture water. Plenty of people bathed in these *zanjas* and along the river, thus raising concern for the likely pollution of the water. Laws were passed to prohibit Natives 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 *zanjas*. “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 Los Angeles River. The rapid growth increased the demand for water which led to its drying. The City of Los Angeles initiated legal action to stop one hundred farmers in the San Fernando Valley from using the river’s water for irrigation.

## HISTORY OF THE FLOODS

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 formed a rich landscape of shrubs, forests, and dense woods. 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. Most of their slopes are very steep and very young. As a result, soils are thin and rocky. Vegetation, to control run-off, does not grow due to the short period of rainfall. 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 ten straight days, the river overflowed its banks and ventured into neighboring communities and washed up away some properties.

After the 1862 flood, when \$25,000 in value was lost, there was a large public outcry for the city to protect residents. In 1868, a poorly designed city dam was built and then 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 Lecourvreur whose work led to the lobby of a flood control for the river. The river overflowed five times from the 1870's to the 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.

### CHANNELIZATION OF THE RIVER

Despite the river's blighted state near downtown, the river 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 Nino" 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 than the 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 were one of the busiest ports in the United States. One channel in Los Angeles Harbor was rendered unnavigable when flood water deposited silt to a depth of eighteen feet. The "Catastrophic Flood of 1914" was the catalyst for the first large-scale flood control investigations and eventually the creation of the flood control program (Grumprecht, 1999). Local taxpayers were unwilling to provide the necessary funds, so in the 1930's the U.S. government took over the program after the disastrous floods.

Development grew so fast in the San Fernando Valley that some areas flooded even in years with below-normal rainfall. The river at 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. In 1934, the New Year's Day Flood in La Canada Valley killed 49 people, destroyed 198 homes, and caused 6.1 million (73.4 million today) in damages. This was the flood that is believed to have brought national attention to the flood hazards in Southern California.

The County was forced to solicit assistance from the federal government after its bond measure was narrowly defeated in 1934. In July of 1935, President Franklin D Roosevelt approved \$13.9 million in WPA (Works Project Administration) funds to line the channel with concrete from North Hollywood to Fletcher Drive, and from Canoga Park to North 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.

*Clockwise from top: Historic aerial of the Los Angeles River. Floods in Long Beach. Construction of Los Angeles River Flood Control. Los Angeles River Floods*



# San Gabriel River History



The San Gabriel River is approximately seventy-five 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 (San Gabriel River Master Plan, 7) and Ranchos were established when the land was transferred to individuals within the Valley. This was short lived due to floods and droughts (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,



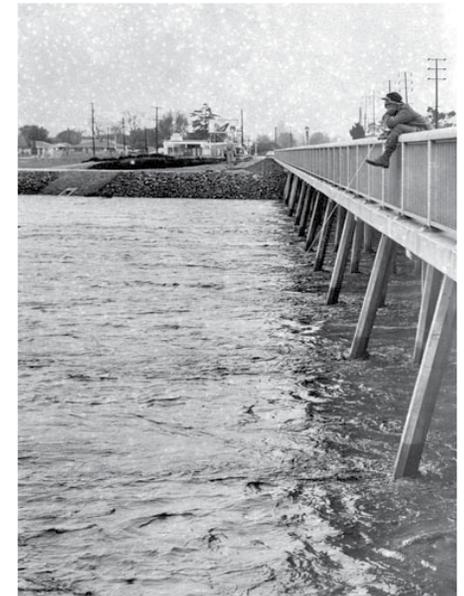
debris basins, and channeling portions of the river with concrete lining were proposed solutions by LACFCD and the Army Corps of Engineers for the flooding and risks that it posed (San Gabriel River Master Plan, 8).

World War II also led to a more industrial effort. With industry, also came the need for housing, which gave way to the creation of suburbia. After World War II, more families migrated to the South San Gabriel River region in hopes of new opportunities and the dream of purchasing their own single-family homes. (San Gabriel River Master Plan, 8).

The northern portion of the San Gabriel River 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.

The first inhabitants of Duarte were the Gabrielino Indians because of its meadows, wild grapevines and fresh water. Later Rancho Azusa was formed and granted 7,000 acres of land in the upper San Gabriel Valley in 1841 ("City of Duarte: A Community Working Together," 2001). The Gabrielino Indians utilized the San Gabriel River often. 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 caused Andres Duarte to give away most of the land. A portion was sold to Dr. Nehemiah,

who founded 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 (City of Duarte, 2000). The Gabrielino Indians were the first inhabitants of Azusa which was founded in 1887 and it became incorporated on December 29, 1898 (City of Azusa, 2000). Gold was found in the nearby San Gabriel Canyon making the area of Azusa popular place for those seeking fortune ("City of Azusa, 2000). Further down the trail is the City of Irwindale (City of Irwindale, 2001). 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). San Gabriel River later slopes down from Irwindale to Baldwin Park which used to be cattle grazing land. Baldwin Park evolved 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 in 1956, and became the forty-seventh General Law City in the state of California ("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. (City of El Monte, 2006: 3).

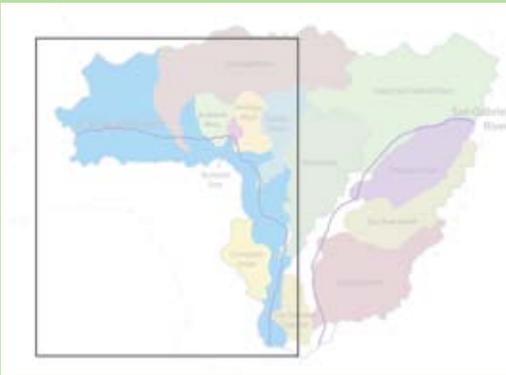


*Clockwise from top: Historic view of San Gabriel Mountains. Workers diverting the San Gabriel River. View of River in its natural state. Fishing in the San Gabriel River. Fishing along the banks. Early Settlers.*



# Existing Conditions

# Los Angeles River Watershed



Planning activities along the Los Angeles River is guided by the Los Angeles River Revitalization Master Plan (LARRMP). 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. The Committee has focused on major revitalization issues, including opportunities for implementing projects, such as bridges, parks, bicycle paths, pedestrian trails, other recreational amenities, and programs to encourage public education, litter removal, job creation, community development, tourism, civic pride, and improved water quality. In 2005, Mayor Antonio Villaraigosa formally endorsed the City Council's recommendation to develop the Los Angeles River Revitalization Master Plan.



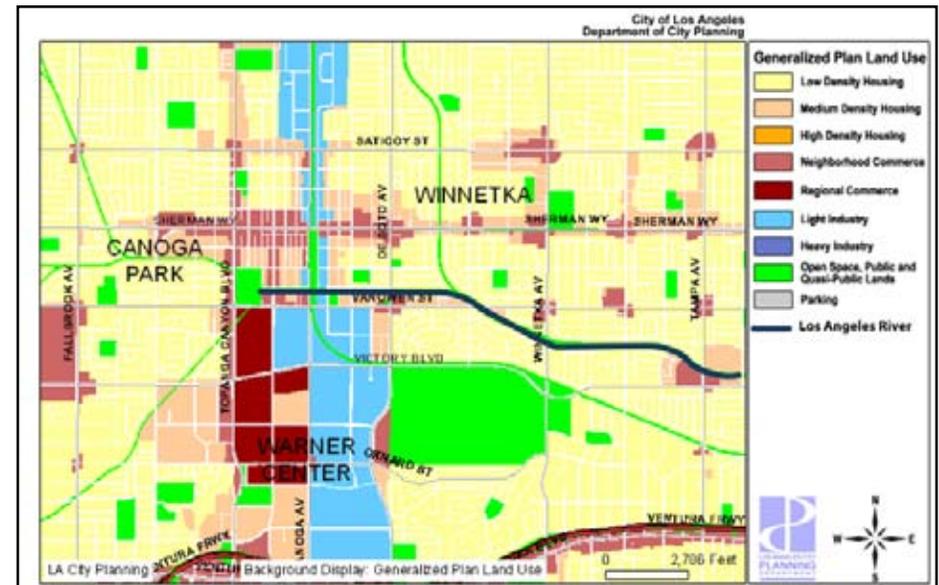
## Canoga Park - Winnetka

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 Plans. 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, at the Arroyo Calabasas and Bell Creek confluence, 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 the area, as in other parts 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 exclusively low density on both sides. In summary, the majority of the land use immediately adjacent to Los Angeles River in this area is predominately residential.

In the Summer of 2005, Canoga Park became the first community in the 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



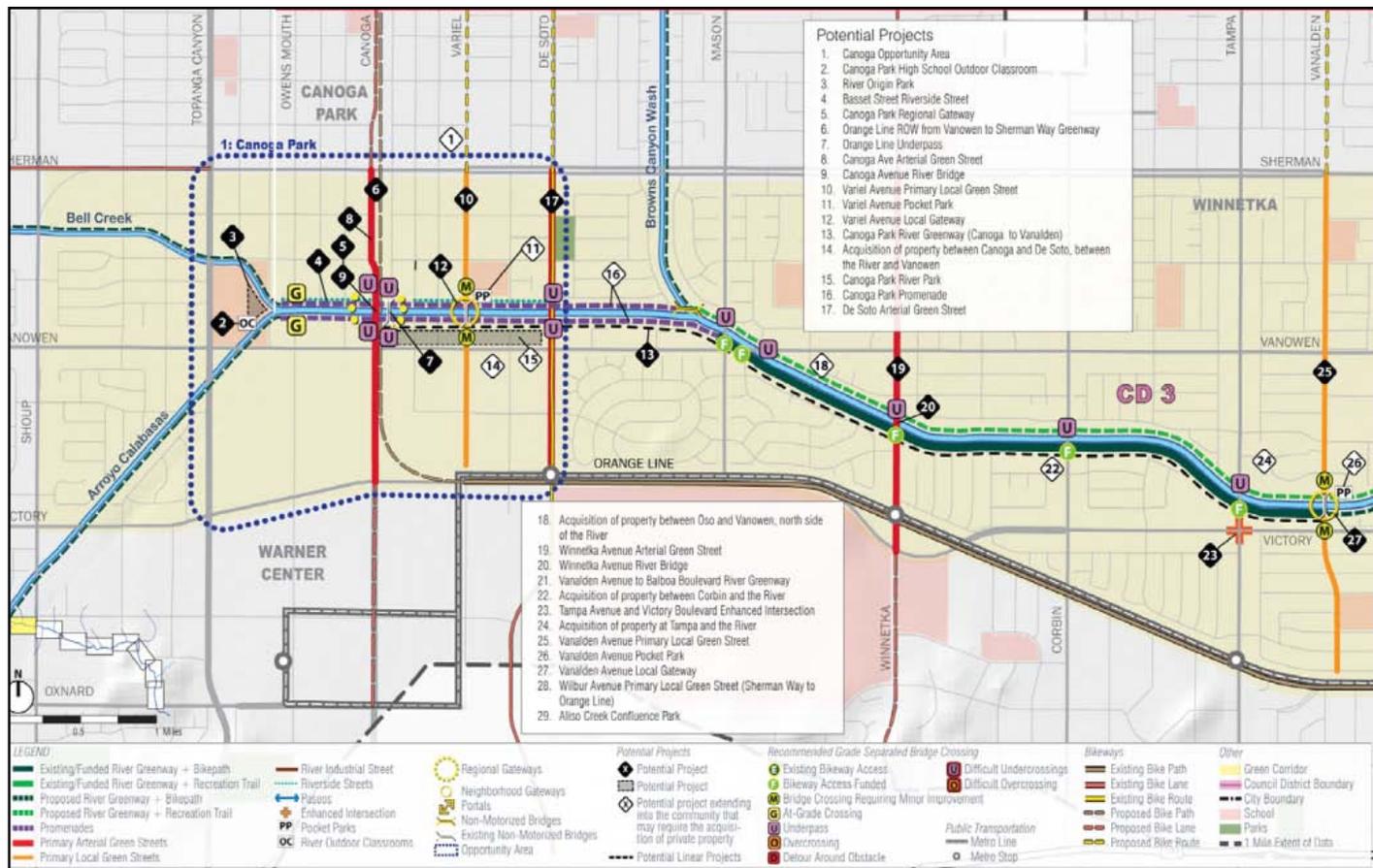
blight caused by the 1994 Northridge Earthquake in the West Valley resulted in CRA-LA targeting of Canoga Park's Downtown area. Winnetka is under similar conditions with single and multi-family residential on both sides of the river. Pierce College is also located less than half a mile south of the river.

the creation of a community park and restoration of the River's ecological function, including naturalization of the concrete channel, and a ponded area extending from Canoga Avenue to Owensmouth Avenue. The following map from the LARRMP shows this area of opportunity plus 28 other potential project areas within and outside of the opportunity area.

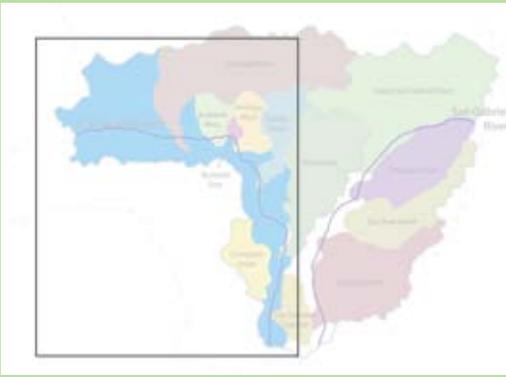


## Planning Activities

Los Angeles Revitalization Master Plan identifies Canoga Park as one of the five opportunity areas detailed in the master plan. The Plan conceptualizes



# Los Angeles River Watershed

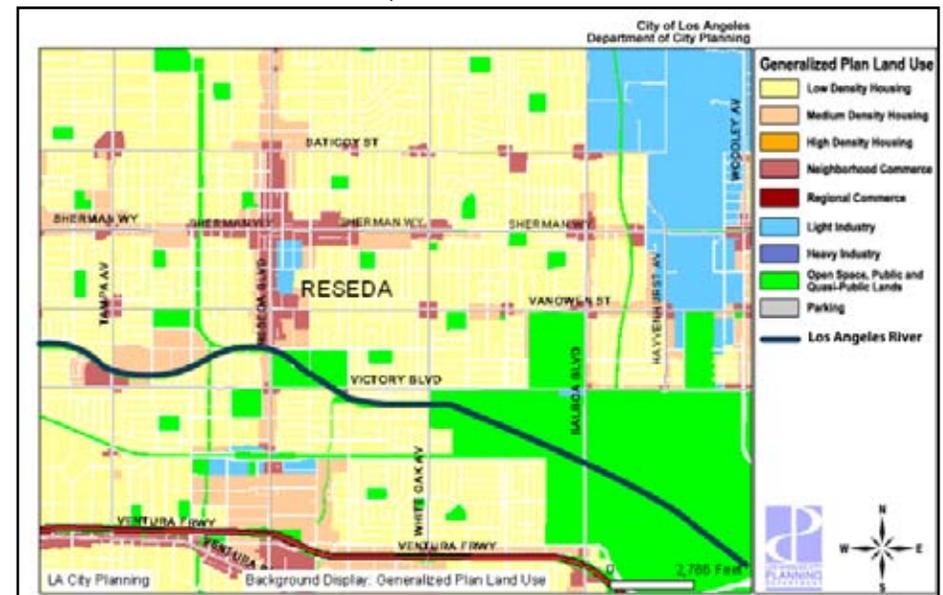


**Reseda - West Van Nuys**

Similar to the patterns of low density residential use along the LA River in Winnetka and Canoga Park, the adjacent uses along the river in Reseda is predominately residential. This area is served by the Reseda - West Van Nuys Community Plan. The areas south of the river contain 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 (picture on the left) lies adjacent to the LA River.

The land uses along Reseda Boulevard are predominately general and neighborhood commercial uses. 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.



## Planning Activities

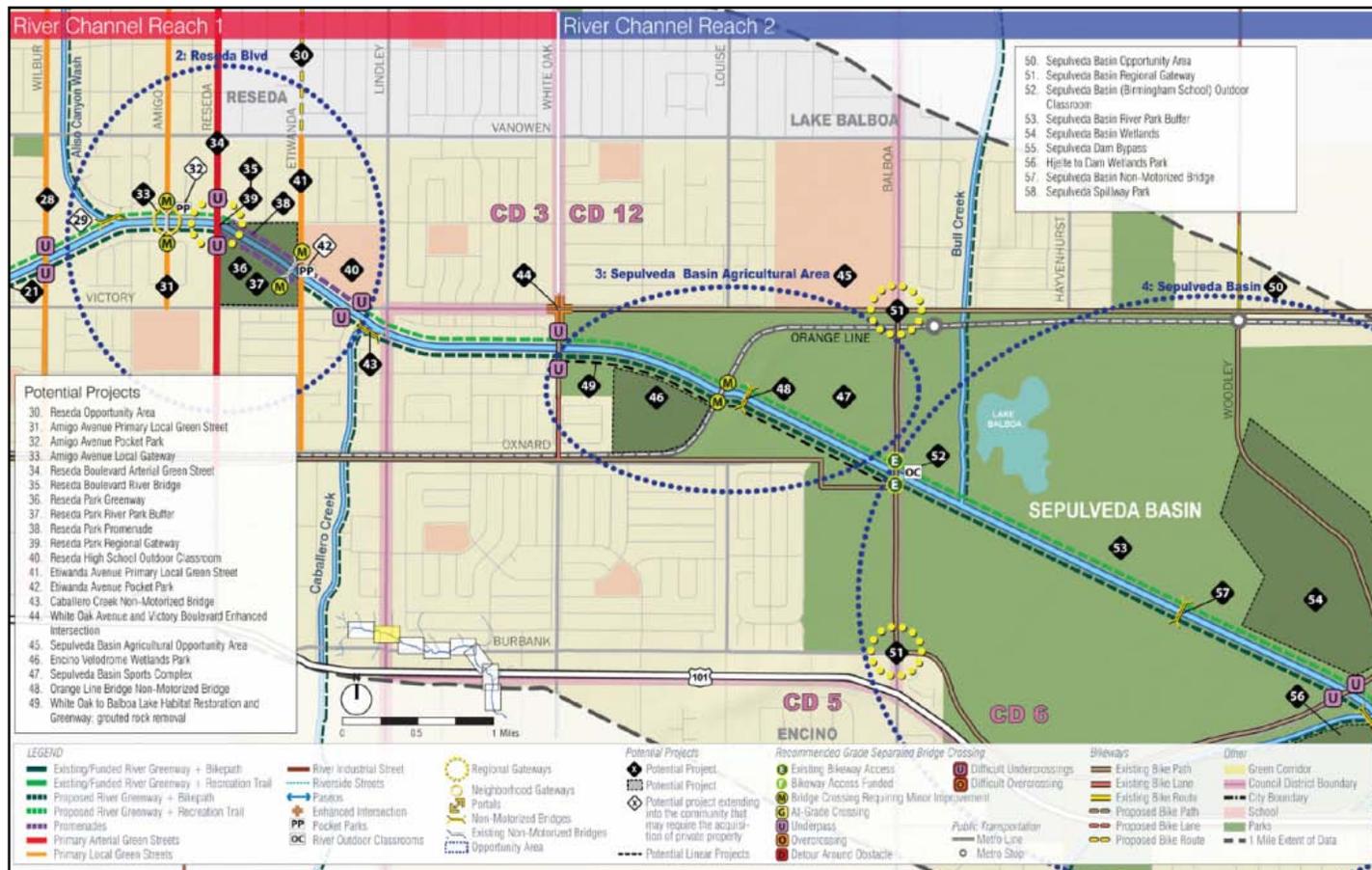
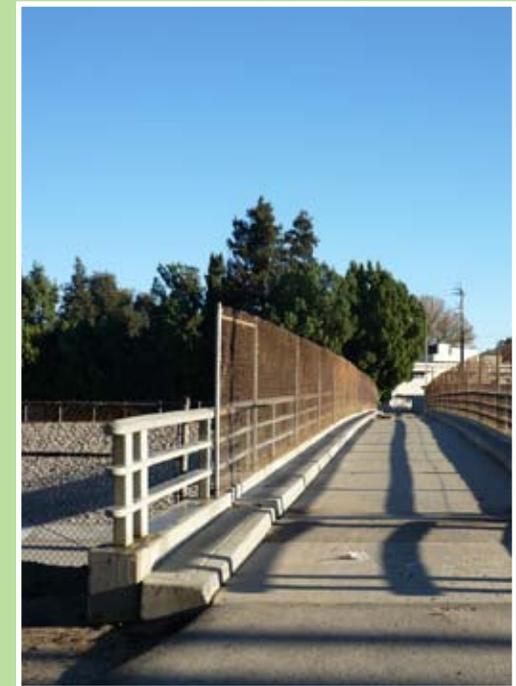
The Los Angeles Revitalization Master Plan shows the intersection of the River with Reseda Park as an opportunity area. It proposes a Regional Gateway into a promenade along the river or a recreational trail way. It also proposes a park at the corner where Aliso Creek and the Los Angeles River meet. The project could include a non-motorized bridge to connect the park with the adjacent community across Aliso Creek. A bike path along the south side of the river is also proposed.

## Encino – Tarzana

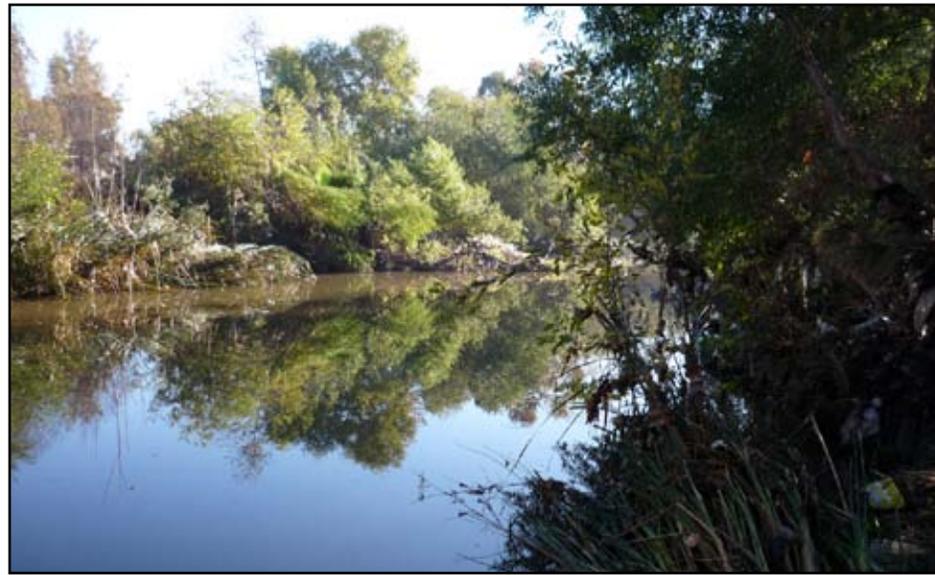
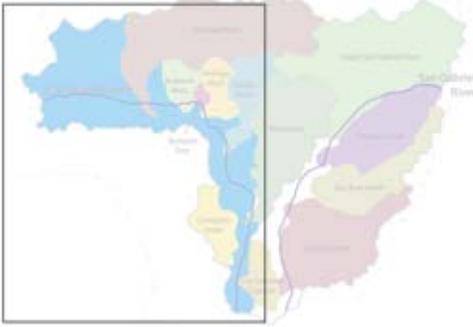
The transverse of the LA River across the community of Encino takes place near an area of very low density residential uses and the large recreational Sepulveda Basin Recreational area. The recreational area consists of Balboa Sports Center, Hjelte Sports Center, Lake Balboa/ Anthony C. Beilenson Park, 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

*Clockwise: Reseda park, Non-motorized bridge at Reseda Park.*



# Los Angeles River Watershed



Angeles River The Revitalization Plan envisions more connectivity across the river through non-motorized bridges as well as the creation of wetland parks.

*Clockwise From the Right: Balboa Lake, Bull Creek which runs into the Los Angeles River, Hostile Environment under Balboa Boulevard, Concrete Banks along the LA River.*

## Sherman Oaks - North Sherman Oaks

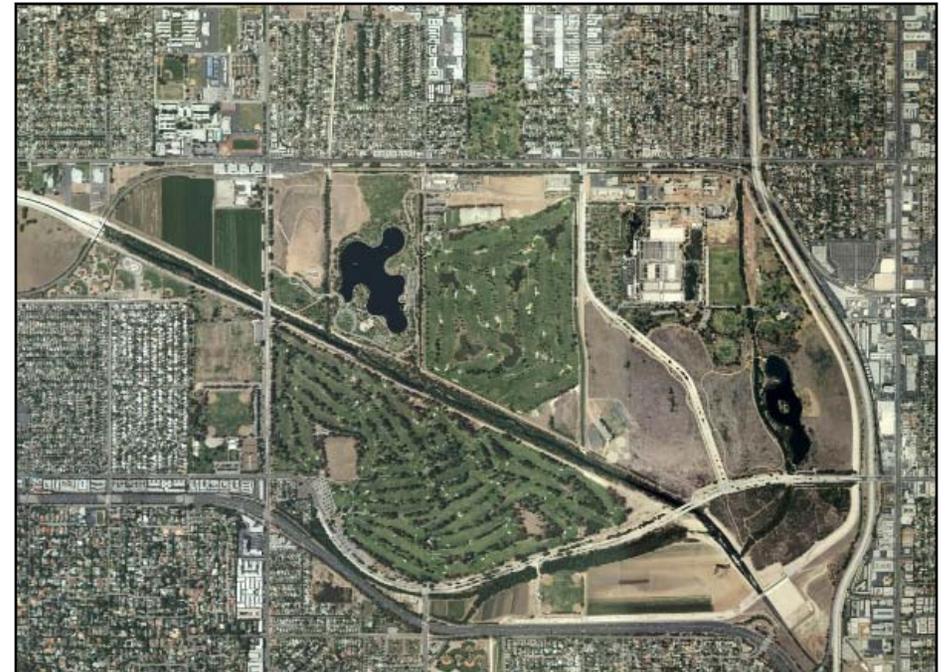
parallel to Victory Boulevard on the former Southern Pacific right of way. The River continues to be a barrier instead of a focal point despite this section having more natural features than other parts of the Los Angeles River. It still continues to be the back alley, the sewage system that carries the city's garbage. Pedestrian access to the River is blocked off for the most part although some access points are available. These direct access points are located at the back and they do not provide the pleasant experience that a walk by the river has to offer.

### Planning Activities

This area is the focus of the Army Corp of Engineers. The River Project, a non-profit organization "dedicated to planning for natural resource protection, conservation and enhancement in the Los Angeles County," also focuses part of their efforts in this area. They have proposed to remove any concrete embankment left along the river in the

Sepulveda Basin just east and west of Balboa Boulevard. The image below shows the concrete banks with vegetation growing along the water. The Army Corps of Engineers is restoring Bull Creek which is adjacent to Balboa Lake and north of the Los

In the north portion of Sherman Oaks, the community is predominately characterized by low density residential and multifamily uses north of the river, and commercial usage south of the river. The community plan for North Sherman Oaks notably calls

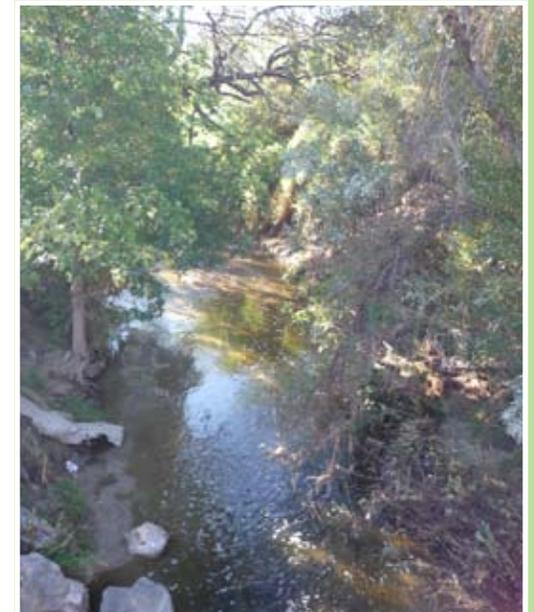


for the improvement or addition of park space in this area, where feasible and necessary. As stated, the area south of the LA River is predominately commercial, and this land use pattern ultimately accompanies the river as it snakes east of the San Fernando Valley towards Toluca Lake and the City of Burbank. In this eastern part of the San Fernando Valley, the major commercial corridor of Ventura Boulevard runs parallel to the LA River within proximity of less than a half a mile in some areas.

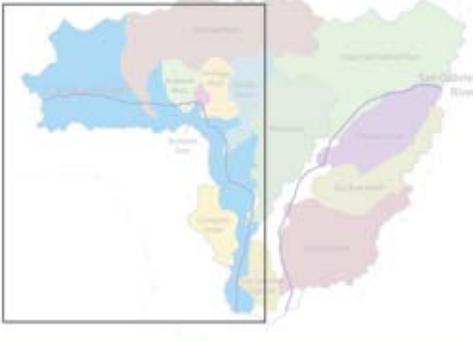
### Planning Activities

As with other communities, most of the river is off limits to pedestrians. Ernie's Walk is an improvement that allows pedestrian access next to the river. It is a landscaping improvement about 432 yards from Kester Ave. and Cedros Ave. This project was completed in 2003, and was proposed

by the Los Angeles County Department of Public Works, LA County Supervisor District 3, and the Sherman Oaks Homeowners Association. The project provides a pleasant walk even though the Ventura Freeway borders the opposite side of the river. It is an example of what communities can do to create open spaces. Many of the previous communities mentioned have residences adjacent to the river that would benefit from improvements along the river. The Revitalization Master Plan also sees these strips of land along the river as opportunity areas for neighborhood greenways. It identifies various locations along the river where neighborhood gateways can be built. As previously mentioned most of these areas are presently fenced off. Pictured on the previous page are Ernie's Walk and its entrance.



# Los Angeles River Watershed



## Downtown Los Angeles

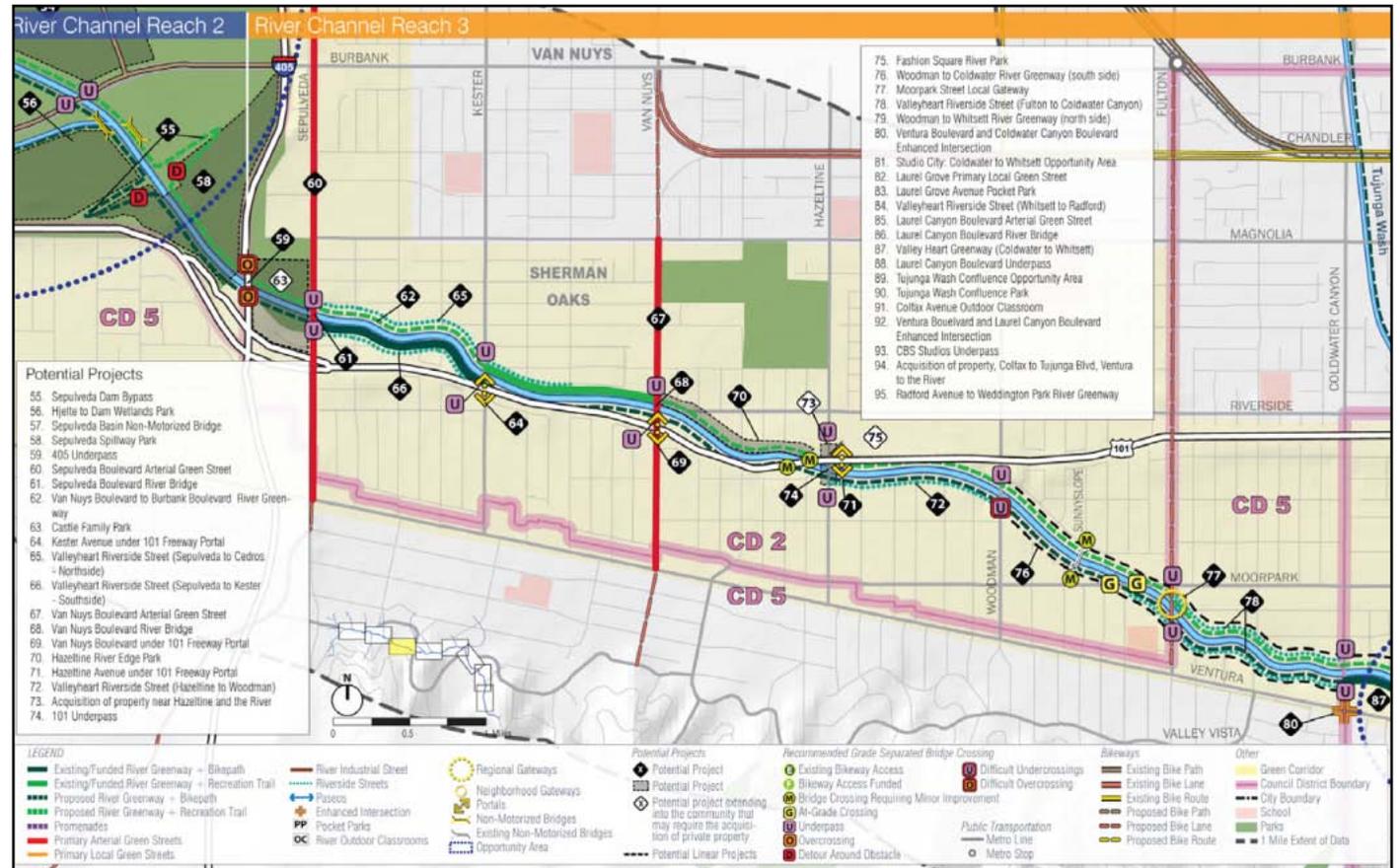
The LARRMP has identified this area as the Downtown Industrial Opportunity Area for a reason. This is the Los Angeles River that we all know from Hollywood films. This is the location of car chases, spacecraft landings, and the arena of robotic warfare. As seen on the zoning map, the river is surrounded by light and heavy industry. There is also the obvious heavy regional commerce in the city's core. Monumental concrete structures, rail and rail carts, graffiti, trash, and rusting metal are common

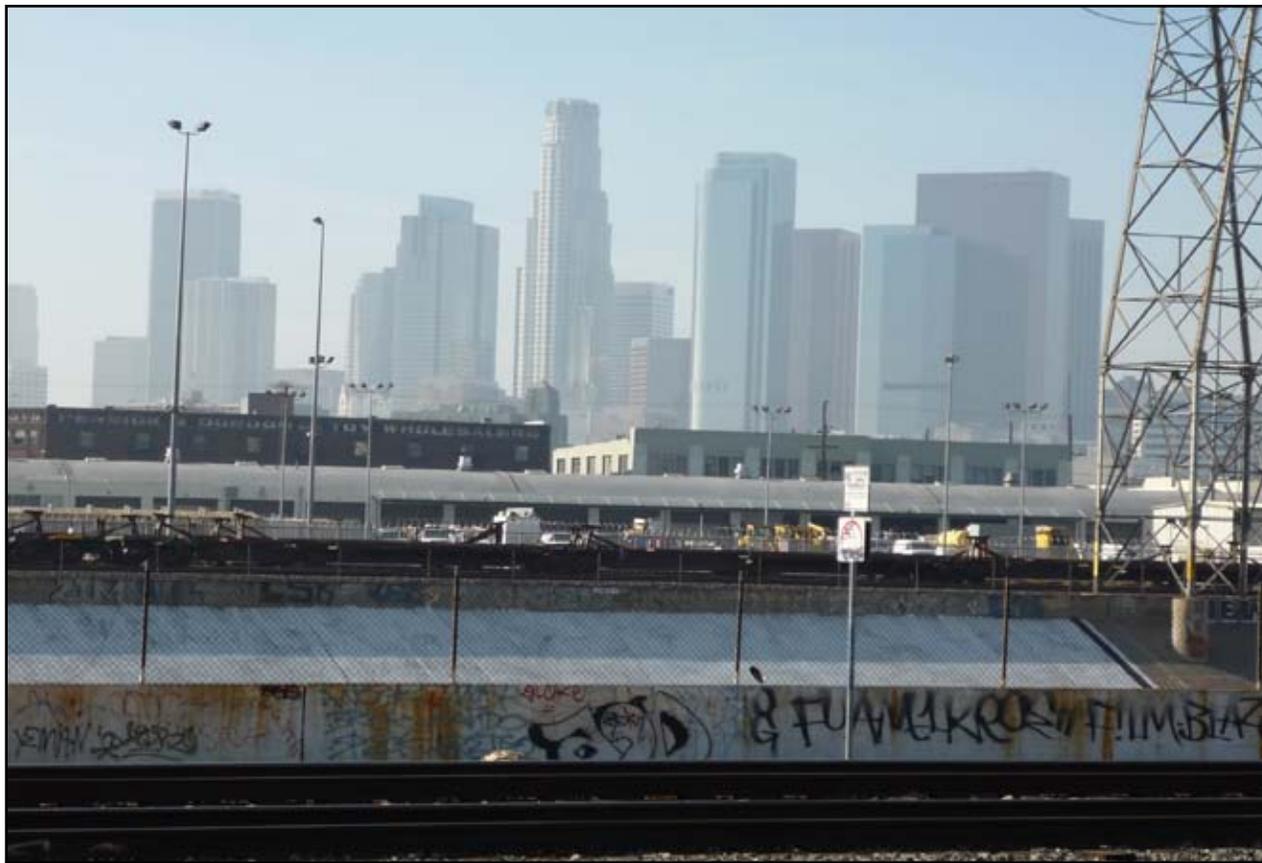
scenes in this section of the Los Angeles River.

## Planning Activities

There are increasingly more residences being built as the city core continues to be revitalized. The Boyle Heights community is just past the industrial areas on the east side of the river. The Revitalization Plan proposes the creation of three street-end parks connecting the Boyle Heights community and the emerging Arts District to the water's edge with terraces. An alternative scenario

would create more urban plazas and promenades along the eastern edge of the River. A ponded area would be established in both alternatives.

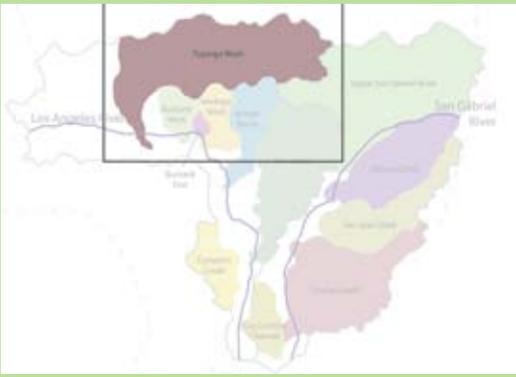




Clockwise from the top: View of Downtown's high rise buildings from the east bank of the LA River, Rail cart traveling along the river's edge, Industrial uses along the river.

# Tujunga Wash

## Los Angeles River



### Studio City

Adjacent and north of the 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 the Ventura/ Cahuenga Corridors Specific Plan which strives to provide synergy amongst the commercial and residential uses, enhance the landscaping/streetscape of the boulevard, and promote pedestrian activity. Studio City in particular has been designated as a pedestrian created 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 region's major film and television companies. CBS Studios owns a significant piece of land, where its back lot lies a few feet away from the LA River.

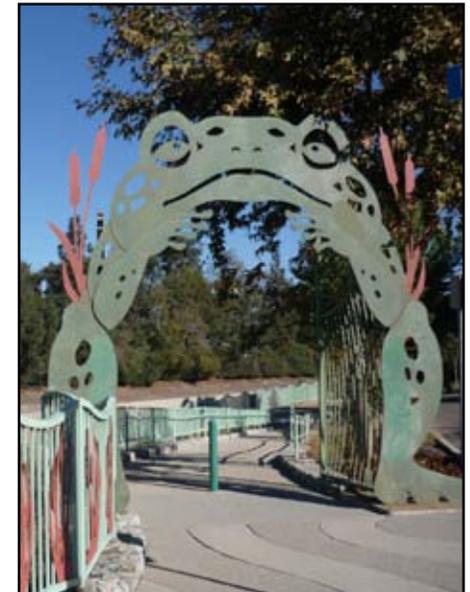
### Planning Activities

A greenway similar to Ernie's Walk in Sherman Oaks is the Lillard Outdoor Classrooms. This walkway has been improved with sitting areas and stations that explain facts about the natural environment. The Revitalization Plan identifies three main areas of opportunity in Studio City. As in the previous communities there are opportunities for greenways, gateways, and bicycle paths. The first is from Cold Water to Whitsett next to Studio City Golf Course. This area could be transformed into a walkway which would add another special amenity to the social club atmosphere of the golf course. The next is at the Tujunga Wash Confluence where there is presently a greenway on the south side of the river but no greenway on the north side. On the south side there is The Valleyheart Greenway Project proposed by The River Project, the California Coastal

Conservancy, and the Los Angeles County Department of Public Works. Between Laurel Canyon Boulevard and Radford Avenue this greenway has amenities designed by local students from Carpenter Avenue Elementary School. The last area is the section of the river that is closest to Ventura Boulevard.

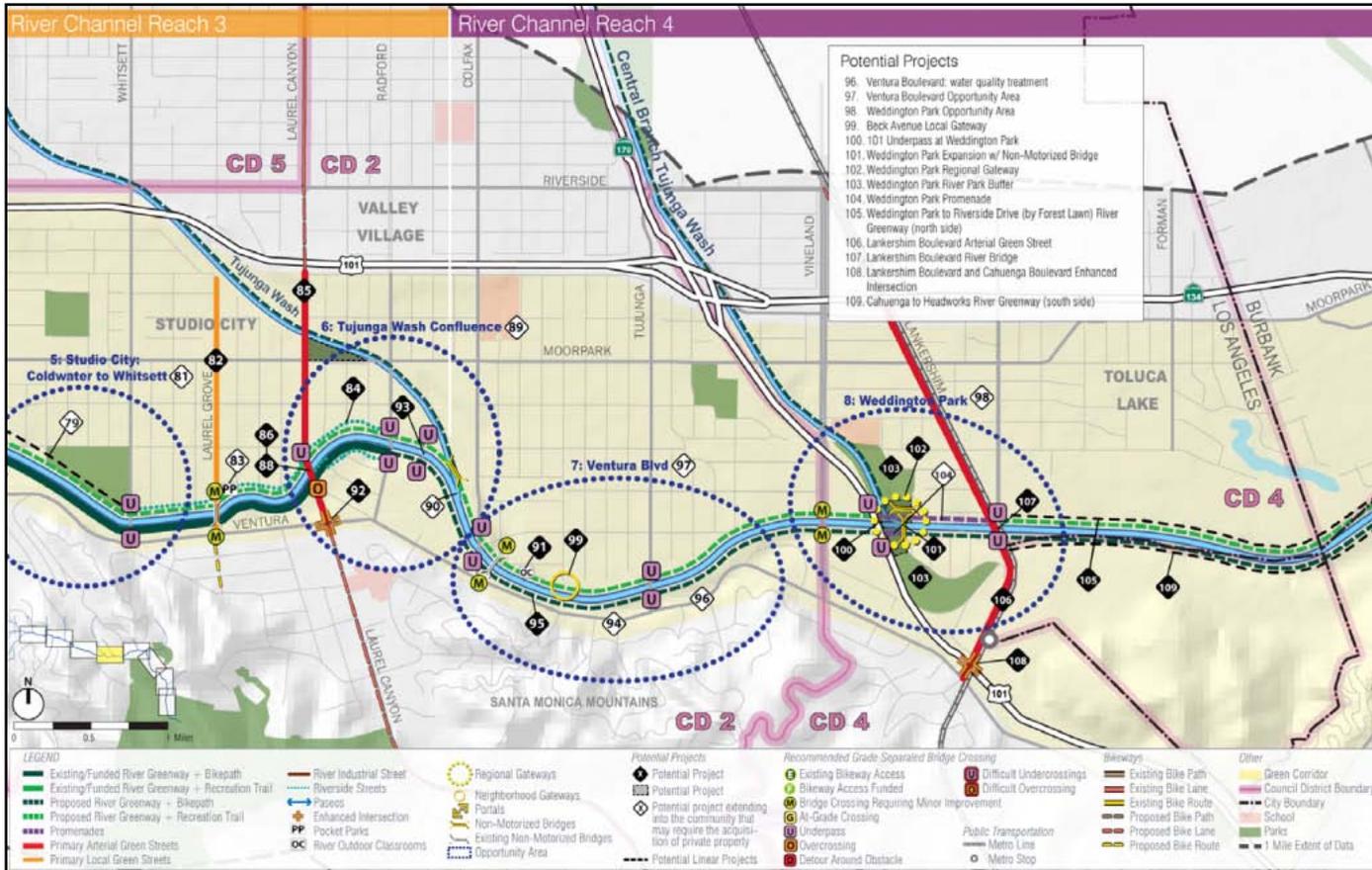
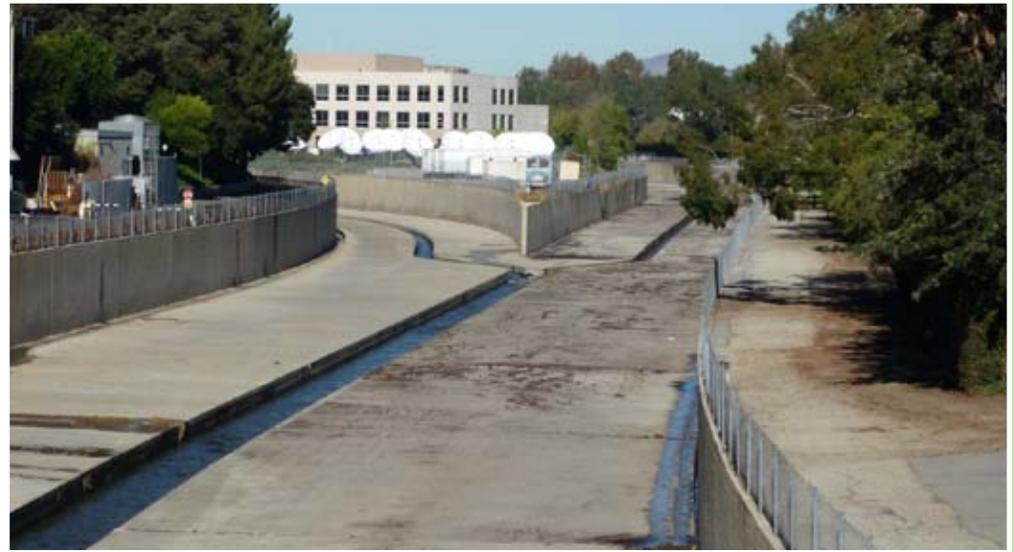


*Clockwise from the bottom right: The Great Toad Gate (main entrance of the Valleyheart Greenway Project), Zoning information from Sherman Oaks to Toluca Lake, images from the Lillard Outdoor Classroom project.*



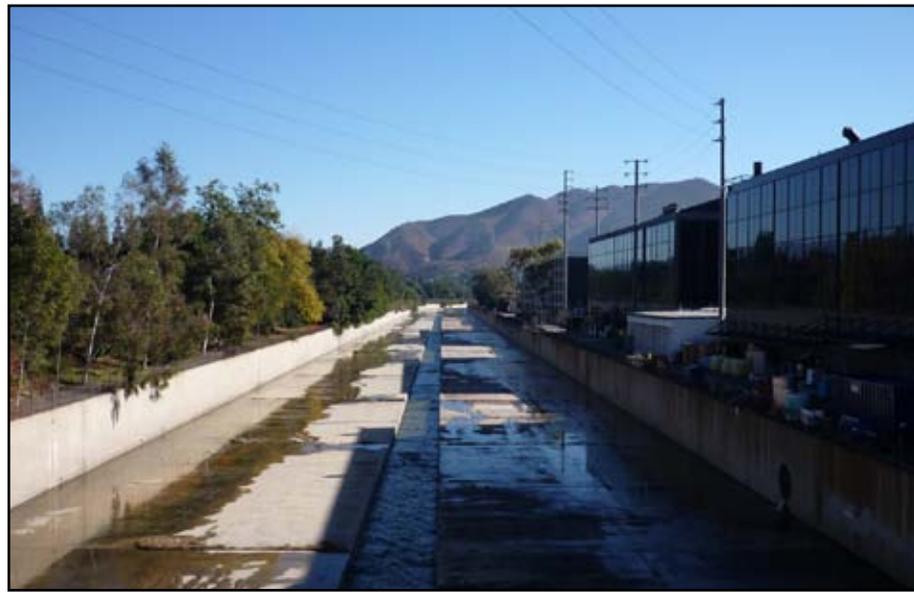


Counterclockwise from the top right: Tujunga Wash Confluence, potential greenway along the river near Tujunaga Confluence with multi-family residential behind the trees, potential project areas identified by the Los Angeles River Revitalization Master Plan.



# Tujunga Wash

## Los Angeles River



**Toluca Lake**

This affluent area, the home of several A-list Hollywood figures, enjoy an array of open space opportunities. The Santa Monica Mountains alone, located south of the river, offer an incredible recreational opportunity for Toluca Lake's residents. Adjacent to the river are Universal Studios' back lot on the south side and Lakeside Golf Course on the north. The river is virtually non-existent to the golf course. Trees line up along the north bank while industry comes up as far as possible on the south side. North of the golf course is Toluca Lake, which provides areas for swimming, boating, and fishing. The other major open space area is Weddington Park along the Hollywood Freeway. The Los Angeles River, which runs straight through the middle of the park, acts as an edge instead of a focal point. The park is surrounded by residential homes as well as Rio Vista Elementary School. There is no direct link between

both sides of the park. There is in fact no immediate access on to the land adjacent to the river. One would have to walk at least 500 yards to Lankershim Boulevard and another 500 back just to get from the north side to the south side. There are residential homes east of Lankershim and north of the golf course surrounding Toluca Lake.

### Planning Activities

The Revitalization Plan sees Weddington Park as an opportunity area. It proposes a non-motorized bridge to connect both sides of the park. Some of these bridges already exist along the river although very austere in appearance. With plenty of regional commercial areas it also proposes a promenade between Weddington Park and Lankershim. This would provide a transition between the commercial district of Lankershim and the natural setting of the Weddington Park.



*Clockwise from the bottom right: South Weddington Park looking from North Weddington Park, Industry on the southern bank, Golf Course on the northern bank, North Weddington Park with Santa Monica Mountains in the background, Downstream moving toward Griffith Park.*





# Burbank

## Los Angeles River



### Burbank - Griffith Park

The Los Angeles River travels through a very short part of Burbank just before reaching Griffith Park on its north bank. The land uses adjacent to the river on the north side are primarily single family residential. The only park near the river in this area is Buena Vista Park which is right along the river on the south side. The Ventura Freeway cuts the park into a north and south portions. The freeway runs parallel to the river on the north side until it reaches the site where the Los Angeles River Revitalization Plan proposes the Spreading Ground River Park. The section at Buena

Vista Park, which is the farthest green space to the left shown on the map on the next page, is an ending point of an equestrian trail. This section is part of a series of equestrian trails from this point to Los Feliz Boulevard. The Los Angeles Equestrian Center is just past the intersection of the Ventura Freeway and the Los Angeles River. On the east side of the Equetrian Center is the Burbank Western Channel Confluence where the Revitalization Plan has proposed a non-motorized bridge to maintain an uninterrupted trail way along the north side of the Los Angeles River. There is also a Media Industrial District (City of Burbank MDM-1) near the river and

*Above: The Los Angeles River at Buena Vista Park, looking toward the Verdugo and San Gabriel Mountains. On the left behind the trees is a section of Disney Studios*

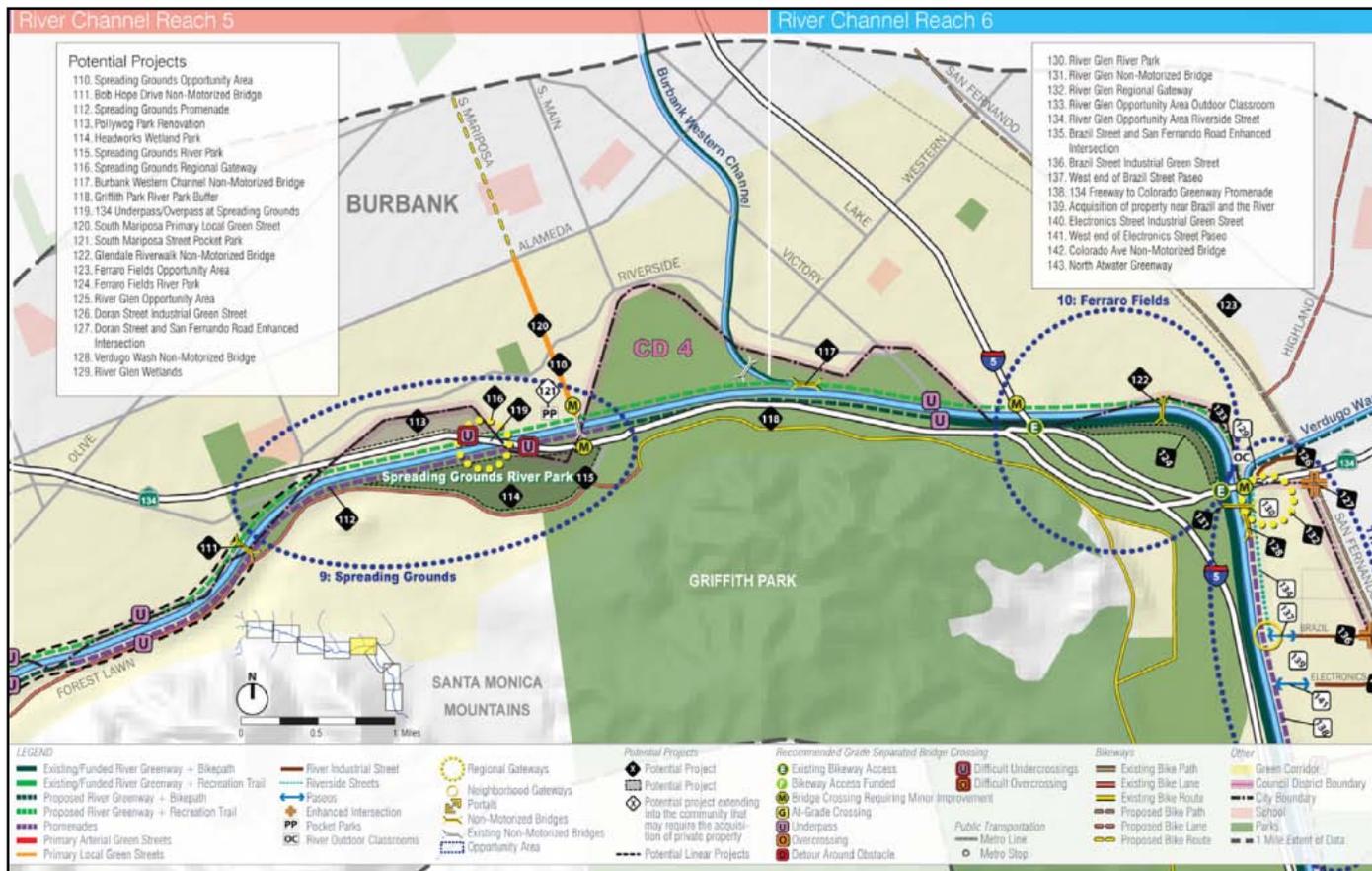
adjacent to Buena Vista Park. This zoning is intended for motion picture, television, recording production, other media-related activities, hospitals and medical-related uses. Providence St Joseph Medical Center and Disney studios are located in this area. On the south side of the river area is the Forest Lawn Mortuary just before reaching Griffith Park.

## Planning Activities

In front of the river and in front of the mortuary is a vacant piece of open land where the Revitalization Plan envisions a wetlands park. This wetlands project would increase the natural attractiveness of the existing

equestrian trails. It is even possible that this area might become an extension of the Los Angeles Zoo. The other area identified by the Plan is at Ferraro Fields near the Verdugo Wash. Presently there is a dog park and soccer fields that are in no way connected to the river. Near Ferraro Fields is a portion of the river before the Verdugo Wash Confluence where vegetation and wildlife exist. This area is an opportunity to integrate the park, the existing bicycle path and the river.

*Clockwise: Vegetation and wildlife habitat in front of Ferraro Fields, Opportunity area for a wetlands park, Equestrian Trail on the north bank of the river, opportunity areas designated by the LARRMP.*



# Verdugo Wash Los Angeles River



## Griffith Park - Atwater Village

This point is where the river turns south around Griffith Park, stretching from the Verdugo Confluence to Atwater Village neighborhood to the south. As seen in the land use map, this area is a combination of light to heavy industry, low density residential with strips of commercial and open spaces. The green open spaces are parks and golf courses along the river. A long section of the river in this area has been restored to a more natural state. On the west side of the bank is a major golf course as well as the Los Angeles Zoo. The east bank is primarily industrial as seen in the land use map. The Plan has identified this location as the River Glen opportunity area. Further south is the community of Atwater Village which is primarily low density residential.

## Planning Activities

As previously mentioned, a great portion of the river has been restored to its natural state. The most noticeable improvements is the Los

Feliz Riverwalk. It is a landscaping and pathway improvement along the east bank from Chevy Chase Drive to Los Feliz Boulevard, including Michael Amescua's "Guardians of the River" gate, picnic areas, and a site for equestrians to up their horses.

Near the bottom portion of Atwater Village is Rattlesnake Park, a pocket park featuring river rock walls, native landscaping, benches and Brett Goldstone's "Great Heron" gate at Fletcher Drive. The Plan proposes a series of non-motorized bridges to connect the east and west bank.

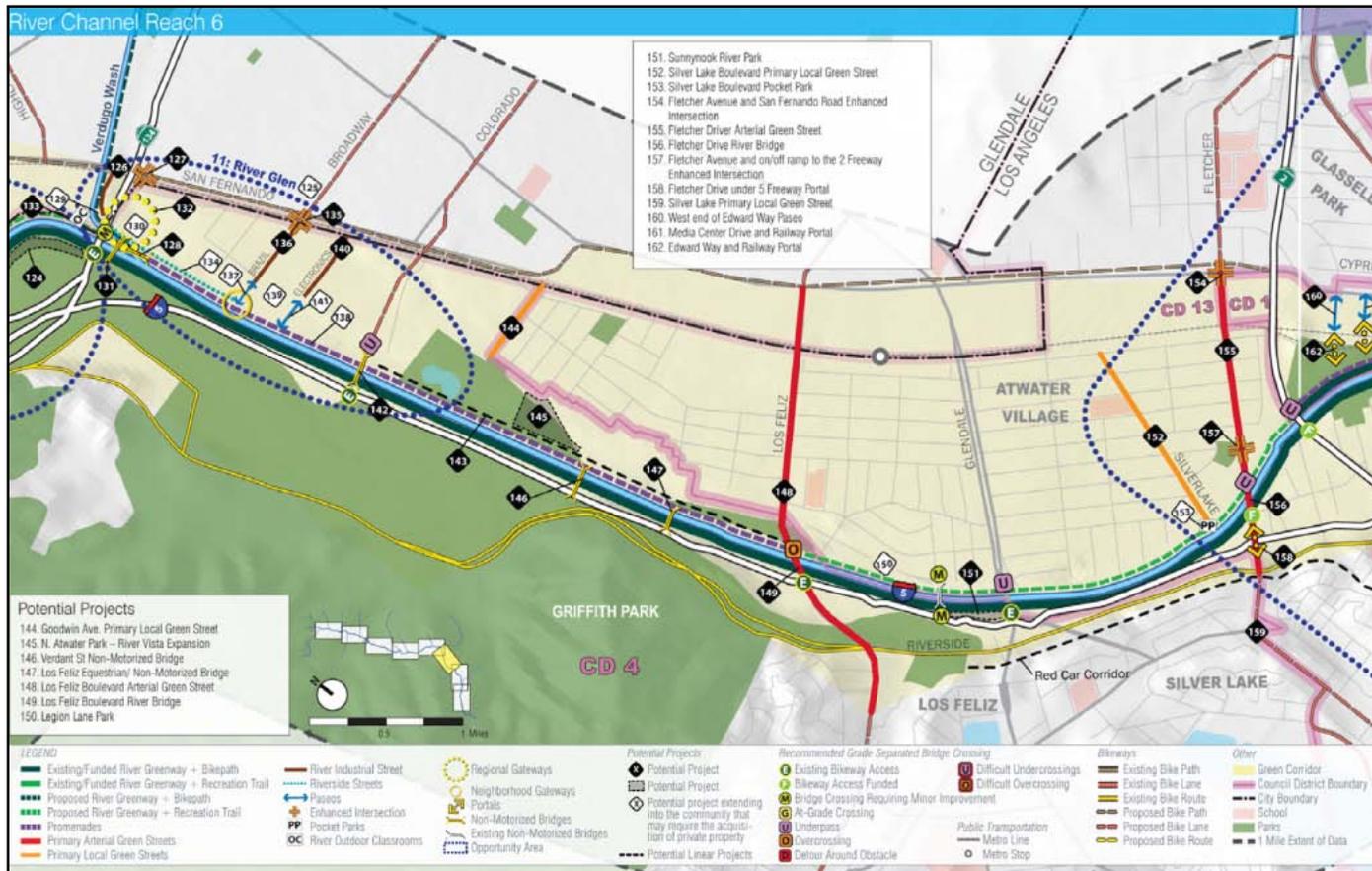
*Counterclockwise: River by the Los Feliz Riverwalk, Present conditions of the River Glen opportunity areas, Michael Amescua's "Guardians of the River" gate, River bank along Atwater Village community.*



It also proposes the restoration of riparian habitat and the creation of a large water quality treatment wetland at the Verdugo Wash Confluence.

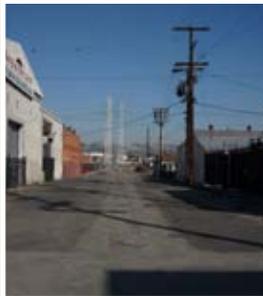


Clockwise: Opportunity areas identified by the Los Angeles River Revitalization Master Plan. Conceptual view of the LA River looking south at the Verdugo Wash Confluence, Conceptual site plan, Rendering.



# Arroyo Seco

# Los Angeles River



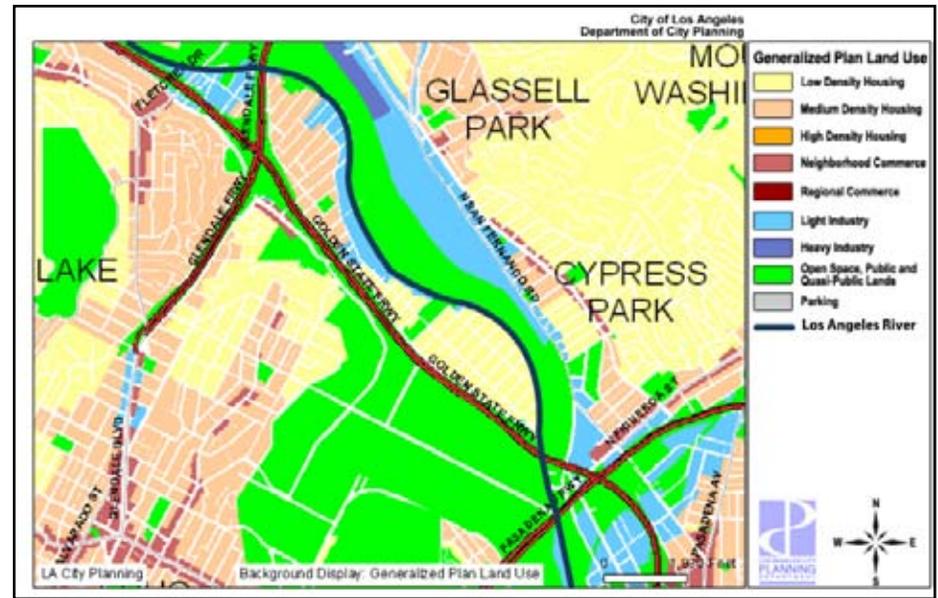
## Elysian Valley - Chinatown/ Cornfields

This section is very similar to the previous one. It is a combination of low-medium density residential, industrial uses, open space areas and commercial strips. For the most part, the river has recovered some of its natural state although it continues to be plagued with filth, mainly during the rainy season. The east bank is mostly low density residential development with some industrial. The west bank faces a rail yard known as Taylor Yard which is a focus area for revitalization. On the west side is the mountainous Elysian Park. Near the Arroyo Seco Confluence is an area that is heavily divided by streets and freeways. It is cut primarily by the Pasadena Freeway and the Golden State Highway. Riverside Drive runs along the east bank until it crosses the river at which point turns into Figueroa Street. Finally a rail line also crosses the river creating a convoluted web of concrete and metal cutting the land into awkward shapes. Past the Arroyo Seco Confluence is the Chinatown/ Cornfields site along which is a combination of industrial, commercial and residential uses. The Specific Plan for this area is to be finalized in 2009.

### Planning Activities

Some of the organizations involved in the planning of this area are The

*Clockwise from the left: Arroyo Seco flowing into the Los Angeles River, Chinatown/Cornfields location, LA River passing the Chinatown/ Cornfields site.*



River Project, Northeast Trees and the Arroyo Seco Foundation. Some of projects include Taylor Yard River Park, which will be further detailed. The Confluence Park, which is still in progress will create public space, provide bikeway connections, pedestrian improvements, and enhanced plantings. The Arroyo Seco Foundation is also involved in organizing and sponsoring regular trash removal from the confluence area. They are also involved in developing specific routes to connect the east and west banks of the Los Angeles River and existing open spaces for pedestrian and bicycle access, open space connection study. The organization is also working on restoring a natural streambed at the confluence.

## 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 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. 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

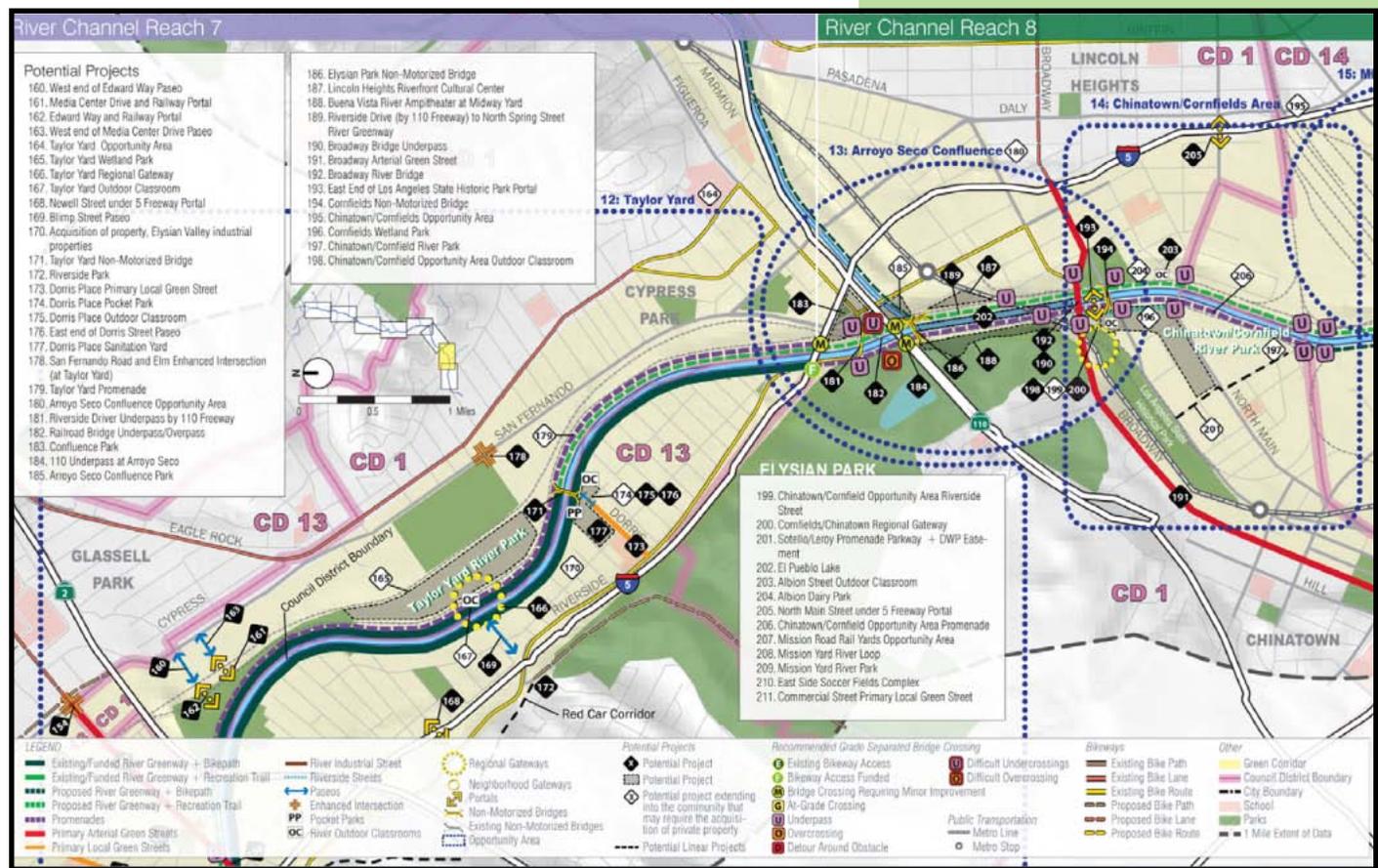


Elysian Valley has close connection to the river as most east-west streets end with direct access to the River, including some River-themed pocket parks. There are plans underway to build a bicycle and pedestrian bridge in an existing City maintenance yard, across the River at the end of Dorris Place. 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.

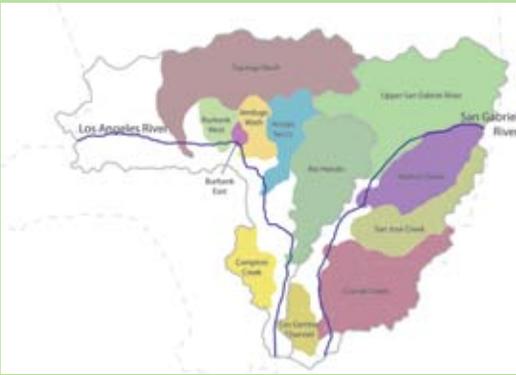
A preferred alternative for Taylor Yard is to excavate the heavily contaminated soils at the River's edge and use it to form mounded sculptural landforms that support an upland meadow-like landscape. The excavated area would be capped to prevent infiltration of contaminants and wetland treatments could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



# North San Gabriel River



## North San Gabriel River

### Existing Site Conditions

The San Gabriel River's history dates back to the Gabrielino Indians. The land uses around this trail vary from residential to commercial.

### Zoning

The adjacent land uses along the area of Encanto Parkway consist of low density residential zones, which are between five to eight 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.

### Topography and Geography

The northern portion of the San Gabriel River Trail transitions from the foot of the mountains in Duarte to



the 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 266 feet near the Pomona Freeway. 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. The first steep grade is located approximately at the Santa Fe Recreational Dam, where

the trail plunges approximately 100 feet within half a mile and then goes back up 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 changes in slope, this is the single portion that undergoes a major slope change within a short distance. The San Gabriel River Trail 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.

### 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 that provides much more detail

on the efforts and intentions of the master plans.

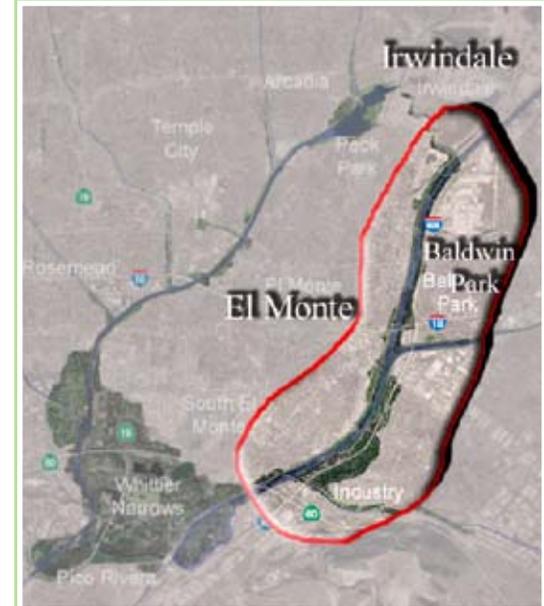
#### *San Gabriel River Campaign: Angeles Chapter of the Sierra Club*

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 to 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,”

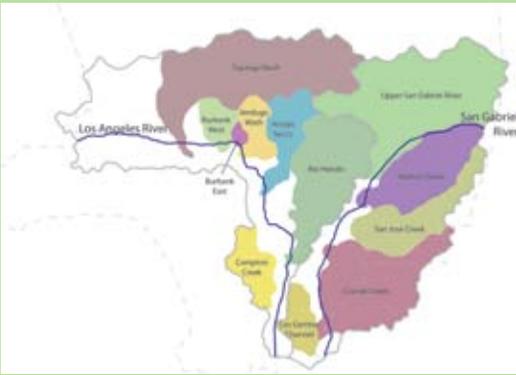
(San Gabriel River Discovery Center Authority)10.



This map demonstrated that parts of the study area overlaps with the Emerald Necklace of Parks created by Amigos de los Rios, a non profit organization

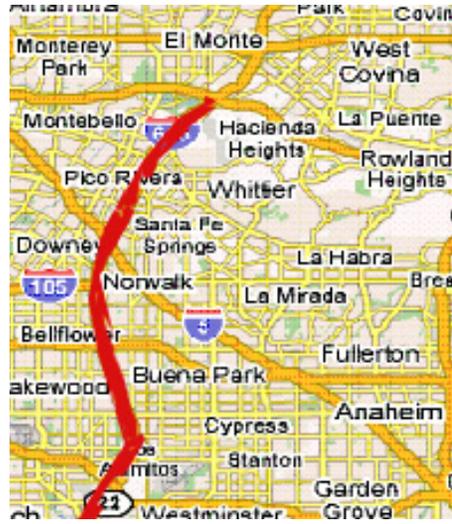


# South San Gabriel River



## South San Gabriel River

The southern part of the San Gabriel River 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 currently exist along the San Gabriel River proposes a more comprehensive development of trails that are more pleasing for all types of recreational users.



## Topography

The San Gabriel River Trail that runs through the 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 San Gabriel River, 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.

## Existing Planning Activities

This section provides an overview of how the cities in the South San Gabriel River 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 latter includes an eighteen (18) golf course, conference center, hotel, equestrian center, Olympic-size swimming pool, tennis facilities, and a clubhouse.



The City of Whittier 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.

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 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 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.

The City of Bellflower 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. 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.



The City of Lakewood's current planning efforts are illustrated in the newly created trail way along the City's parks. 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.

The City of Long Beach has also designated trailways 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).



# Design Proposals

# Design Proposals

2008 Graduate Capstone Studio

Los Angeles River



## OVERVIEW

### SITE SELECTION

The initial process of site selection consisted of identifying two that would immensely benefit from trail revitalization. Characteristics of an ideal target site are areas that suffer from under-utilized 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.

### 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 as terracing; an Eric Lloyd Wright critique and suggestions to site features such as: amphitheater, 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.



### Site Evaluation

To assess disparities or inequities among communities within the Golden Necklace 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:

Physical Context: The design team’s 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.

Physical Context	Natural conditions	Vegetation
		Fauna
		Lighting - Shade
		Terrain and Relief, Topography
		Sensorial Experience
	Built Conditions	Transportation Network
		Accessibility and Mobility
		Surrounding Buildings
		Open Space

After site visits were conducted, design parameters were established to 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:

Design Parameters	Size/Measurements
	Density/Capacity
	Uses/Program
	Urban Furniture
	Landscaping
	Urban Insertion
	Networks, Nodes and Layers

To implement design elements, the following guidelines and development standards were referenced in accordance with existing communities/ municipalities impacted by any proposed revitalization or enhancement opportunities.

Regulations	Land Uses and Zoning
	Ordinances
	General Plans

## SELECTED SITES



City of Long Beach



City of Cudahy



# Long Beach Proposal

## 2008 Graduate Capstone Studio

### Los Angeles River



1. Cornerstone Amphitheater
2. Terracing - Urban Agriculture
3. Existing Park
4. Caesar Chavez Park
5. Residential
6. Meadows
7. Wetlands
8. Dog Park
9. Library Park
10. Edison Elementary School
11. Basketball Court
12. Soccer
13. Multi-Use Trail
14. Water Play and Lake
15. Urban Prairie and Nature Center
16. Drake Park
17. Urban Trail

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

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 lacks safety concerns and 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 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 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 through agricultural gardens and wetlands, and create a cultural center offered by a waterfront amphitheater. The Cornerstone amphitheater 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.

### Materials

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 life cycle 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.

### 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.

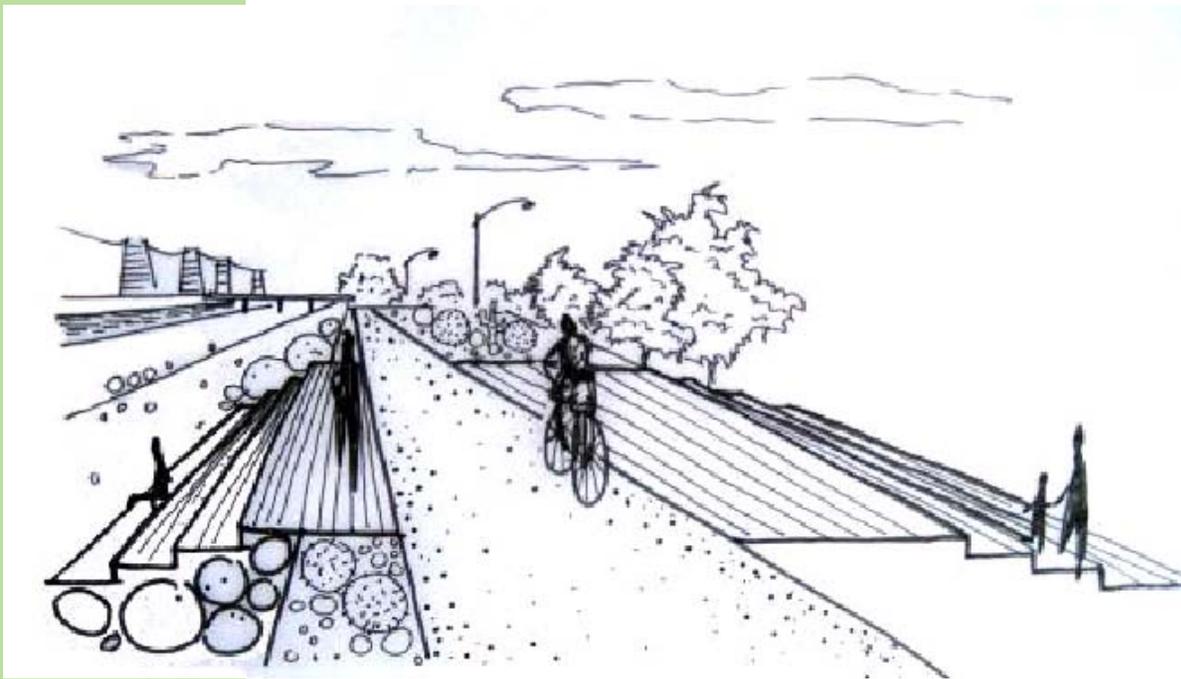
### Landscaping

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.

### 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.





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

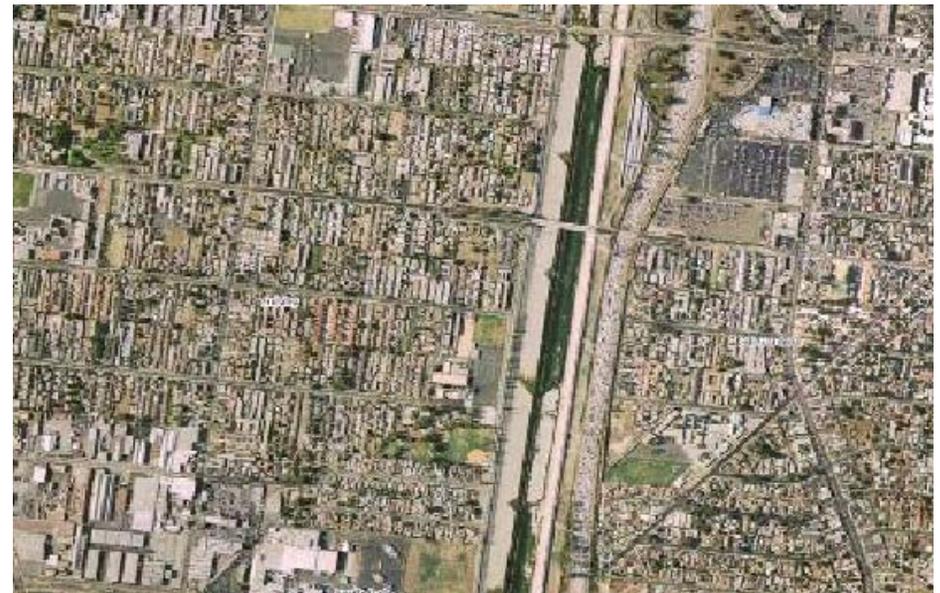
The second site selection drew upon key elements identified in the case studies. One key element used within this second site is the enhancement of city features which have the potential to become a major urban trail connection between the city and the river. In creating a design network, various sites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

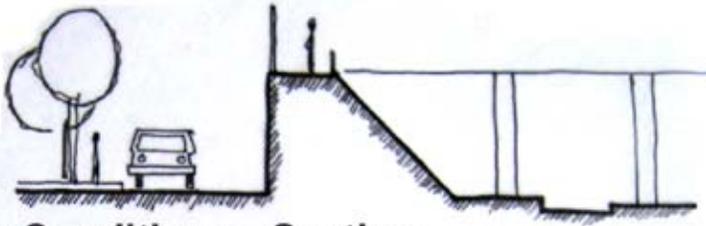
would require remodeling. Second, a new and more relevant building for city hall and library would be proposed in the mid-section of the project area. Third, an affordable housing element

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.

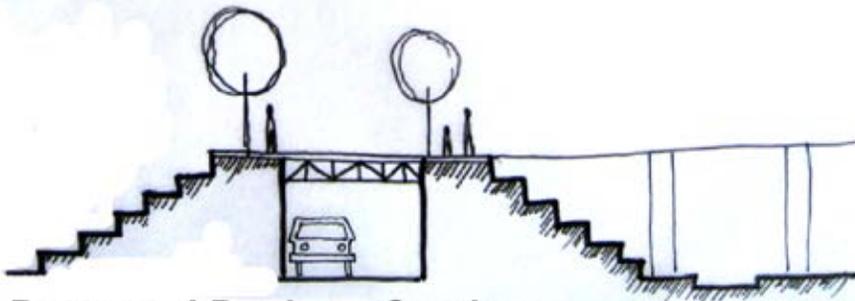
#### Design Features

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





**Existing Conditions - Section**



**Proposed Design - Section**

include more connections (in the future) within the project area which would encourage a walk-able 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 under used. 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.

**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.

**Topography**

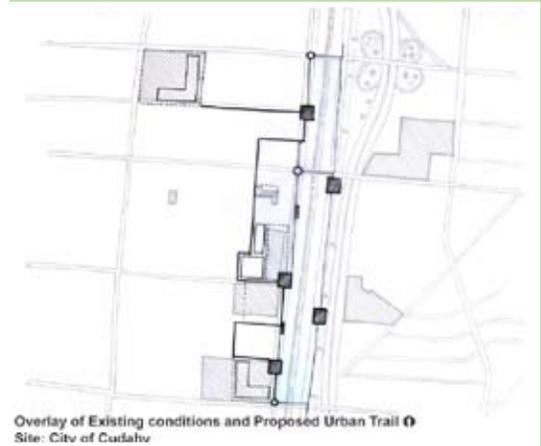
The project area was predominantly flat with dry vegetation in a desert environment with natural landscaping (i.e. “xeriscaping”).

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

**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



Overlay of Existing conditions and Proposed Urban Trail  
Site: City of Cudahy



Proposed Urban Trail  
Site: City of Cudahy



# Design Proposals

2008 Graduate Capstone Studio

San Gabriel River

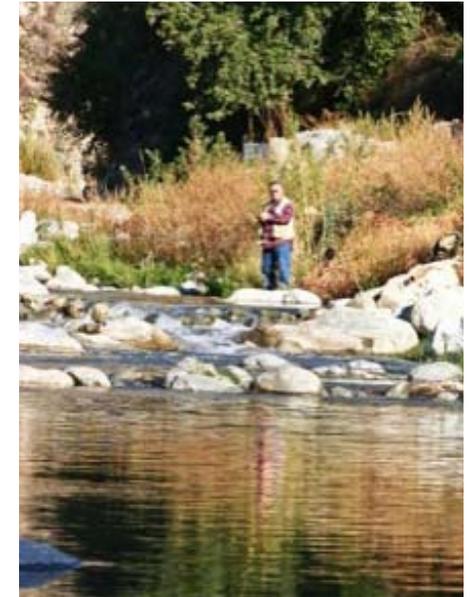


## OVERVIEW

### Site Selection

The urban design procedure employed 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

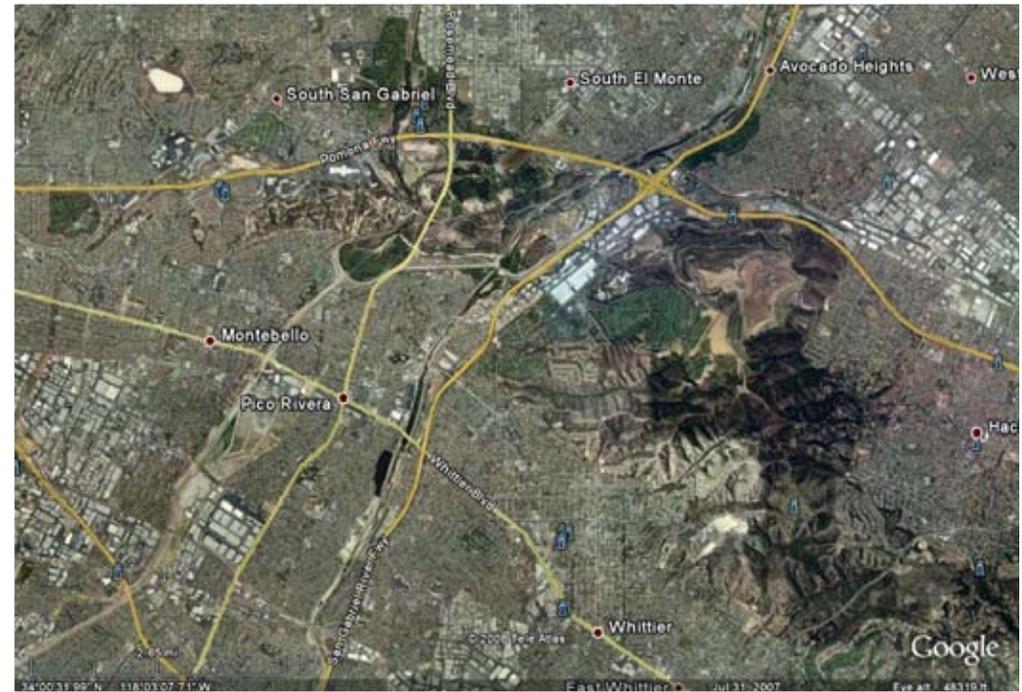
In comparison with the adjacent and proximal Santa Ana River and/or its watershed, the San Gabriel River



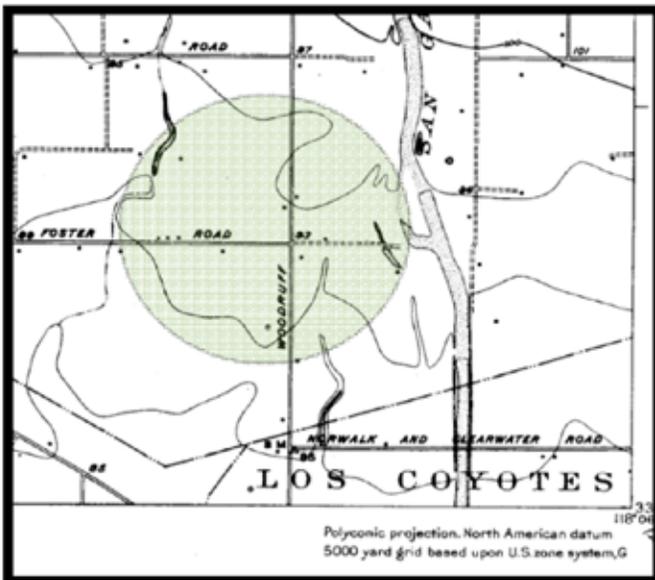


has none of these features. Its profiles, in general terms, are very flat, as the high and very steep points are in the mountain ranges. Some of the most concentrated rainfall ever recorded in the United States has occurred in the San Gabriel Mountains (Gumprecht, 1999). The flat feature which characterizes the San Gabriel River is prevalent at both of the selected sites (Bellflower and Seal Beach).

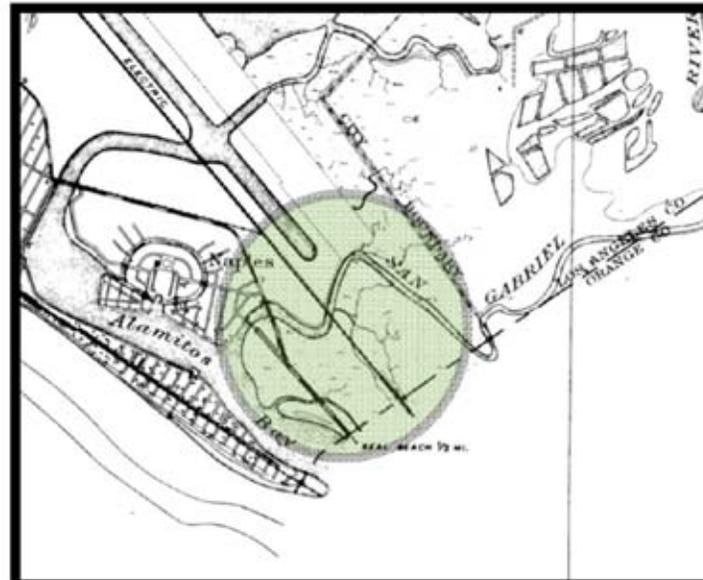
As evident in both topographic maps (Figures 56 and 57), there are very little if any topographic lines/features illustrated. The water-bearing materials of the San Gabriel Basin are dominated by unconsolidated to semi-consolidated alluvium deposited by streams flowing out the San Gabriel Mountains.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



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



**Figure 56: Zinn Park Topographic Map**



**Figure 57: Seal Beach Topographic Map**





Figure 58: Zinn Park Location Map

### Project Title: Zinn Park in the City of Bellflower

Based on chosen criteria, the first 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

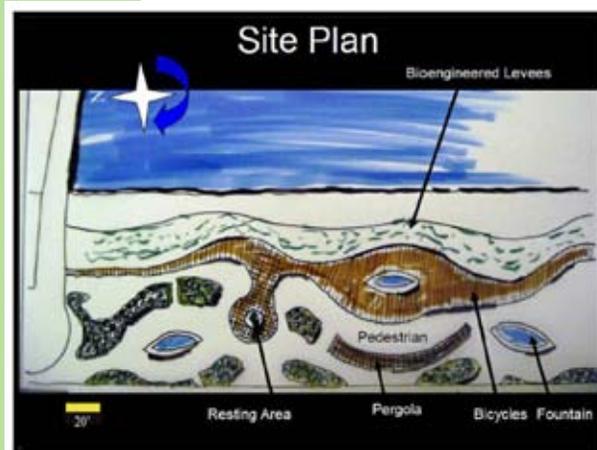


Figure 59: Zinn Park Site Plan

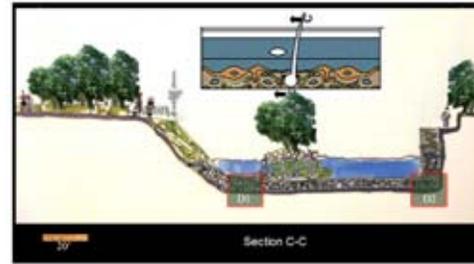


Figure 60: Section C-C, D1 illustrate the bio-engineered levees

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

### Bio-engineered Levees

The concept of bio-engineered solutions is introduced to remove the concrete surrounding the San Gabriel River along the Zinn Park area; Figure

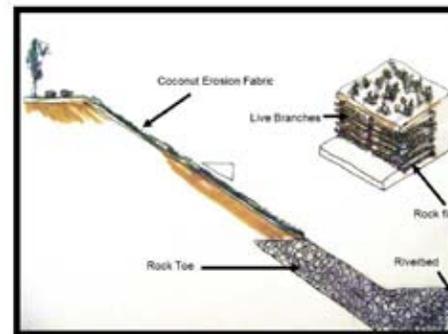


Figure 61: Construction of bio-engineered levees and the current levees in place along the River

61 also illustrates the location of such levees along the River. Currently in the Zinn Park area, the River is reduced to a ditch, surrounded by concrete levees, as illustrated in Figure 61. In addition, Figure 60 illustrates that D1 and D2 show the position of the bio-engineered levees. Bio-engineered levees change the slope and replace the concrete with stone riprap at the base, followed by compacted dirt reinforced with greenery and coconut erosion fabric at the top (King County, 1993). This concept adds to the depth of the River and allows for a meandering shape without undermining flood control. Therefore, the functionality of levees and the area's topography allowed for designing renovation and connection paths to nearby parks in Bellflower (Figure 62).

### 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



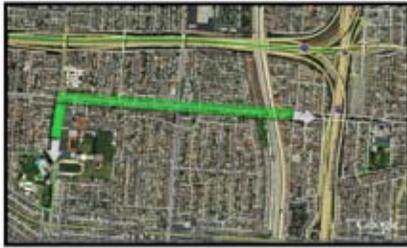


Figure 62: Possible connections to Zinn Park are 2 community parks as illustrated by the green arrows



Figure 63: Seal Beach Location Maps, where the proposed site is indicated with the blue lines

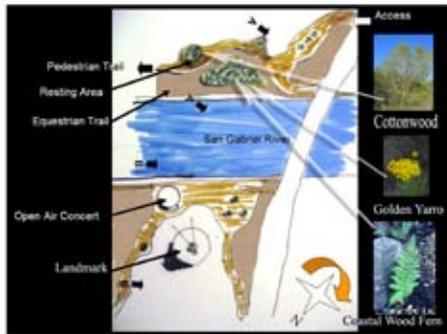


Figure 64: Seal Beach Site Plan

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.

### 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 storm water 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.

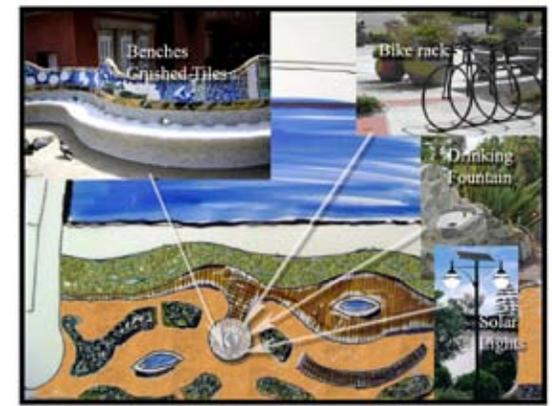


Figure 66: Design Elements

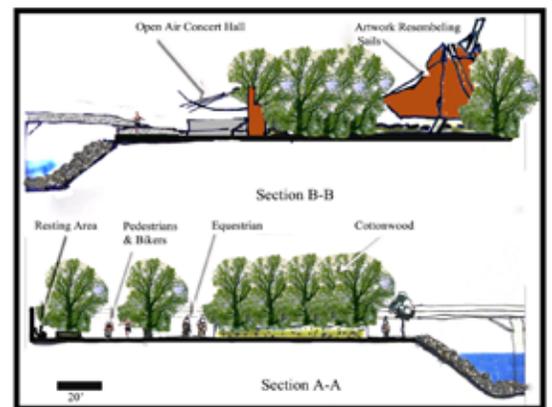


Figure 65: Section A-A and B-B as defined in Figure 64





### Project Title: Upper Arroyo Park Development

#### Site Overview

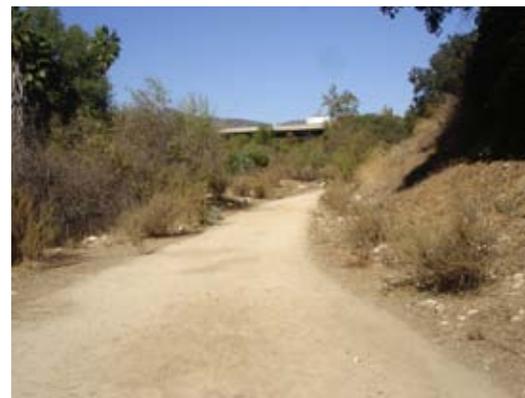
The Upper Arroyo park has many qualities that could provide elements that will lead to a successful implementation of a revitalized trail. The front of the site is used as a

'focus area' due to its relatively flat terrain with more open space. It is located adjacent to the golf course and a neighborhood on both sides of the park. Its entrance is faced with a Rosemont Ave. The Rosemont Ave. down to the Rose Bowl Trail on the south side of the Arroyo Park. The Rose Bowl Trail is also provided with parking. Further south of the Rose Bowl Trail is Brookside Park. The

Upper Arroyo Park is expected to attract users from both the Rose Bowl Trail and Brookside Park, especially the Rose Bowl Trail. It begins at the Rose Bowl Stadium in a loop upwards to the Upper Arroyo Park. People will be naturally drawn to the Arroyo Park once improved with equipments.

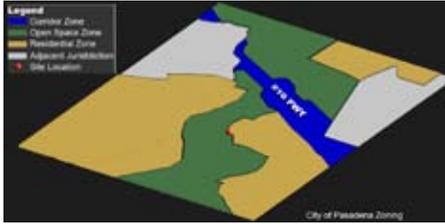
#### Site Plan

The site plan shows different amenities that were placed into the area including benches, restrooms, picnic tables, a playground, etc. The items presented in this site plan are scaled to actual size and location of the current area. The general climate of the park is extremely dry. Therefore, not that many trees were planted because it would require exorbitant amounts of water and resources to artificially maintain them. There are however, existing trees in the area on the hillside towards the East side of the park. The trail itself does not have any trees around it. It is exposed to the sun throughout the day and displays extremely unpleasant environment for trail users. Therefore, a few trees were added alongside the existing trail to provide a little more shade for users.



#### Zoning

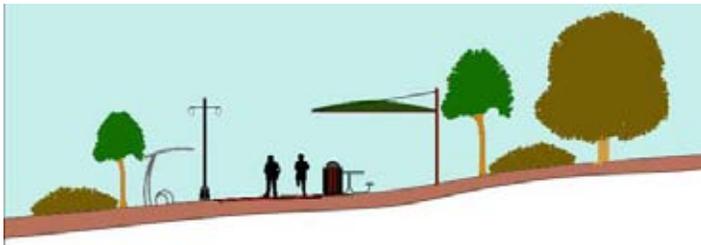
The Zoning Perspective View represents an overall zoning view of the region. The red dot indicates the designed area. It is currently zoned as open space. Areas nearby are mostly residentially zoned, which provides an incentive for the design to be successfully implemented and used by residents. Three neighborhoods are within immediate



boundary of the Arroyo Park in less than .2 miles in distance. The surrounding environment of the Arroyo Park is composed of mostly hillsides. Therefore, there is enough privacy reserved for both park and trail users and the residents in the nearby neighborhoods. Also, the 210 Freeway crosses directly above the north end of the Arroyo Park and its trail. The bridge structure provides a large shaded area. Further up north from the Arroyo Park is zoned open space. These preserved lands can be turned into parks in the future and connected to Arroyo Park and further expand its usage.

### 3D Representation

The overview of the 3D representation shows the lay out of the entire area with different equipments. All items are placed on both sides of the existing trail to encourage usage. The bike racks are provided with covers to protect bicycles from the sun. There is little vegetation in the area and artificial shade was needed. It will be difficult



for people to use their bicycles once they get heated up by the sun. Also, a public restroom is provided. The play ground area is near the entrance to the trail for safety and easy access. Also it is in open view to the bench areas and picnic table areas in order to provide easy adult supervision from distance.

All of the benches are provided with a shade structure because the sun is extremely strong in the area. There is no natural shading. The benches are placed along the trail for people to have easy access. The restroom is located towards the end of the trail near bench areas. There are more trees added to the design to provide shading. In addition, trees placed around the restroom provide more privacy.

### Existing Conditions



# Cerritos Proposal

## 2008 Community Planning Studio

### San Gabriel River



### Project Title: Liberty Park and San Gabriel River Improvement

#### Mission/Purpose Statement:

Create better accessibility to the San Gabriel River as well as open space opportunities. Provide connectivity to existing trails while developing sustainable environments for the surrounding community and addressing safety issues.

#### Location

The improvement site is located in southeastern Los Angeles County on the San Gabriel River. The site is between the city of Cerritos and the city of Lakewood. It is adjacent to Liberty Park, which is 34 acres. Liberty Park is located within the

boundaries of the city of Cerritos. Residential and commercial zoning are the dominant land-uses around the site. It is also located under the Los Coyotes Redevelopment Area. The 605 freeway is just east of our site and South Street is the main arterial street located just to the north.

#### Site Selection

One reason this site was selected is that there was no need to create new green/park or open space because it already exists. This site represents many locations in Southern California where green/park or open space is located next to one of the major rivers but is not an integral part of the river. With this site, the adjacent San Gabriel River is neglected and is not an integral part of Liberty Park and surrounding communities. A second reason for choosing the site

is to address issues of connectivity, accessibility, linkages, and safety for surrounding communities. In addressing these issues, hopefully the end result will be a design that improves existing conditions and creates a much needed appreciation and respect for the natural landscapes and resources of our region such as the San Gabriel River. Also, improvement of this site can possibly be a catalyst for river and watershed improvements in other parts of Southern California.

#### Existing Conditions

The section of the San Gabriel River that runs adjacent to Liberty Park is completely canalized with concrete on the riverbed and both riverbanks. There is an extreme lack of vegetation in and around the river. Liberty Park is also entirely segregated from the San Gabriel River by a chain-link fence and a hedge that blocks almost all views of it. The river is not aesthetically pleasing and is also segregated from the existing residential and commercial land uses. There are also issues of pollution and contamination within the river.

There is an existing bike trail that runs alongside the river. It is made of asphalt and is beginning to deteriorate in many places. Pedestrian or equestrian trails are not present at the site. This could present an issue with safety because pedestrians must share the path with cyclists. There is no lighting along the existing trail. Walking down a steep concrete embankment is the only way to access the river. There is also a lack of connectivity from nearby neighborhoods to the river or to Liberty Park. The river is in many ways

considered to be an edge, barrier, and a liability.

The current conditions do not support sustainable environments for the river area. There is little in the form of wildlife and much of the natural habitat has been severely altered and possibly destroyed. The concrete channel also does not allow any vegetation to grow therefore possibly being able to absorb harmful contaminants in the water. The concrete in the channel does not allow for water to permeate to the water table below. Rather, it only allows for any water in the river to flow as quickly and directly as possible to the ocean carrying garbage and pollutants with it.

## Goals and Improvement Recommendations

*Improve connectivity and accessibility to both the San Gabriel River and Liberty Park.*

*Address issues of safety by improving trail systems and improving lighting*

*Make the San Gabriel River an extension of Liberty Park, furthering the opportunities for open space and environmental restoration.*

*Support and implement sustainable practices such as using drought tolerant and native plants, permeable surfaces, and water reclamation and storage.*

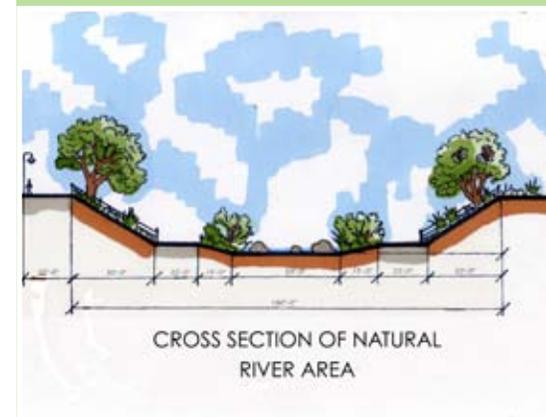
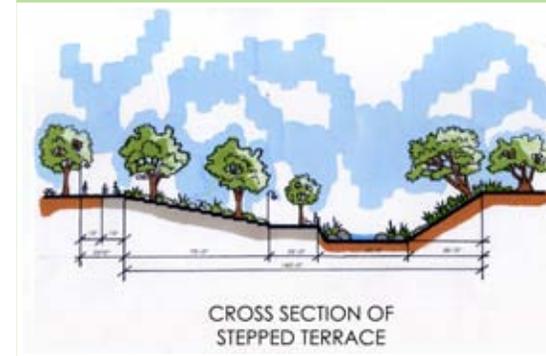
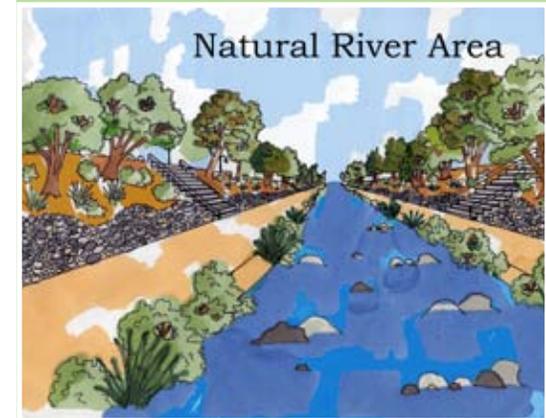
*Create a more aesthetically pleasing environment for nearby residents and visitors.*

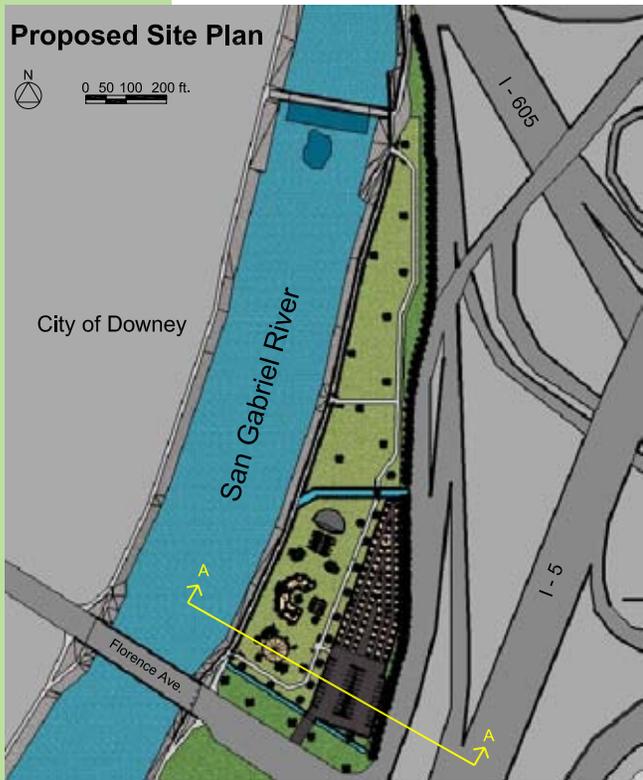


The team recommends that a walking/running trail be added alongside an improved bicycle lane. The walking/running trail will also be able to accommodate horses for equestrians and will be made from a permeable surface such as decomposed gravel or compacted soil. Lighting will be located alongside the multi-use trail and if possible will be solar powered. We also recommend adding water tolerant and native plants such as California Sycamores, Canyon and Coastal Live Oaks, Deer Grass, Meadow Rue, False Indigo, Mexican Elderberry and Bay Laurel plants for aesthetic reasons and for sustainable reasons. Concrete can be removed from portions of the river, primarily the riverbanks and from the riverbed to allow for water permeation and the regeneration of natural vegetation in these areas. Steps and stairs will be created both for sitting and to provide easier access to the San Gabriel River. Concrete will be replaced with decorative hardscape or permeable hardscape such as pavers. Pedestrian bridges will be added to

connect residents on opposite side of Liberty Park and San Gabriel River to both sites. Parking lots in Liberty Park will be replaced with permeable surfaces to allow for water and irrigation absorption. Lawn or areas should be reduced where necessary and replaced with drought tolerant ground cover and plants. Swales will be added to catch storm and irrigation run-off that can be filtered before entering the river. New playgrounds and seating areas will be created within Liberty Park.

A new pocket park will be created on the Lakewood side of the river and will be connected to Liberty Park via a pedestrian bridge. On the Lakewood side of the San Gabriel River, a nature trail will be created to give a more natural effect to the river area. This section will similarly reflect what has been done at Rio Vista Park in El Monte and will include many drought tolerant native plants. This area will also provide river access to utility, public works, and storm management vehicles for any kind of maintenance or safety issues.





**Project Title: Rancho Santa Gertrudes Sections Township and Range**

### Site Aerial View & Zoning

The proposed site along the San Gabriel River is listed under the Los Angeles Tax Assessor property boundary description as the Rancho Santa Gertrudes Sections Township and Range. It measures approximately 150,000 sq ft or roughly 3.5 acres. The site's boundaries stretch from the Santa Ana (5) Freeway to the north, to Florence Avenue at its southern most point.

### Topography & Climate

The land surrounding the site consists of relatively flat land. Originally, the climate and geography consisted of arid desert which explains the sandy soil found throughout the river bed and surrounding spaces. The river bed throughout the site is found in a natural state (thus not encased with concrete) and opens up at approximately 500 ft throughout the proposed site running from Telegraph Rd to Florence Ave. The land slopes along the river with a dividing rock barrier on both sides of the river. In a natural state, it is ideal for marshes and wetlands to persist for longer periods of time. This is especially important as the given site provides for a natural setting and possible estuary for migrating birds. It also provides cooler temperatures during summer season and makes activities in and around the site much more pleasant.

### Connectivity & Accessibility

The Santa Ana 5 Freeway directly exits onto Florence Avenue just feet from the off-street entrance leading to the parking lot of the site. This makes the site desirable and easy to visit for



those traveling distances greater than the given one-mile radius we have implemented in much our analysis. Both recreational connections at the Santa Ana 5 Freeway as well as the Florence Ave overpass provide for a smooth transition from one area of the trail to the next. This is most desirable as walk-ability and bicycle use are perceived as being much more fluid.

### Safety

The site does possess safety issues along the trail from either side of the park access including overpasses of the 5 Freeway and Florence Ave. Along this particular area we find "blind spots" to which proper lighting must be considered for night activity. The site was also chosen in close proximity to Florence Avenue as this gives policing the area an advantage as street access is no more than 50 ft from the site. This provides patrol units with quick access and detours possible criminal activity. Proper lighting along the trail is non-existent and must be utilized at all dark areas and "blind spots" as shown here:

### Aesthetic/Scenic Appeal

The views found throughout the site are picturesque. The layout of seating and rest areas will capture the essence of the Golden Necklace's view of the San Gabriel Mountains to the north. At sunset, the golden hue dancing along the mountain range is evident.

## Proposed Development

### Playground & Activity Center

The playground and activity center were chosen in regards to demographics. The high number of median age groups in the area are between the ages of 24.9 years – 44.4 years of age (US Census 2000). These are the years of a person's life that are characterized by those beginning and continuing with family life. Almost all of the residents in the area are characterized by being young families with children. The activity center provides children with opportunities for cultural enrichment such as art, music, dance and other interactive uses.

### Stage Area & Seating

The stage area and seating were purposely placed facing north along the trails view shed. This allows residents (75% employed) to forget the stresses of the daily grind and sit, relax, and take in some picturesque-Southern California view. The stage area is also purposeful as this provides area for events such as outdoor concerts, informal meetings, and other public functions.

### Orchards

In the early half of the 20th century, the Rives family resided in Downey. Their original home off of Firestone Blvd in southwest Downey was famous for sales in avocados, citrus (lemon and orange), walnuts, and other fruits and vegetables. The orchards found on our lot will exemplify the connection between residents and visitors of

the area as the city's history may be resurrected with seasonal picking of lemons, oranges, avocados, etc.

### On Site Parking & Main Arterial Access

The onsite parking was acquired for our site because of the diverse activities and function of the plan. For all those who wish to travel by automobile because of geographical limitation, we provide this amenity to increase visitation and success of the site. The parking was proposed by the acquisition of a city parking yard utilized by service vehicles. The main arterial access provides access to the site from Florence Ave (the south of the site). This is less than 50 ft from the Santa Ana 5 Freeway off-ramp exit making it accessible to visitors traveling from abroad. The conditions of the current site suggest that access be acquired by extending the sidewalk entrance as seen in the final rendering.

### Landscape Buffer

The landscape buffer was chosen for aesthetic and view shed appeal. Abutting the site are onramps, off-ramps, and freeways (605 and 5) which make for quite an eye sore. The trees placed alongside the east boundary stretch from the southernmost point of Florence Ave to the northern-most point at the Santa Ana 5 Freeway boundary. The trees proposed are sycamores for the purpose of the height achieved at maximum growth (40-50 ft), drought resistance, and species allowed by the local planning department. The mid portion buffer consists of Western Red Buds which



provide for a mid-range buffer for on site view shed and cover.

### Ped/ Cyclist Accessibility

Pedestrian and bicycle access is conveniently placed throughout the site for optimal accessibility. The final rendering below shows the convenience of bike racks along the western side of the site as well. The site contains a pathway that stretches from the activity center to the trails connection just north of the site. Walkability and bicycle access is fluid and easily achieved alongside the river trail as seen in the rendering (right) by bridge connectors allowing access.

### Lighting

Trails along with the proposed site shall provide adequate lighting conditions for all users (pedestrians and bicyclists). For safety, this is especially important for purposes of night use along the trail.

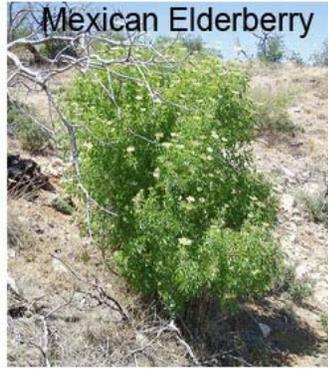


# Plant Palette

2008 Community Planning Studio

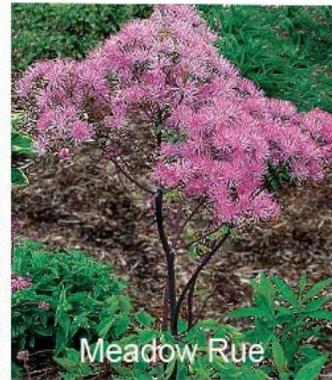
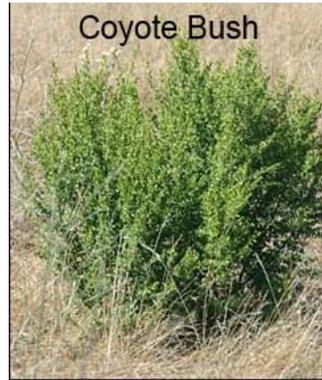
Los Angeles River

The following plants have been selected for this specific site since they are native plants and thrive in climate zones with minimal water. Minimal Irrigation shall also be installed as needed using recycled "purple pipe" water. A bio-swale shall also be incorporated into landscape to prevent access run-off into the river.



**Route 66**  
(*Zauschneria californica*)

Native to California, perennial, commonly known as California fuchsia. The striking orange-red blooms attract an abundance of hummingbirds to the garden. Extremely drought tolerant. Grows 1ft-1.5ft tall and 2ft-4ft wide. Will dry out a bit in summer and will require some pruning.



**Howard McMinn**  
(*Arctostaphylos*)

Native to California. Forms a mound to 5-6ft. tall (usually shorter), spreading as far as 7ft. in 5 years. Characterized by and admired for crooked branches with smooth red to purple bark. White-pink flowers.



**Lilacina**  
(*Verbena*)

Native to Baja California. To 1ft - 2ft high, 3ft or wider. Light green, deeply cut leaves. Lilac-colored flowers bloom from spring to fall (nearly all year, in mildest areas). Useful ground cover for dry hot sites.



**Pacific Mist**  
(*Arctostaphylos*)

Native to California. Ground cover, characterized by and admired for crooked branches with smooth red to purple bark. White-pink flowers.

# Drought Tolerant Plants



Blue-eyed Grass



Valley Oak



California Sycamore



California Bay Laurel



Deer Grass



Golden Yarrow



California Yarrow



California Redbud



Coastal Live Oak



Palo Verde



Purple Sage



Rosemary



Canyon Live Oak



# Appendix A

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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://addyourmarktthewaterfront.org/AYMTTW\\_Design.pdf](http://addyourmarktthewaterfront.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](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://cblegistar.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](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](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

## City of 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

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

## City of Bellflower

City Council  
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[slarsen@bellflower.org](mailto:slarsen@bellflower.org)  
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Randy Bomgaars, Council Member

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## City of Bradbury

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

## City of 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

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

## City of Downey

City Council  
David Gafin, Mayor  
Deacon Mario A. Guerra, Mayor Pro  
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Director of Recreation & Community  
Services  
[tphillip@downeyca.org](mailto: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

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

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

### **City of 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  
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District9@LongBeach.gov

Parks and Recreation Commission  
[http://www.ci.long-beach.ca.us/park/commissions/parks\\_rec.asp](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

### **City of Monrovia**

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

### **City of Norwalk**

Planning division  
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### **City of Pasadena**

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

### **City of 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

### **City of San Gabriel**

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

## City of San Marino

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

## City of Santa Fe Springs

City Council  
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[gusvelasco@santafesprings.org](mailto:gusvelasco@santafesprings.org)  
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Betty Putnam  
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Joseph D. Serrano  
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## City of Seal Beach

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

## City of 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](mailto:newcomer_cityhall@charter.net)

Joe Vinatieri, Mayor Pro Tem  
[jvcc@bewleylaw.com](mailto:jvcc@bewleylaw.com)  
Bob Henderson  
[bob@hendersonsinsure.com](mailto:bob@hendersonsinsure.com)  
Greg Nordbak  
[greg@nordbaks.com](mailto:greg@nordbaks.com)  
Cathy Warner  
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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

Amigos de Los Rios  
(626) 444-

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

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

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

Williams Marcia Stables  
(323)255-5822

Windgate Saddlery  
(626) 599-9400

Friends of the LA River (FORLA)  
(323) 223-0585

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

La Historia Society  
(626) 279-1954

Los Angeles River Project  
(818) 980-9660

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

Santa Ana River Trail (SART)  
(951) 354-4220

Santa Ana Watershed Project  
Authority (SAWPA)  
[http://www.sawpa.org/about/about\\_sawpa.htm](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  
(626)358 - 2569

Sierra Club  
National Headquarters  
(415) 977-5500

Transit Groups  
The Transit Coalition  
13867 Foothill Blvd. #104  
Sylmar, CA 91342-3038  
(818) 367 -1661  
<http://thetransitcoalition.us/>





This report was prepared for the Golden Necklace project by team VisCom in collaboration with LQ Designs

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