CAPTURE COMMUNITY OPPORTUNITIES

Ferraro Fields are set between the Los Angeles River, the 5 Freeway, and Griffith Park. (2006)
OPPORTUNITY AREAS AS DEMONSTRATIONS OF REVITALIZATION POTENTIAL

The River offers a new opportunity for stimulating improvements that can stabilize neighborhoods that are in flux, for providing a new amenity for established neighborhoods, and for acting as a catalyst for reinvestment in selected areas.

The identification of 20 Opportunity Areas provides a way of demonstrating revitalization potential, ecological restoration, new recreation opportunities, and water quality improvements. The Opportunity Areas also represent the array of approaches to dealing with situations that recur along the River, for example, constriction of the River Corridor by rail lines and limited rights-of-way through residential neighborhoods.

The detailed concept plans for five of these Opportunity Areas, presented in this chapter, show the potential market-driven community reinvestment that could begin to occur as a direct result of the River and open space improvements.
One of the most stunning observations about the River is that it has become virtually invisible and treated as the back of everything. There are few examples where private property owners have invested in the River side of their properties as if it were the front. With revitalization, property owners will be more inclined to invest in and appreciate the River as a valuable and attractive frontyard.

Turning toward the River would represent a significant change in expectations and opportunities for property owners. In some cases, such as in the Valley, single-family homes line the River, yet the River is behind them in their backyards. For many of these residents, there is a sense of hope that the River can be improved, and will offer improved access to new regional amenities including trails and parks. Some property owners are apprehensive about revitalization since new River trails and terraces would bring more people closer to their properties. Overall, River revitalization could increase land values, and, over the long term, bring benefits to these and all residents in the River Corridor.

The River runs through ten distinct Community Plan areas: Canoga Park-Winnetka-Woodland Hills-West Hills, Reseda-West Van Nuys, Encino-Tarzana, Van Nuys-North Sherman Oaks, Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass, Hollywood, Northeast Los Angeles, Silver Lake-Echo Park, Central City North, and Boyle Heights. As important as the River might become to these communities, it is almost unrecognized in these plans. This alone suggests that there is a real opportunity for many neighborhoods to define new ways in which the River can provide benefits and exert a positive influence on future land use planning.

This Revitalization Master Plan suggests a wide range of potential benefits and opportunities that River revitalization can bring to communities. After Plan adoption, communities can begin to decide how these proposals fit their local needs. This process will result in discussions about changes to existing Community Plans that can allow the River to become recognized as a valued asset.
**OPPORTUNITY AREA SELECTION PROCESS**

**TRANSLATING PLAN GOALS INTO SPECIFIC CRITERIA**

The process for identifying potential Opportunity Areas was grounded in careful examination of neighborhoods along the River. The sites that offered the potential to demonstrate typical changes that can occur along the River and meet specific criteria developed during the planning process are described below. These criteria embody the major goals of the Plan. This process resulted in the identification of the 20 potential Opportunity Areas. Subsequent analysis and community discussion helped to identify five of these areas that offered multiple benefits as demonstration case studies.

The following criteria were developed as an elaboration of the Plan’s major goals, to help guide the identification of potential Opportunity Areas. These criteria were used to query the public during the community workshops; participants were asked questions, such as, “Which areas best display the potential for achieving ‘clean water’…‘improved habitat’…‘development opportunities’…or ‘community space’?” These goals are further defined below.

**Clean Water, Safe from Floods:**
Areas should be able to improve water quality, recharge groundwater, maintain or enhance flood protection, and reduce flow velocities in the channel.

**Green the City:**
Areas should be able to create, expand, and/or connect wildlife habitat, parks, recreation and open space, and improve River aesthetics and visibility.

**Build Community:**
Areas should be able to create multiple community benefits and economic reinvestment opportunities, reconnect neighborhoods, and provide environmental equity.

**Create a Successful Plan:**
Areas should support the goals of the Revitalization Master Plan by combining other City-wide initiatives, pursuing or leveraging grant and bond monies, focusing on undervalued and transitional property, and focusing on sites that may become available in the near term.

The 20 Opportunity Areas illustrated on page 6-2 were identified for further consideration based on the selection criteria listed above. They are ordered geographically, from the River’s origin at Canoga Park, downstream to Downtown Los Angeles. Together they represent a broad spectrum of land uses, opportunities, and constraints, described in greater detail later in this chapter.
IDENTIFYING FIVE AREAS FOR DETAILED STUDY

Five areas were selected through further analysis and community discussion for more detailed development of River revitalization concepts, including economic analysis of recommended scenarios (presented in Chapter 7). These five areas were selected principally because they were perceived as offering multiple lessons concerning how common conditions along the River might be addressed. They are not the only areas along the River that are expected to see improvements, and may not be the first ones where revitalization projects are implemented. However, they were selected for their considerable potential in demonstrating revitalization possibilities and lessons.

Conceptual proposals for each of the five areas—including Canoga Park, River Glen, Taylor Yard, the Chinatown-Cornfields Area, and the Downtown Industrial Area—are presented in the following chapter. With the exception of Taylor Yard, two revitalization scenarios are presented for each Area: a “preferred” alternative and a “secondary” alternative. Each of the options was developed through interaction with the community and other stakeholders during the public workshop process and focuses on the conceptual open space and River improvements that are possible within the unique areas. In response to these improvements, market-driven community reinvestment is anticipated. The alternatives presented in this chapter as well as the images showing potential neighborhood growth in Chapter 7 are used to demonstrate the physical characteristics of the surrounding development that could result from reinvestment in response to the proposed River and open space improvements. However, these scenarios are only hypothetical and are intended as a guide to show how expected growth might be accommodated within the existing urban fabric adjacent to the River.

For instance, if land is used for park space, it would displace other, existing uses; so, if a community chooses to create a park, it would also have to decide whether to replace those uses and if so, where. This could result in a densification of urban uses as—for example—more housing is accommodated on the same-sized lot by providing more housing units on more floor levels—resulting in a taller building.

Because the LARRMP is a visionary document, it is intended to give communities an idea of what future choices may entail regarding changes in and near the Los Angeles River; it is not intended to dictate how these areas will transform. Instead, it is the responsibility of the surrounding communities, through Community Plan updates and other established planning processes, to sort through the precise nature of land use changes and other River improvements, particularly what is wanted and needed in terms of community reinvestment. The conceptual “A” and “B” alternatives within this Plan can be used as starting points for the community planning process, with each unique community free to determine for itself which elements are desirable, which are not, and which combination of elements from both alternatives—if any—may best suit local needs.

Only one alternative is presented for Taylor Yard because there was overwhelming agreement that this Area is uniquely situated to represent ecosystem restoration potential. Because of the potential for River adjacent development to separate the users of the new Rio de Los Angeles State Park and planned high school from the revitalized River’s edge, it was deemed inappropriate to propose a development-based scenario for this Area.

As with all reinvestment opportunities, concerns exist about the potential for gentrification, loss of jobs, and the availability of affordable housing that meets the needs of existing residents in the Plan’s proposed Opportunity Areas. In Chapter 10, the Plan proposes River management actions with specific recommendations for the study and analysis of these important issues. Included in these recommendations are specific examples of actions that could be taken to ensure that the current residents of these areas will be around to enjoy the benefits of River revitalization.

Each of the 15 remaining Opportunity Areas are also discussed in this chapter, with an emphasis on the particular benefits they could achieve through development. Indeed, in many of these areas, projects already have been initiated with independent funding sources. Future efforts along the River are expected to expand to additional areas in the corridor and adjoining communities, as implementation gains momentum. All of these Opportunity Areas have the potential to become connected in a holistic implementation process.

In Chapter 7, the economic implications of the “preferred” and “secondary” alternatives are discussed for each of the five areas studied in greater detail. Estimates of tax revenues, job impacts, and other benefits are shown, with estimates of potential reinvestment costs.
Canoga Park Opportunity Area demonstrates how River revitalization might be accomplished in a densely-settled, largely single-family residential neighborhood.

This Area is located where the Los Angeles River begins, at the confluence of the Arroyo Calabasas and Bell Creek. It is characterized by two very different development patterns, one to the north and one to the south of the River, and by varied streetscapes and land use patterns.

The area to the north of the River, bounded by Topanga Canyon Boulevard, Sherman Way and De Soto Avenue, is characterized by single-family and multi-family residential uses. Along Basset Street, the front of the properties face the River, resulting in a more active and engaged River environment.

Anchored by the Sherman Way commercial area, the area north of the River provides an immediate open space opportunity at the Landscape Material Yards that run parallel to Canoga Avenue, between the River and Sherman Way. Owned by the Los Angeles County Metropolitan Transit Authority (Metro), and leased on a month-to-month basis to the material companies, this land will become the future northern extension of the bus and rapid transit route of the Orange Line. The area provides an opportunity to partner with Metro to create an open space amenity along an important regional transportation route.

The blocks immediately to the east and west of the Landscape Material Yards are occupied by light-industrial and vehicle repair facilities. These land uses buffer the residential areas from the material yards and provide potential reinvestment opportunities when combined with the Metro expansion and open space creation.

To the south of the River, large and small retail complexes, office, and multi-family residential uses dominate the area bounded by Topanga Canyon Boulevard, Victory Boulevard, and De Soto Avenue. Within this area, major complexes include Warner Center, Pratt and Whitney, Rocketdyne Industries, and Westfield Topanga Shopping Center, providing a large daytime employment and shopping base for the area. The area is experiencing growth in multi-family residential development, as exemplified by the new Archstone Development at the corner of Victory and De Soto.

The area between Vanowen and the River is occupied by a mix of residential condominiums, market-rate and affordable rental properties, strip retail, storage facilities, and a Los Angeles Unified School District (LAUSD) maintenance facility. The frontage along the southern bank of the River is typified by parking lots and blank building façades.
IMAGINE A REVITALIZED RIVER!

On a warm and sunny Saturday, Canoga Park residents are heading out for a day of activities in a new, 15-acre community park that hugs the south side of the Los Angeles River between Canoga Park High School and Variel Avenue. For years, residents had wanted more green space in their neighborhood and safe places for their children to play. Now, there are spaces for informal games, picnics, and a continuous River Greenway that connects to neighborhoods to the east, with safe ways to get to the water’s edge.

RIVER-EDGE IMPROVEMENTS

In this vision for the Canoga Park Opportunity Area’s Preferred Alternative B, the River has been changed dramatically. Before it was nearly invisible, hidden behind homes and businesses; now it is clearly marked with stately groupings of sycamores, oaks, and a copse of redwoods that has survived intact for years. The acquisition of additional right-of-way has provided the space necessary to restore the River to a more natural condition, and to re-create functional riparian habitat. The concrete has been removed on the south side of the River and in its place, the banks are gently terraced to the water’s edge through a healthy riparian landscape. A generous natural buffer is

Looking west from near Canoga Avenue, the Arroyo Calabasas has been brought to the surface as an amenity for this new Riverfront Park.
The green space also has another significant environmental function: treating stormwater runoff from adjacent streets and neighborhoods, as well as runoff that is transported through storm drains that empty into the River. At the street level, a system of “green strips” or bioinfiltration gardens, has been established to allow surface runoff to be treated and to infiltrate, where appropriate. Closer to the River, a system of water quality terraces has been created to capture and treat runoff that enters through storm drain outfalls.

provided between this habitat zone and the more park-like areas. Arroyo Calabasas, previously conveyed within a box culvert under a parking lot of the Westfield Shopping Center, has been restored as an open creek and now winds its way to a new confluence with the Los Angeles River near Canoga Avenue. In this area, a small pond has been created through the introduction of a rubber dam, and riffle pools have been created to sustain fish habitat. The sky is dotted with herons and other shore birds that appreciate the riparian cover.
OPEN SPACE AND CONNECTIVITY

The Canoga Park Opportunity Area provides comprehensive regional and local connections and extensive park and recreational amenities for an area otherwise lacking in green space. With its open street grid and potential land availability, Canoga Park has great potential to create an open space network focused on the River.

At the crossing with Canoga Avenue, a swath of green space running north, where the landscape material yards are located, connects with the proposed park on the riverfront. At the intersection of the park and the River, the Plan proposes a regional gateway.
that celebrates the revitalized River. The Plan recommends that the extension of the proposed Orange Line consider locating a stop here to improve open space access for many households in the region that lack cars.

Within the proposed Riverfront Park, existing educational facilities near the River, such as the animal/agricultural area that is an extension of the Canoga Park High School, could be incorporated into the proposed plans for the Opportunity Area and retained as a special education area.

Access to the River from existing neighborhoods on the north side is served primarily through an enhanced network of Green Streets that intersect directly with the River. These Green Streets – with shady, tree-lined sidewalks that provide a comfortable walking experience – provide safe connections from homes and schools to the park. A series of Paseos provide strong pedestrian connections from new businesses and retail areas, so shoppers and workers can enjoy a lunchtime stroll along the River.

Additional bike paths, street trees, biofiltration strips, and River-themed elements create comfortable, safe connections and bring the character of the River into the neighborhoods. New developments are connected with pedestrian-oriented Paseos, some of which may include commercial Promenades. Access across the River is enhanced by mid-block Bicycle and Pedestrian Bridges that also serve as iconic elements in the park system.

Enhanced pedestrian and bicycle facilities on the Arterial Green Streets connect the area with regional amenities, including Pierce College, the Orange Line, and the Orange Line bike path. The River Greenway, a continuous, multi-use pathway with underpasses beneath crossing streets, connects with the Los Angeles River Bike Path and recreational trail system, completing multiple recreational loops.
RIVER-EDGE IMPROVEMENTS

This alternative is very similar to the preferred option, except it would provide a smaller park area, and, as a result, would forego the opportunity for re-creating the Arroyo Calabasas as an open channel.

Like the preferred alternative, this scenario would restore functional riparian habitat within the River channel and along its banks. The River edge would be naturalized to create a more sinuous, meandering experience. A rubber dam would again be employed to create a small, ponded area.

As with the preferred alternative, water quality terraces would be introduced within the channel, with bioinfiltration green strips at the top of the bank, allowing treatment of stormwater flows and enhancing habitat value. A system of ramps and steps would provide public access to the water’s edge.
OPEN SPACE AND CONNECTIVITY

In this alternative, the only difference from the preferred is that no Paseo connections are proposed on the south side of the River, because the park on the south side would be smaller. Connectivity improvements are otherwise identical.

A new Riverfront Park provides opportunities to get to the water’s edge.

Legend
- Primary Arterial Green Streets
- Primary Local Green Streets
- Secondary Local Green Street
- Riverside Streets
- Paseo Promenades
- Paseos
- Pedestrian/Bicycle Bridges
- Regional Gateways
- Neighborhood Gateways
- Infrastructure Gateways
- Bridge Underpasses
- River Bridge Crossings
- Street-End Cul-de-sac Parks
- Promenades
- Expanded Trails (Multi-Use & Bicycle)
- Multi-Use Trail Corridor
- Bike Path Corridor

Future - A reconfigured Variel Avenue provides an improved pedestrian environment and vegetated bioswales and porous paving to treat street runoff before it is dispersed into the River.
The River Glen Opportunity Area demonstrates the type of revitalization that may be possible within heavily-industrial areas. Located at the confluence of Verdugo Wash, it also demonstrates the potential of regional-scale water quality treatment facilities and the potential to augment significantly the ecological function and habitat value in this area.

River Glen, bounded by the Los Angeles River, the confluence of Verdugo Wash to the north, San Fernando Road to the east, and Colorado Street to the south, is characterized by industrial, biomedical, and film/studio-related land uses. Once an area occupied by low-rent businesses, it now is poised to become the premier eco-industrial park in the City.

Along the River’s edge, the River Glen area includes a mix of service-related uses, rear building façades, and security fences -- conditions that should be addressed as Community Plans for this area are revisited. Three distinct sub-areas can be defined, based on the quality of building stock and stability of current land use. The most stable of the areas is between Colorado Boulevard and one half-block south of Brazil Street, and is occupied by large employers, such as Baxter, Huntsman Advanced Materials Americas Inc., Quixote Studios, and Kaiser Permanente, which for the purposes of this Plan are viewed as long-term and stable job creators for the area.

The second area, between Brazil Street and one-half block south of Doran Street, contains land uses comprising light-industrial and warehouse-type facilities including Levitz Furniture, a used car dealership, and the Priority Pak Shipping Facility. Within this area, the dominant pattern is consolidation of multiple parcels into single ownership, resulting in large-format warehouse buildings that wall off the River on its eastern edge.

The third and most susceptible area of potential change is the area’s northern boundary, which includes an assortment of metal and paper recycling facilities, and a California Department of Transportation (Caltrans) maintenance facility located directly below Interstate 134. Although functional and environmentally-beneficial in intent, these facilities produce surface runoff and trash accumulation south of the confluence of Verdugo Wash and the River. As development in this area evolves, relocation of these uses to another site with less environmental and physical impacts should be considered.

A major priority for this Opportunity Area is safe access to the River. The San Fernando Road and Metrolink rail line limit access into the industrial area. There are only three access points along San Fernando Road. The dangerous Doran Street and Brazil Street at-grade crossings experience frequent circulation delays as a result of the Metrolink Rail service. The grade-separated crossing at Colorado Boulevard is a safer intersection, but provides access only to the south.
IMAGINE A REVITALIZED RIVER!

Formerly hidden behind a metal-recycling facility in the shadows of the freeway, the confluence of Verdugo Wash and the Los Angeles River has been re-created as a system of riparian terraces that restore ecological function while treating stormwater runoff from adjacent roads, and from the new, eco-industrial park that provides high-paying jobs for neighborhood residents. Downstream of the confluence, vegetation in the soft-bottom channel is now managed so that invasive species are removed and native species are reintroduced.

RIVER-EDGE IMPROVEMENTS

The vision for the River Glen Opportunity Area’s Alternative A, which calls for the acquisition of the metal-recycling facilities, allows for its transformation into almost 15 acres of new, functional, riparian habitat and water quality treatment wetlands that terrace gently from Doran Street down to Verdugo Wash.

The water quality wetlands are part of the City’s comprehensive stormwater management strategy, which establishes regional-scale, landscape-based treatment.
at the River’s confluence with each tributary. This 15-acre site has the potential for removing significant quantities of metals and nutrients, such as fertilizers, carried in stormwater runoff. From an efficiency standpoint, sites of this size are quite valuable. Also, because the tributaries carry significant pollutant loads, capturing and treating pollutants upstream in the tributary as well as at the confluence yields substantial ecological benefits.

The reestablishment of large wetland and riparian habitat zones at the confluence also reconnects upstream and downstream habitat within the River to very significant habitat zones further upstream in Verdugo Wash and the Verdugo Mountains. Many species of shorebirds, swallows, wrens, and grosbeaks are now observed in this area.

The new natural area now welcomes birdwatchers and hikers where undesirable human activities once took place. A series of boardwalks and overlooks wind through the wetlands; these human-use areas are carefully buffered from shorebird nesting and feeding areas to minimize disturbance. Visitors are able to reach this new natural-area park from an improved Doran Street crossing.

The western bank of the River has always been one of the few places that the River has been visible from a major roadway or freeway, in this case Interstate 5. Motorists traveling northbound on the freeway now have an expansive view of the wetlands and natural area, and where they previously looked upon a graffiti-covered concrete wall, they now see lush areas of hanging vines.

This recommended alternative for the River Glen Opportunity Area has been developed to respond to area-specific considerations including:

- An opportunity to demonstrate regional water quality treatment at a major tributary confluence, and on a scale that provides significant efficiencies and benefits;
- A major opportunity to reestablish riparian habitat that would start to connect the riparian “islands” downstream of the confluence with significant habitat upstream within Verdugo Wash;
- An opportunity to provide safe and compatible public access to the natural-area park, providing “eyes on the park” that discourage undesirable behavior.
OPEN SPACE AND CONNECTIVITY

With this creation of a new River Wetland Park and Promenade, safe connections and improved pedestrian and bicycle facilities are provided to help users navigate the area’s existing barriers. Much-needed connections are also made across the River to Griffith Park.

The large River Wetland Park now marks the confluence of the Verdugo Wash and the Los Angeles River, under the 134 Freeway Bridge. The park, which has become a major hub along the River Greenway, connects with recreational trails along the Verdugo Wash, serves as a regional Gateway, and provides a non-vehicle bridge across the River into Griffith Park.
Improved, safe crossings across San Fernando Road, and across the existing railway line connect the surrounding Glendale and Burbank neighborhoods with the new riverside amenities. The City of Los Angeles has ongoing discussions with both the cities of Glendale and Burbank to facilitate the future creation of these bike path connections. Brazil Street becomes an important access point. At the intersection with the newly greened San Fernando Road, a Local Gateway improves River access and visibility.

River Green Streets, such as Millford, West Broadway, Highland, and Colorado, celebrate the River and serve as connections for local and regional users. Paseos create access through new and existing development next to the River. Streets throughout the industrial area are planted with trees and improved to allow industrial users and residential users from nearby areas safe access to the River.

Two River crossings are provided in an area with the least cross-River access. A signature bridge is proposed at the River Wetland Park, connecting to Griffith Park and providing equestrian access. The Colorado Street Bridge is also proposed to be retrofitted to allow pedestrians and bicyclists to cross the River and freeway, with access to the west bank bike path and Griffith Park. These two bridges together complete a local recreation loop accommodating multiple user types, including equestrians traveling between the equestrian center and the North Atwater area.
RIVER EDGE IMPROVEMENTS

Alternative B also would purchase the 15-acre metals-recycling site for a combination of ecosystem restoration improvements, water quality treatment areas, and parkland. Within the confluence, and again downstream, a functioning riparian corridor would be established in the channel bottom and on the lower terraces. Existing vegetation would be managed to eliminate invasive species and restore indigenous ecologies. A large, terraced water quality treatment area would also be established, similar to the preferred alternative.

A neighborhood-scale park space would be created at the highest terraced elevation, accommodating residents from the neighborhoods to the east. An additional 200 feet of green space frontage would be provided on the east bank of the River through property acquisition or donated easements. This additional space would allow the reconfiguration of the channel walls to provide terraced access to the water’s edge.

Existing - Conditions along Exchange Street in the River Glen Opportunity Area do not meet the circulation needs of this industrial area. (2006)
OPEN SPACE AND CONNECTIVITY

On the east side of the River, a Riverside Street and River Promenade are created to serve the new River Park and encourage access to the water’s edge. These systems parallel the existing equestrian path and ensure that horses, pedestrians, and bicyclists are safely separated from one another. A bridge provides equestrian access near the confluence, connecting to Griffith Park. Green Street and Paseo connections are similar to those in the preferred alternative.

An improved open space is also created on the west side of the River, parallel to Interstate 5 and the River. This open space runs from the Los Angeles Zoo and Autry National Center to a River crossing at Colorado Boulevard. This expanded park space creates a connection between the River and Griffith Park, otherwise separated by Interstate 5. Trails and educational elements are included along the meandering Arroyo.
The Taylor Yard Opportunity Area demonstrates a significant opportunity for ecosystem restoration on a large scale. Because stakeholders and many community members expressed that this area is inappropriate for more intensive development, and active open space is being incorporated into the Río de los Angeles State Park to the east, this Opportunity Area was selected to illustrate the potential for restoration of the River’s hydroecological functions, and as a showcase for removing the concrete channel walls.

Taylor Yard lies within the Elysian Valley, framed by the hills of Elysian Park on the west and Mount Washington on the east, extending from Fletcher Drive to the confluence with the Arroyo Seco. Vegetation and wildlife already inhabit much of this meandering stretch of the River. With the recent development of the Río de los Angeles State Park and the potential purchase of the G2 River-adjacent parcel, this segment of the River could become a signature destination.

Along the east side of the River, next to Taylor Yard, freight and Metrolink railroad tracks and large industrial sites limit access to the River. With the exception of one rail under-crossing located just south of the new state park, there is no access to the River. North San Fernando Road, a heavily-trafficked thoroughfare, divides the line of large parcels from the adjacent suburban communities of Glassell Park and Cypress Park. Crosswalks spanning the six-lane road are provided only north of Division Street. The River Center, located within Cypress Park, is close to the River, but separated from it by the railroad yards.

On the west side, the residential community of Elysian Valley is intimately connected to the River. Most east-west neighborhood streets terminate with direct access to the River, some with River-themed pocket parks. Small industrial sites have occupied some street ends, blocking access to the River. Plans are currently underway to build a bicycle and pedestrian bridge across the River at the end of Dorris Place, where a City maintenance yard now exists.

West of Elysian Valley, Interstate 5 and steep topography limit access to the River to a handful of streets, which provide minimal amenities for bicyclists or pedestrians. Non-motorized vehicle access from Elysian Park is particularly limited due to the lack of paths or trails along Stadium Way. Fletcher Drive, the only street that links the east and west sides, is heavily used and difficult for pedestrians and bicyclists who must contend with the street’s high-speed traffic and freeway ramps. With the completion of Phase 1-C, the City’s Los Angeles River Bike Path will terminate near the Riverside Drive Bridge. Just south of this area, the combination of an at-grade railroad bridge and the crossing of the 110 Freeway inhibits the continuation of River trails. South of these bridges, at the confluence with the Arroyo Seco, an opportunity exists to link the River with the extensive trail and open space systems along the Arroyo Seco.

There are a number of immediate opportunities to acquire land for open space. The G2 parcel represents a significant open space opportunity (if it could be acquired). Others include publicly-owned parcels near the Arroyo Seco confluence, and the temporary site of the Midway Yards, a Metro rail yard along Elysian Park.
TAYLOR YARD: PREFERRED ALTERNATIVE

IMAGINE A REVITALIZED RIVER!
Taylor Yard was one of many former rail transportation nodes along the River and its degradation through the end of the last century illustrates just how much the River had been viewed as the back door of the City. Now, however, it has experienced a renaissance with the opening of the new Río de Los Angeles State Park and the potential acquisition of the G2 parcel for a major water quality treatment wetlands. And, in perhaps the boldest act of restoration, it serves as a precedent for very long-term changes to the River. The concrete has been removed from a roughly one-mile stretch along the east bank, and a naturalized channel edge and functioning riparian corridor has been reestablished.

RIVER-EDGE IMPROVEMENTS
The Plan’s vision for Taylor Yard is based on the following scenario: the G2 site was heavily contaminated from past rail uses. To make it functional, contaminated soils can be excavated from the area next to the River’s edge and used to create a series of mounded, sculptural landforms that support an upland, meadow-like landscape. The excavated area will be capped to prevent infiltration of contaminants into the groundwater, and a series of water quality treatment wetlands can be constructed on top of the cap, using imported soils that were stabilized to prevent erosion from the force of flood flows. This large site can be a very efficient regional water quality treatment facility, capturing runoff from very large box culverts that transport stormwater runoff that emerges from pipes in Glassell Park.

The purchase of the G2 parcel would provide sufficient land area to naturalize the east bank of the River, and to strengthen riparian habitat established within the channel itself. For a one-mile stretch, the concrete walls can be removed, and a more natural meander can be restored in the River’s alignment. A series of pools and riffles can provide habitat for desirable fish species. Because the site is viewed primarily as a preserve, only a limited number of boardwalks and pathways should be provided, allowing birdwatchers an opportunity to enjoy the area without disturbing shorebirds and migratory songbirds.
This recommended alternative for Taylor Yard has been developed to respond to a number of area-specific considerations:

- An opportunity to demonstrate regional-scale water quality treatment, and to address major storm drains that discharge on the east edge of the site;
- An opportunity to create a cost-effective, beneficial use for a contaminated site, without more extensive capping and soil importation that might be necessary to make it safe for more intensive recreational uses; and
- A significant opportunity to take a bold step to remove the concrete and naturalize a significant stretch of the River’s edge.

Looking southeast from above the Elysian Valley community at the Taylor Yard Opportunity Area, the site illustrates the potential for restoring the River’s hydroecological function.

Existing - Avenue 19 bridge over the Arroyo Seco under construction (2006)

Future - A new pedestrian bridge and possible in-channel Avenue 19 Bridge undercrossing connect the Arroyo Seco with the Los Angeles River Greenway.
OPEN SPACE AND CONNECTIVITY

The acquisition of the G2 parcel would allow for the creation of a premier natural River area. A River Promenade and River Trails can connect the area’s open space, and link the Arroyo Seco, Elysian Park, and the Red Car Corridor trails. At the confluence with the Arroyo Seco, a Regional Gateway can celebrate the connection with the Arroyo and its rich network of trails and open space. River trails continue south of the Opportunity Area on both sides, using the designed pedestrian sidewalks on the Avenue 19 bridge and moving under the 110 Freeway and the railroad bridge just south of the Riverside Drive bridge. Fitness and transportation loops in this area can connect the River with Elysian Park, the Red Car Corridor, and with the Arroyo Seco Confluence.

The neighborhoods east of the railway lines can be connected to San Fernando Road via local green connections. San Fernando Road can be greened and improved with

Legend:
- Primary Arterial Green Streets
- Primary Local Green Streets
- Secondary Local Green Streets
- Riverfront Streets
- Riverfront Promenades
- Sidewalks
- Pedestrian/Bicycle Bridges
- Regional Gateways
- Neighborhood Gateways
- Infrastructure Gateways
- Bridge Underpasses
- River Outdoor Classrooms
- Street End Cap de-occ Parks
- Promenades
- Expanded Trails (Multi-Use & Bicycle)
- Multi-Use Trail Corridor
- Bike Path Corridor

Open Space Typology Map - A system of green connections provides safe ways to get from home to the River.

Existing - Termination of Dorris Place just north of the River (2006)

Future - By transforming dead ends into points of entry, residents of Elysian Valley can access the River Greenway. Non-motorized bridges provide residents access to parks on the far side of the River.
safer and more frequent pedestrian crossings. Paseos with artistic Gateways can provide access through the large industrial sites just east of San Fernando Road. On average, cross-traffic connections could be made at least every quarter-mile. A former maintenance right-of-way just south of the Glendale Freeway also can be transformed into a Paseo, creating a safe connection for neighborhoods just north.

Connectivity to Elysian Valley can be improved with a series of Paseos that traverse the industrial parcels that border the River. Here, the right-of-way can be recaptured to allow pedestrian access to the River at least every quarter-mile, and additional pocket parks are provided along the River’s edge. At Dorris Place, a bicycle and pedestrian bridge can connect the neighborhood and local schools to the new parks across the River. At the base of the bridge, a new small park can serve local community needs and can act as a Green Gateway. Two additional Bicycle and Pedestrian Bridges can cross the River, connecting communities to the parks and completing fitness and transportation loops.

Bicycle and pedestrian facilities on Fletcher Drive can be improved to accommodate its important role as a vital east-west crossing and access route to the River from the communities to the west. Bike lanes on the streets and bridges can connect to the existing Los Angeles River Bike Path and provide a safe route for local school children. Fletcher Drive crossings at the freeway on and off ramps can be made safe with signals or bridges. Widened sidewalks and medians can calm the busy thoroughfare. Additional Gateways can mark access points to River Trails, and raise awareness of the River.

Access to the Elysian Park and Echo Park communities can be improved by a set of east-west connections. Corresponding to the Elysian Park Master Plan, a trail and bike path can be added to Stadium Way, continuing under Interstate 5 and into the Elysian Valley community on a Primary Green Street with a Gateway. Access and recreational opportunities on the west side can be improved by trails on the Red Car Corridor (see map on page 6-24), which together with the River trails, form a unique fitness and transportation loop.
The Chinatown-Cornfields Opportunity Area demonstrates a very broad spectrum of revitalization activities that could be accomplished with significant land acquisition. The Opportunity Area also provides a bold approach to ecosystem restoration and habitat expansion, and provides opportunities for water based recreation.

Bounded by the site of the Los Angeles State Historic Park (LASHP), the Los Angeles River, the Union Station rail line, and the Gold Line, the Chinatown-Cornfields Opportunity Area boasts grand views of Downtown and the River from the historic bridges on Broadway, Main, and Spring streets. Along its eastern River edge, the area is completely cut off from the River because of existing heavy rail lines, and the temporary Metro rail yards north of LASHP.

The Department of Water and Power facility and the William Mead housing development combine to make up about 40 percent of the entire Opportunity Area. The remaining 60 percent is composed of a series of light industrial and manufacturing facilities, commercial food warehousing and distribution facilities, and large-vehicle parking lots.

Existing building character generally varies from block to block, with small pockets of historically significant and aesthetically beautiful structures interspersed throughout the Opportunity Area.

At the area’s western edge is the LASHP. When completed, this park will provide a catalyst for transforming development along its edge. As the Plan begins to transform the River and the LASHP is implemented, development pressure from Downtown, Chinatown, and the Gold Line station will increase.

The existing road network, while lacking pedestrian amenities, provides local and regional connections into Downtown, Chinatown, and Boyle Heights. With new connections to Elysian Park and the adjoining Solano Canyon neighborhood to the north, and an improved pedestrian environment linking Downtown and Chinatown to the southwest and Boyle Heights to the east, this Opportunity Area can become the open space and recreational hub for the region.
Imagine a Revitalized River!

Where it was formerly hidden at the “back” of the neighborhood, the River is now the central feature of a revitalized Cornfields-Chinatown Area. A portion of the River’s flow has been diverted through a naturalized channel, creating opportunities for water-based recreation, and the construction of a large island “preserve” that significantly expands riparian habitat.

River-Edge Improvements

The River is the main attraction in this neighborhood. Its volume and steepness through this reach has allowed for the creation of a secondary “diversion” channel that creates recreational access and use. On most weekends in good weather, kayakers in great numbers flock to this area for a chance to paddle in the River. Downstream of the kayak course, an inflatable rubber dam creates a small, ponded area.

Complementing this new recreational stretch of the River is a 20-acre community park and amphitheater. This parkland and River edge form the heart of a vibrant, emerging, mixed-use community. The small amphitheater along the diversion channel slopes to a stage at the water’s edge, providing a venue for summer evening concerts, while an extensive system of trails through the park provide opportunities for early-morning or after-work jogs.
This recommended alternative for Chinatown-Cornfields has been developed to respond to a number of area-specific considerations:

- An opportunity to provide recreation and boatable access to the River in an area where existing channel morphology or structure is most conducive to these uses;
- An opportunity to create a significant new park in an evolving and emerging community close to the heart of the City; and
- An opportunity to create a significant wildlife habitat area and preserve that eventually will be linked to upstream habitat at the River’s confluence with the Arroyo Seco, then upstream further to Taylor Yard, and eventually upstream further to Verdugo Wash ultimately forming a connected “green ribbon” for birds and mammals.

This new River edge also emphasizes re-establishment of habitat; an island is created between the main River channel and the diversion, and is thick with willows, sycamores, and other native species. Public access is provided to the island at two points for passive recreation, picnics, and birdwatching, but otherwise the island is maintained as a preserve for wildlife. The Department of Water and Power’s substation has been relocated from this area.
OPEN SPACE AND CONNECTIVITY

On the west side, the developed edge is reconfigured to maximize connections and engagement with this new large River Park. Access to the River is improved for park-poor communities on the east side, and the new Los Angeles State Historical Park is connected with the River.

A River Promenade links the Los Angeles State Historical Park and the new River Park, traveling under historic bridges and enjoying dramatic views of Downtown Los Angeles. The promenade winds through wetlands, open space, and civic areas with outdoor cafes and restaurants. Here, Riverside Streets encourage commercial and residential buildings to face the River. The River Promenade also links with Recreational Loops, including a Los Angeles Historic Loop that runs through Historic Downtown, and another that tours Elysian Park.

Legend
- Primary Articulated Green Streets
- Primary Local Green Streets
- Secondary Local Green Streets
- Riverside Streets
- River Promenades
- Pedestrian/Bicycle Bridges
- Regional Gateways
- Neighborhood Gateways
- Infrastructure Gateways
- Bridge Underpasses
- River Outdoor Classrooms
- Street-End Cal-de-Sac Parks
- Promenades
- Extended Trails (Multi-Use & Bicycle)
- Multi-Use Trail Corridor
- Bike Path Corridor

Open-Space Typology Map - A system of green connections provides safe ways to get from home to the revitalized River.

Existing - Broadway Bridge, taken from Downey Recreation Center on the east bank of the River (2006)

Future - Through terracing, planting and locating the existing rail on trestles, the Los Angeles State Historic Park and the River Greenway act as a unified system.
Green River Arterials with improved pedestrian and bicycle amenities serve as the primary connectors for surrounding communities. Shade trees, street furniture, and wider sidewalks improve the pedestrian and cycling experience. Running along the new State Historic Park, Spring Street is reconfigured to become a Green Boulevard. Wide planted medians, bicycle lanes, and generous sidewalks celebrate the street’s passage to the River. Crossings such as freeway underpasses become opportunities to celebrate the presence of the River and invite users down to the River Park. Convenient connections to public transportation, including the adjacent Gold Line, connect a wide range of users to this area. Improved local connections include access from Solano Canyon and Lincoln Heights.

The new development is configured to maximize connectivity with the new River Park. Green River Streets and intimate Paseos ensure multiple connections to the River’s edge. A trail adjacent to the Union Station tracks creates an alternative route to and from Downtown.

A new crossing near the Mission Road Rail Yards completes the area’s River Fitness Loop. Bridges should safely accommodate a variety of users, including pedestrians and bicyclists.
RIVER-EDGE IMPROVEMENTS

The secondary alternative developed for this Opportunity Area has a much more urban character. Four street-end parks of varying sizes are created along the west side of the River, terminating at the major street connections within the Opportunity Area. These parks are cantilevered over the River using a system of suspended piers and they offer both green “breathing space” for passive recreation, as well as more urban, plaza spaces. The parks are linked laterally along the River by a broad, urban promenade that offers opportunities for strolling, or simply sitting and watching passers-by.

As with the previous alternative, a rubber dam is employed to create a ponded area of open water.

A system of water quality terraces is also provided on the west side of the River, treating storm runoff from adjacent streets and developed areas.
OPEN SPACE AND CONNECTIVITY

In this alternative, a new linear park is created connecting the Los Angeles State Historic Park directly to the River along the Sotello/Leroy Street corridor. Immediately adjacent to the retained William Mead housing development, this linear park provides much-needed passive recreation space for residents.

A new linear River Park runs parallel to the existing River right-of-way. With access provided by placing the existing rail lines on trestles near the State Historic Park, and at the connection point with the linear park, this open space system creates a Recreation Loop within the riverfront neighborhood.
The Downtown Industrial Area demonstrates options for revitalization in an area where access to the River is severely constrained by rail lines, and where surrounding neighborhoods are seeking to reconnect to the River and to each other.

Because of the River, rail, and freeways, the Downtown Industrial Area is disconnected from adjoining areas. Bounded by the Santa Ana and Santa Monica Freeways and the Los Angeles River, the Opportunity Area is dominated by light-industrial and manufacturing land uses, with the Pico Aliso residential development pressed up against the Santa Ana Freeway. As one of the few remaining large land areas zoned for industrial use, this area is under increasing pressure to retain existing land uses. However, the park-deficient Boyle Heights community to the east, the emerging residential community of the Arts District to the west, and the growing populations of Downtown and Little Tokyo are calling for additional park and riverfront open space as part of a larger interconnected pedestrian system.

In its current state, the Area’s roadway and infrastructure network fails to address any potential pedestrian users, while struggling to accommodate the existing heavy traffic needs associated with the industrial uses. On a regional level, potential connections exist between the emerging residential users on the west bank, the residents of Boyle Heights on the east, and the River. However, the current roadway configurations favor vehicle traffic, with very little consideration given to pedestrian users. In particular, the existing freeway underpasses along First, Fourth, Sixth, and Seventh Streets lack any pedestrian orientation and result in physical disconnections between the River and the Boyle Heights community.

Regional heavy rail lines, rail storage, and the Metro maintenance facility now separate the River from the adjoining neighborhoods. On the east side of the River,
Los Angeles River Revitalization Master Plan

Legend
- Agricultural
- Single Family Residential
- Multiple Family Residential
- Commercial
- Industrial
- Parking
- Open Space
- Public Facilities

Community Plan - Land Use

Existing Zoning

CAPTURE COMMUNITY OPPORTUNITIES LOS ANGELES RIVER REVITALIZATION MASTER PLAN
IMAGINE A REVITALIZED RIVER!

People crossing the 6th Street Bridge used to notice a vast concrete channel, with multiple rail lines on either side. They now notice water in the channel most times, created by the installation of a rubber dam downstream. On the east side of the River, new parks connect Boyle Heights to the River and provide access to the water’s edge.

RIVER-EDGE IMPROVEMENTS

The vision for the Downtown Industrial Area presents the following scenario: Rail lines on the east bank of the River have been consolidated onto two tracks and moved farther inland from the bank, providing space for a green corridor. North of East 4th Street, north of East 6th Street, and south of 7th Street, this green corridor slopes down below the existing rail line, providing opportunities for neighborhood-scale parks and associated Green Street connections into the Boyle Heights community.

These parks provide a connection to the River for a neighborhood that has long seen rail-lines, the River, and the freeway as a barrier. In the areas where the three parks have been created, the concrete channel walls have been “peeled back” to form a wedge and to provide a green connection extending to the water’s edge. At the top of the bank, parks are connected via the continuous multi-use River Greenway.

In other areas along the eastern edge where storm drains now daylight into the River, a series of water quality treatment terraces have been constructed to provide in-channel water quality treatment.

Installation of a rubber dam downstream allows the experience of water in the channel bottom during many occasions. Where once visitors would see a vast expanse of concrete, now those crossing at one of the bridges will experience a water-lined channel.
To strengthen the relationship between the River and Boyle Heights neighborhood on the eastern side and the Arts District neighborhood on the western side, a system of Green Street connections with shady tree-lined sidewalks has been established at approximately one half-mile intervals. To enhance connectivity between the west and east sides of the River, improved pedestrian environments are proposed to coincide with City bridge improvements and reconstruction projects for the existing bridges along First, Fourth, Sixth, and Seventh streets. The First Street improvement should coincide with the Gold Line extension and station development.

This recommended alternative for the Downtown Industrial Area has been developed to respond to area-specific considerations including:

- An expressed desire to provide more parkland in an area that is currently park-deficient;
- An opportunity to provide signature terraced green access to the water’s edge;
- An opportunity to connect Downtown to the River Greenway;
- An expressed desire to reconnect neighborhoods on the east and west sides of the River, eliminating a long-perceived barrier; and
- An opportunity to demonstrate district-level water quality treatment for major storm drains that discharge on the eastern edge of the channel.
OPEN SPACE AND CONNECTIVITY

A major new Promenade winds through the Riverfront Park, stretching for more than a mile. The Promenade travels underneath multiple historic bridges and links with multiple rail undercrossings, each joined with a larger park and Gateway outside the railway line. The Gateways themselves are prominent and can be seen from surrounding freeways. An outdoor classroom encourages children to learn about the history and ecology of the River.

River Green Arterials serve as primary links to surrounding communities. On the east side, where topography and freeways constrain access, infrastructure Gateways on the arterials celebrate the River. The south end of Hollenbeck Park is linked to the River by an infrastructure Gateway that connects through two freeways. Within the Pico Aliso community, local Green Streets improve connections to the River.
On the west side of the River, additional connections are made on local streets, such as Commercial Street, where a lush parkway leads Downtown residents directly to River trails. Where arterial rights-of-way are too constrained to accommodate bicycle lanes, an alternative network of smaller streets carries bicyclists east to Santa Fe Avenue. Santa Fe Avenue acts as a bicycle and pedestrian collector street, safely directing non-vehicular traffic to the closest access point to the River. Access to the River on this side consists of railway underpasses, fly-overs, or ramps from existing bridges. Bridges should safely accommodate a variety of users, including pedestrians and bicyclists.
**DOWNTOWN INDUSTRIAL AREA: SECONDARY ALTERNATIVE (ALT. B)**

**RIVER-EDGE IMPROVEMENTS**

The secondary alternative buries the rail lines on the east side, creating an opportunity for more urban spaces along the River Greenway. A system of hard surface terraces provides access to the water’s edge, where festivals and gatherings are staged, similar to precedents from European cities. Broad 30-foot-wide promenades provide space for kiosks, food courts and pavilions, and allow for strolling and people-watching. A system of belvederes, plazas, and overlooks provides additional opportunities for public gatherings.

Water quality treatment terraces are installed within the channel to treat stormwater runoff from adjacent developed areas. Shade trees are installed at the top of the bank, and, where feasible, native plantings and gardens are created.

Existing - Looking east on Commercial Street, near the intersection of Commercial and Vignes toward the River (2006)
OPEN SPACE AND CONNECTIVITY

By placing the rail lines underground, room is made for a larger, more extensive River Park. In this scenario, access to the River’s edge is no longer limited to a few under-crossings; instead, a more vibrant edge faces new and existing development.

Looking northeast from the Fourth Street Bridge, more urban River edges are created along the existing industrial buildings.

After - In both alternatives, an improved Commercial Street with porous-paving parking areas, infiltration bioswales and a bike path connect City Hall in Downtown to the River’s edge.

Looking northeast from the Fourth Street Bridge, more urban River edges are created along the existing industrial buildings.
ADDITIONAL OPPORTUNITY AREAS

1. Reseda Boulevard
2. Sepulveda Basin Agricultural Area
3. Sepulveda Basin
4. Studio City-Coldwater Canyon to Whitsett
5. Tujunga Wash Confluence
6. Ventura Boulevard
7. Weddington Park
8. Spreading Grounds
9. Ferraro Fields
10. Arroyo Seco Confluence
11. Mission Road Rail Yards
12. Boyle Heights Connector
13. Downtown Arts District
14. Santa Fe Warehouse
15. Sears/Crown Coach
Through the reconfiguration of Reseda High School and Reseda Park, the Reseda Boulevard Opportunity Area offers an opportunity to expand the channel width, restore functional riparian habitat, improve water quality treatment, increase in-channel planting, and create a neighborhood open space. When combined with the potential neighborhood and regional green-street connections, the improved Reseda Park open space can provide a recreation and open space destination that embraces the Los Angeles River.

Synergy with Reseda High School and Reseda Park
Public ownership on both sides of the River
Active mixed-use street
Confluence of Aliso Canyon Wash

Major reconfiguration of Reseda High School would be required to accommodate channel modifications.

The land is federally owned and would not need to be acquired.
Proactive and engaged constituent groups.
Restoration efforts are already in place, led by the Corps of Engineers.

Current recreational user groups are sensitive to changes that impact their facilities.
OPPORTUNITY AREA #4 - STUDIO CITY - COLDWATER CANYON TO WHITSETT BOULEVARD

The Studio City Opportunity Area can provide a portion of the continuous River Greenway through one of the most built-out and constrained sections of the Los Angeles River. For the commercial properties along the River, the potential exists to reorient buildings to face the improved River Greenway and to encourage uses such as cafes and restaurants, creating a vibrant and active riverfront environment. On the Studio City Golf Course and Tennis Facility side of the River, additional water quality treatments, such as bioinfiltration swales and detention basins, could be integrated into these current uses, providing additional environmental benefits for the River.

OPPORTUNITIES
- Active commercial properties next to the River’s edge
- Allows integration of water quality with golf course
- Active community interest in open space

CHALLENGES
- Constrained River edge
- Development pressures for the tennis and golf course area

OPPORTUNITY AREA #5 - TUJUNGA WASH CONFLUENCE

The Tujunga Wash Confluence Opportunity Area provides two unique possibilities not available elsewhere on the River: 1) The opportunity to partner with a major film studio to develop the River Greenway; and 2) The opportunity to use the confluence of two major River systems, the Los Angeles River and Tujunga Wash, as an area for regional water quality treatment provided through constructed wetlands.

OPPORTUNITIES
- By partnering with CBS, this project can set a precedent within the City of Los Angeles for public-private River improvements.
- This area includes one of the River’s major confluences, with the Tujunga Wash.

CHALLENGES
- Buildings have been constructed up to the edge of the right-of-way, providing very little space for channel modifications.
- Public uses along the River Greenway may create security and access concerns for the film studios.
OPPORTUNITY AREA #6 - VENTURA BOULEVARD

The Ventura Boulevard Opportunity Area can provide a portion of continuous River Greenway through a section of the Los Angeles River that is constrained by buildings that have been constructed against the River right-of-way. For the commercial properties along the River, the potential exists to reorient this development along the improved River Greenway by providing new cafes and restaurants within existing parking areas, to create a vibrant and active riverfront.

Looking south at Ventura Boulevard (2006)
Ventura Boulevard at Tujunga Avenue (2006)

OPPORTUNITY AREA #7 - WEDDINGTON PARK

With the reconfiguration of the north and south portions of the park, the Weddington Park Opportunity Area could provide direct access to the improved River Greenway, and create water quality treatment areas. With the addition of landscaped terraces, a new pedestrian bridge across the River, and Green Street improvements, the Area could become a neighborhood recreation and environmental hub that becomes a resting point along the River Greenway.

The River divides Weddington Park into two parts, (2006)
South Weddington Park (2006)
OPPORTUNITY AREA #8 - SPREADING GROUNDS

Through an expansion of the channel’s width, removal of its concrete walls, extensive ecosystem restoration, and the creation of a large water quality and habitat area, the Spreading Grounds Opportunity Area could provide a major environmental benefit for the region. Along the area’s southern boundary, Forest Lawn Drive could become one of the great Riverside Drives, where users could stop and walk along the River’s edge, enjoy its naturalized condition, and view the large assortment of riparian and riverine animals that could inhabit this area.

OPPORTUNITIES

- Provides an opportunity to bring park users up to the River’s edge.
- Currently under public ownership and would not require acquisition
- Enhances River experience within Griffith Park
- Compatible with the Griffith Park Master Plan
- Would extend open space development planned by the Los Angeles Department of Water and Power for the spreading ground area
- Opportunity for significant ecosystem restoration

CHALLENGES

- Griffith Park already provides a significant large open space, so it could duplicate what is already available.

OPPORTUNITIES

- Create a Riverfront Park
- Improved River Greenway
- Improved water quality
- River hydraulics make this a very good site for channel wall removal.
- Adjacent to Burbank’s planned River project

CHALLENGES

- Intermittent flooding of sports fields could be experienced if walls were removed.
- The park could use more - not less - space for recreation fields.

OPPORTUNITY AREA #9 - FERRARO FIELDS

Because of the small levee wall and the North Zoo Drive ring road along the River’s edge, users of Ferraro Fields have very little River experience. By relocating North Zoo Drive to run adjacent to the freeway interchanges, removing the levee wall and terracing and greening the channel wall, the users of Ferraro Fields could experience the revitalized River from a Riverfront Park. Ultimately, this new riverfront experience would have to be balanced against the intermittent flooding of Ferraro Fields, which would occur as a result of the levee being removed. By adding new riverfront elements to an existing significant green space, this project would be a grand sweeping example of revitalization-by-greening.

OPPORTUNITIES

- Provides an opportunity to bring park users up to the River’s edge.
- Currently under public ownership and would not require acquisition
- Enhances River experience within Griffith Park
- Compatible with the Griffith Park Master Plan
- Would extend open space development planned by the Los Angeles Department of Water and Power for the spreading ground area
- Opportunity for significant ecosystem restoration

CHALLENGES

- Intermittent flooding of sports fields could be experienced if walls were removed.
- The park could use more - not less - space for recreation fields.
OPPORTUNITY AREA #10 - ARROYO SECO CONFLUENCE

The confluence of the Arroyo Seco and the Los Angeles River provides an opportunity to celebrate the natural intersection of two waterways of significant historical and cultural importance. The Arroyo Seco confluence offers an opportunity for meaningful habitat and stream restoration, for water quality treatment and flood management, and for strengthened ecological connections to the San Gabriel Mountains. Together, the Arroyo Seco and the Los Angeles River connect the three largest parks in the City of Los Angeles—Griffith, Elysian, and Debs—all of which have significant natural habitat areas. North/east of the City boundary, the Arroyo Seco is lined with nearly continuous open space leading to the Angeles National Forest.

OPPORTUNITY AREA #11 - MISSION ROAD RAIL YARDS

The Mission Road Rail Yards would require the relocation of some of the existing rail facilities, removing the concrete channel walls and lowering the land adjacent to the River, while building rail trestles to maintain the existing elevation of some of the rail through-tracks. Consolidation of the rail on the west side of the River provides the opportunity to create a large riverfront open space with water quality treatment areas. Purchasing this large land area from the rail company would create the potential to develop a new mixed-use development with new open space, resulting in a vibrant riverfront community.
OPPORTUNITY AREA #12 - BOYLE HEIGHTS CONNECTOR

By taking advantage of existing freeway right-of-ways, the Boyle Heights Connector Opportunity Area can establish an open space connection that would link the residents of Boyle Heights with the Los Angeles River. Overall, this Opportunity Area is focused on establishing connections with the River, which would result in few channel modifications or development changes.

**OPPORTUNITIES**
- Creates beneficial connection between the River and Boyle Heights
- Builds on existing housing project developed by the Community Redevelopment Agency
- Near the new Boyle Heights Gold Line extension stop

**CHALLENGES**
- Offers very little opportunity for River channel modifications or development changes
- Can be accomplished by applying the open space typologies

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OPPORTUNITY AREA #13 - DOWNTOWN ARTS DISTRICT

The Downtown Arts District is an emerging residential, mixed-use neighborhood that, when coupled with Downtown to the west and Little Tokyo to the north, provides a large population base of potential River visitors. By reconfiguring the active rail and storage tracks and taking advantage of the future redesign of the 6th Street Bridge to provide access to the River’s edge, expanding the River Greenway would be possible along the western edge of the River.

**OPPORTUNITIES**
- Emerging residential population with limited access to existing open space
- Could act as the link between Downtown and the River
- Allows residents to enjoy improved access to the River

**CHALLENGES**
- Western edge of the River is inaccessible due to location of the Metro Maintenance Yards.
- Safety and security concerns
- Relies on rail to move storage lines

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San Bernardino Freeway east of the River (2006)
Community Redevelopment Agency housing project (2006)

Existing industrial/residential buildings in the area (2006)
Metropolitan Transit Authority maintenance facility north of Fourth Street (2006)
OPPORTUNITY AREA #14 - SANTA FE WAREHOUSE

The Santa Fe Warehouse area contains an assortment of historic warehouse structures, some of which, because of their architectural and aesthetic features, have recently been converted to residential uses, or are expected to be considered for such uses in the future. The future land use of this area is under review as part of the City’s industrial land use policy update. While a determination has not yet been made on whether additional properties should be converted to residential uses, should this take place, a growing population base would require additional open space and recreational opportunities. Should the area be retained for industrial uses, appropriate street treatments would need to be considered that both meet the industrial needs and provide River access, as discussed in other industrial Opportunity Areas.

OPPORTUNITY AREA #15 - SEARS/CROWN COACH

The Sears/Crown Coach Opportunity Area brings together the historically-significant Sears Building, and a brownfield site that once housed a rail roundhouse. Unlike most of the other Opportunity Areas along the River, if current rail movement can be accommodated, it provides the opportunity to dramatically impact the River’s edge on both sides. By unifying both sides of the River and providing improved pedestrian connections to the River Greenway, this area can be a Gateway celebrating one’s entry into or exit from the City of Los Angeles.