Section 3.1
Aesthetics

3.1.1 Introduction

This section describes the geographic and regulatory setting for aesthetics and visual resources, discusses impacts that could result from the *2020 LA River Master Plan* and its elements, and determines the significance of impacts. Where needed, this section identifies mitigation measures that would reduce or avoid any significant impacts, when feasible. The consistency of the proposed Project with the applicable aesthetic and visual resource goals and policies that are identified in Section 3.1.2.2, *Regulatory*, below is also discussed.

The analysis in this section includes impact determinations under CEQA for the *2020 LA River Master Plan* that are applicable to all 18 jurisdictions in the study area, including the County and non-County jurisdictions (17 cities). Except for significant and unavoidable impacts, all identified significant environmental effects of the proposed *2020 LA River Master Plan* can be avoided or reduced to a less-than-significant level if the mitigation measures identified in this PEIR are implemented. These mitigation measures will be implemented for subsequent projects that are carried out by the County. Because some later activities under the *2020 LA River Master Plan* would not be carried out by the County, the County cannot enforce or guarantee that the mitigation measures would be incorporated. Therefore, where this PEIR concludes a less-than-significant impact for later activities carried out by the County, the impact would be significant and unavoidable when these activities are not carried out by the County.

3.1.2 Setting

3.1.2.1 Geographic

Regional Setting

The LA River traverses the Los Angeles Basin, flowing from the San Fernando Valley and eastern Los Angeles County, running through central Los Angeles and ending at the Pacific coast in Long Beach. The material, shape, and size of the LA River change along its length. More than 75 percent of the length of the LA River consists of a concrete bed surrounded by hardscape materials, with minimal vegetation, unique rock features, or other scenic attributes. However, portions of the LA River include a "soft bottom" that contains heavy silt, vegetation, and habitat for wildlife, presenting an organic and natural appearance. This most notably occurs in the Glendale Narrows, the Sepulveda Flood Control Basin, and the Estuary region. The shape of the concrete-lined LA River channel is predominantly trapezoidal, with sides that flare out as they move up and away from the bottom of the channel. Concrete-lined rectangular sections of the channel, where its sides are completely vertical, are limited to the San Fernando Valley between Sherman Oaks and Burbank and a 1-mile stretch near Vernon. To manage additional flood risk, the sides of the channel are often higher than the ground level of surrounding communities, forming levees or flood walls. The width of the channel generally increases as it moves downstream from Canoga Park to Long Beach. At its

narrowest, between Sherman Oaks and Studio City, the channel is about 55 feet wide. At its widest, where the river meets the Pacific Ocean, the channel is 585 feet wide from bank to bank, more than 10 times its narrowest width. During most of the year, the concrete-lined channels have minimal water flows and include various amounts and species of vegetation. In addition to the channel, the LA River right-of-way (ROW) includes flood management structures such as levees and access roads. In some sections, various recreational amenities such as bike paths, parks, and trails are found within the ROW, while in other areas these amenities are directly adjacent to the ROW.

The LA River passes through a highly urbanized area of Los Angeles County. A variety of different communities, each with its own unique visual character, line the riverfront. Particularly within the reaches of the lower LA River, visible adjacent land uses include businesses such as warehouses, storage facilities, construction companies, and residential neighborhoods. Many of the land uses adjacent to the LA River are separated by fencing, with the front of buildings oriented away from the riverfront. As such, it is difficult to see the LA River from many surrounding streets and other vantage points. In addition, major transportation infrastructure and corridors operate adjacent to the LA River. These include commuter and freight rail lines, the Port of Long Beach, and Interstate (I-) 5, I-710, State Route (SR-) 91, I-110, and SR-134. These infrastructure elements often separate the LA River from surrounding land uses and dominate much of the visual landscape.

In downtown Los Angeles, there is limited physical and visual access to the LA River, which is adjacent to an intensely urban and industrial riverfront. Scenic resources in downtown Los Angeles are provided by a series of historic Art Deco– and Classical Revival–style bridges that span the river. Other historic buildings and sites add to the unique landscape of the urban environment.

The upper LA River is bordered by a more diverse mixture of land uses and therefore has a more varied visual character. Within the Elysian Valley neighborhood, also known as Frogtown, an eclectic mixture of restaurants, shops, art studios, and businesses front the LA River, leading to an active and vibrant visual environment.

The main vantage points from which to view the LA River are the adjacent bicycle and pedestrian trails along nearly 30 of the 51 miles of the LA River. The LA River Bike Path includes the LA River Bikeway section, the Glendale Narrows Elysian Valley section, and the North Valleyheart Riverwalk, as well as smaller sections in the San Fernando Valley. Generally, there is a trail along only one side of the river at a time; currently, only 5 miles of the 51-mile stretch offer access on both banks. The longest continuous segments of the LA River Bike Path are a 12-mile stretch between Imperial Highway and the mouth of the LA River at Long Beach and a 7-mile stretch along the Glendale Narrows. In the San Fernando Valley, the trail becomes more fragmented. The trails vary substantially in width and material, from a 17-foot-wide stone fines path to an 8-foot-wide striped asphalt bikeway.

Where available, the bicycle and pedestrian paths offer the most continuous vantage points to view the LA River. Because the paths are wedged between the LA River, adjacent freeways, and disjointed and fenced land uses, views of the LA River and ROW from these paths are often urban in nature and are not particularly valuable. However, several parks, wildlife areas, and open spaces along the pathway are notable scenic areas. In some areas, such as the North Valleyheart Riverwalk in the City of Los Angeles, the path itself is bordered by landscaping and decorative elements, creating a scenic green corridor along the LA River.

From the LA River, views may extend out to include portions of the Los Angeles, Glendale, Burbank, and Long Beach cityscape skylines, the Pacific Ocean near Long Beach, the hills of Elysian Park and

Griffith Park, and, on a clear day, the distant Verdugo Mountains. Lighting along the LA River is provided by the surrounding surface street and bridge lighting and spillover lighting from development, infrastructure, parks, and sports fields. Direct lighting on the LA River itself is intermittent and direct, pole-mounted lighting is most visible within the City of Los Angeles and City of Burbank near Griffith Park and the west San Fernando Valley. Direct, pole-mounted lighting is absent in some areas within Long Beach, downtown Los Angeles, Compton, Paramount, Downey, Lynwood, and South Gate. Nighttime lighting often fluctuates due to motor vehicle headlights.

Study Area Setting

As described in Chapter 2, *Project Description,* the study area is divided into a series of nine distinct geographical sections, or planning frames, related to jurisdictional, hydraulic, and ecological zones. Each of these frames has unique visual and aesthetic characteristics. The visual characteristics of each frame are described below.

Frame 1

Frame 1 is almost entirely within the City of Long Beach and extends from the mouth of the LA River from the Pacific Ocean and Port of Long Beach at river mile 0.0 to 4.0. The LA River channel bed is a trapezoidal channel that has a soft bottom near the Pacific Ocean and transitions to a concrete-lined channel near West Willow Street. Because this frame is closest to the Pacific Ocean, it has a unique visual character. Figure 3.1-1 shows typical views of the LA River and adjacent uses in Frame 1. A small portion of the City of Los Angeles is located in this frame, on the western boundary near the West Anaheim Street/West 9th Street intersection; however, no known City of Los Angeles aesthetic or visual resources are located in this frame. As such, the City of Los Angeles is discussed in greater detail for subsequent frames below where applicable.

As described above, the LA River starts at river mile 0.0; near the mouth, the river is at its widest point. Views of the LA River in this location are scenic and expansive, with the water of the LA River blending with the Pacific Ocean and marine-related uses such as the iconic Queen Mary, smaller vessels, and industrial port-related facilities that define the City of Long Beach's southern waterfront edge. Numerous species of birds and wildlife are visible along the LA River, and this frame supports a marine ecosystem that contains algae, fish, and shellfish.

Most notably, along the eastern portion of the LA River from mile 0.0 to mile 1.0 are numerous landscaped parks and recreational areas that offer expansive views, landscaping, and recreational opportunities that create a positive aesthetic environment. These include the Golden Shore Marine Biological Reserve Park, Golden Park, and Cesar E. Chavez Park. The LA River Bike Path is used by bicyclists and pedestrians traveling along the east side of the LA River. The LA River Bike Path travels south to north from the City of Long Beach to the City of Vernon.

On the west side of the LA River, pedestrian and visual access to the LA River is limited, as land uses from the shoreline to Pacific Coast Highway are industrial in nature and include warehouse, industrial, and port-related uses that are set behind concrete and steel fences. I-710 also parallels the LA River on the west, separating adjacent neighborhoods from the LA River in this frame.

The LA River transitions from a soft channel bottom at mile 3.0 to a concrete-bottom section with hard rip-rap sides. From mile 1.0 to mile 4.0, land uses on the east side of the LA River include industrial and residential land uses. Many of these land uses back onto the LA River and are separated by fencing and embankments. As such, views of the LA River in this area are of an urban

hardscape and are not scenic or unique. However, several recreational areas along the LA River, including Avila Park, include landscaping, trails, and playground and picnic areas, which are scenic attributes in a relatively urban area. While views of Avila Park are available from the LA River Bike Path, views of the LA River from Avila Park are more limited because the LA River is set behind an embankment in this area. The Wrigley Greenbelt on the west bank of the LA River from river mile 2.9 to 4.0 is a notable scenic open space with a walking/bicycling trail and areas of native California landscaping.

The *City of Long Beach General Plan, Land Use Element, Urban Design Element* identifies Ocean Boulevard as a local scenic route. In addition, future scenic corridors in the City of Long Beach Urban Design Element are planned to be expanded, including the LA River and San Gabriel River.

Figure 3.1-1. Typical Views of the LA River in Frame 1

Photo 1: View of the LA River looking south from the trail near Golden Shore Marine Biological Reserve Park

Photo 2: View of the LA River looking southwest from near the LA River Bike Path access point at DeForest Avenue and West 25th Street

Photo 3: View of the LA River looking south toward the Port of Long Beach from the east side of the LA River Trail

Photo 4: View of the LA River and surrounding residential development looking south on the east side of the LA River Trail in the City of Long Beach

Source: OLIN 2020; Los Angeles County Public Works 2020.

Frame 2

Frame 2 is located within the Cities of Long Beach, Carson, and Compton, and unincorporated County areas and extends from river mile 4.0 to 8.4. The channel in this frame is a trapezoidal, concrete-leveed cross-section with an approximate width of 350 feet. The majority of land uses surrounding the LA River in this frame are industrial and residential properties that have limited visual relationships to the riverfront. Utility and transportation infrastructure such as power lines, towers, and freeway on-ramps dominate much of the landscape. These attributes combine to give the LA River an urban, barren character, which remains uniform throughout this frame. However, there are notable scenic areas along the LA River—such as the Dominguez Gap Wetlands and DeForest Park—that serve as aesthetic resources for viewers along the riverfront. Figure 3.1-2 shows typical views of the LA River and adjacent uses in Frame 2.

Scenic resources in the City of Long Beach are described above under Frame 1. There are no designated scenic corridors or viewsheds in the City of Carson. The *Draft Compton General Plan 2030* (City of Compton 2011) identifies a number of roadway corridors highlighted for improvement by the City of Compton through design guidelines and regulations, public investment, and private incentives as identified in the city's general plan. However, none of these roadways intersect with the LA River.

The LA River Bike Path exists on the east bank of the LA River throughout the entirety of Frame 2 and is the prime viewing area of the LA River. Between West Wardlow Road and I-405, there is ROW that contains vegetation and trees immediately adjacent to the west of the LA River. On the east bank, the Dominguez Gap Wetlands is a mile-long open space area that provides an access point to the LA River Bike Path. The Dominguez Gap Wetlands is a 37-acre spreading ground basin that was converted into multi-benefit wetlands in 2008. The Dominguez Gap Wetlands sustain year-round habitat for plants and native wildlife. The open wildlife habitat is an expansive scenic resource and a stark visual contrast to the industrial uses present on the opposite side of the LA River.

Between Del Amo Boulevard and the end of Frame 2 within the Cities of Long Beach, Compton, and Carson and unincorporated County areas, the views of the west bank of the LA River are dominated by overhead power lines and transmission towers. On the east side of the LA River is DeForest Park and Wetlands within the City of Long Beach. A long, linear park, DeForest Park and Wetlands, provides notable habitat areas such as vernal pools, native grasslands, coastal scrub, and oak-sycamore woodlands. The natural qualities of DeForest Park and Wetlands offer a scenic resource for park users and those traveling on the LA River Bike Path.

From DeForest Park until the end of the Frame 2 within the Cities of Long Beach, Compton, and Carson and unincorporated County areas, views along the LA River transition back to a highly urban area with a lack of scenic resources. Particularly toward the end of the frame, tall vertical elements associated with bridges and on-ramps related to SR-91 and I-710 dominate much of the visual landscape.

Figure 3.1-2. Typical Views of the LA River in Frame 2

Photo 1: View of LA River looking south on the east side of the LA River Trail in the City of Long Beach

Photo 2: View of LA River looking northwest at river mile 4.9 with utility transmission towers visible

Photo 3: Looking south on the east bank of the LA River Bike Path with DeForest Park visible to the east

Photo 4: Looking north on the east bank of the LA River Bike Path with the 51st Street Greenbelt visible to the right

Source: OLIN 2020.

Frame 3

Frame 3 is located within the Cities of Compton, Paramount, Downey, Lynwood, South Gate, and Cudahy and extends from river mile 8.4 to 14.1. The channel in this frame is a trapezoidal, concrete-leveed cross-section with an approximate width of 400 feet. Similar to Frame 2, these characteristics give the LA River an urban, concrete quality in this frame. The LA River Bike Path exists throughout the entire frame, with the path switching from the east bank to the west bank near river mile 10.5. Surrounding land uses are mostly residential, industrial, and commercial. Throughout this frame, parcels are oriented away from the LA River and are separated by fencing, further establishing the viewshed of the LA River as urban rather than scenic or lush. However, there are areas along the LA River where wide tracts of ROW have been incorporated into recreational and open space, creating scenic areas for viewers along the LA River. Figure 3.1-3 shows typical views of the LA River and adjacent uses in Frame 3.

The most expansive open space area in this frame occurs from river mile 9.1 to 10, which begins with the Compton Three Par Golf Course within the City of Compton. Located on the east bank of the

LA River, the golf course offers expansive views of open green areas, landscaping, and trees, creating a scenic resource for golfers, bicyclists, and other viewers along the LA River. Immediately to the north of the golf course, the green corridor on the east embankment continues with Ralph C. Dills Park, a long, scenic linear park within the City of Paramount that includes lush landscaping, trails, and picnic areas that are accessible from the LA River Bike Path.

From river mile 10.0 until the terminus of Frame 3, views transition back to an urban landscape, with the exception of Hollydale Community Park within the City of South Gate. Hollydale Community Park features playgrounds, green landscaping, and trees. At river mile 10.5, the LA River travels under multiple overpasses as I-105 and I-710 merge. These large, vertical infrastructure elements dominate much of the landscape of the LA River, presenting an urban, utilitarian appearance.

The confluence of the LA River and the Rio Hondo occurs near river mile 12.0, where the LA River Bike Path terminates on the east bank and switches to the west bank; crossings and entrances are available via the Imperial Highway overpass. The Rio Hondo is also a concrete channel; therefore, the urban, concrete quality of the LA River is expanded at this confluence.

At approximately river mile 13.9, Cudahy Park within the City of Cudahy is west of the LA River. Cudahy Park contains open space, landscaping, and sports fields that are visible from the LA River Bike Path, which is higher in elevation at this point. However, the LA River and Cudahy Park are physically separated by fencing and River Road, diminishing the scenic relationship between the LA River Bike Path and Cudahy Park.

No designated scenic corridors or highways are identified in the general plans of the Cities of Paramount, Downey, Lynwood, South Gate, or Cudahy. The *Draft Compton General Plan 2030* (City of Compton 2011) is discussed in Frame 2, above.

Figure 3.1-3. Typical Views of the LA River in Frame 3

Photo 1: View of the LA River looking north with Ralph C. Dills Park to the right

Photo 2: View of the LA River looking south with Hollydale Community Park to the west

Photo 3: View of the LA River and overhead utility lines

Photo 4: Example of freeway infrastructure near the LA River

Source: OLIN 2020.

Frame 4

Frame 4 is located within the Cities of Bell Gardens, Bell, Maywood, Vernon, and Commerce and extends from river mile 14.1 to 19.5. The channel in this frame is a concrete-leveed, trapezoidal section that is approximately 415 feet wide at the southernmost end. It transitions to a concrete-entrenched, trapezoidal section and then to a concrete-entrenched, rectangular section at river mile 19 at the northern end, with a width of about 285 feet. This portion of the LA River occurs within a dense, industrial context with industrial development and rail lines limiting the landside ROW to less than 15 feet.

Large transmission towers with overhead power lines immediately adjacent to the east bank are visible throughout the majority of this frame. Maywood Riverfront Park within the City of Maywood is between river mile 15.7 and 15.8 along the west bank and is the only open green space immediately adjacent to the LA River throughout this frame. Maywood Riverfront Park offers an access point from the LA River Bike Path and contains lush, green landscaping, which lines the border of the LA River Bike Path. The park also includes amenities such as a playground and basketball court. The LA River Bike Path ends at South Atlantic Boulevard in Vernon, where rail lines

begin to parallel the west bank of the LA River for approximately 1.25 miles. The rest of the frame is dominated by industrial buildings, which results in a barren visual character for much of the remainder of this frame. Figure 3.1-4 shows typical views of the LA River and adjacent uses in Frame 4.

There are no scenic corridors or highways identified in the general plans of the Cities of Bell Gardens, Bell, Maywood, Vernon, or Commerce.

Figure 3.1-4. Typical Views of the LA River in Frame 4

Photo 1: View of the LA River looking south toward East Olympic Boulevard

Photo 2: View of the LA River and ROW looking north from the west side of the LA River near East Olympic Boulevard

Photo 3: View of the LA River looking northwest from the Atlantic Boulevard Bridge

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Source: OLIN 2020.

Frame 5

Frame 5 is within the City of Los Angeles and extends from river mile 19.5 to 24.5. The channel in this frame is an entrenched, concrete, trapezoid section with a typical width of 225 feet. In Frame 5, the LA River is adjacent to the nearby City of Los Angeles communities of downtown Los Angeles, Boyle Heights, the Arts District, Chinatown, and Lincoln Heights. Much of this area has an industrial building stock that developed due to its proximity to rail lines and facilities near and along the river. Views and observation points of the LA River are largely limited by buildings, industrial

infrastructure, and streets and highways, although views of downtown Los Angeles, Elysian Park, and the Verdugo Mountains are provided at discrete vantage points.

This portion of the LA River includes minimal vegetation and is bordered by industrial- and transportation-related uses, giving the area a predominantly urban and industrial aesthetic. No portions of the LA River Bike Path or LA River Trail exist within Frame 5 within the City of Los Angeles, and physical access to the LA River is limited. Residential housing adjacent to the LA River is concentrated in the William Mead Homes public housing development in the southwestern portion of the area along North Main Street and in a predominantly low-density multifamily area east of the LA River between North Broadway and North Main Street. Scattered single-family residential homes are also mixed in among industrial uses throughout the area. Figure 3.1-5 shows typical views of the LA River and adjacent uses in Frame 5.

Aesthetic value in this area is provided by a series of Art Deco– and Classical Revival–style bridges that span the LA River near downtown Los Angeles, including those at North Broadway, North Spring Street, and Main Street. Other historic bridges include the César Chávez Bridge, Macy Street Bridge, and 1st Street, 4th Street, 6th Street, and 7th Street viaducts. These taller bridges and viaducts are generally the most publicly accessible vantage from which to view the LA River in context with views of the expansive City of Los Angeles skyline.

Other notable aesthetic resources in the area include the 32-acre Los Angeles State Historic Park near river mile 23.5 along the west bank, which includes open space and pathways. However, while the park is adjacent to the LA River, direct views of the LA River are limited from this vantage point. Also located in this frame is the Arroyo Seco confluence near river mile 24.0, where I-110 crosses the LA River.

Scenic highways depicted within the City of Los Angeles have special controls for protection and enhancement of scenic resources. There are no scenic corridors or highways identified in the Los Angeles Central City, Central City North, or Boyle Heights Community Plan areas. The western boundary of the Mount Washington-Glassell Park Specific Plan is near the LA River. Mount Washington Drive and San Rafael Avenue provide opportunities for scenic views of the City of Los Angeles and the surrounding mountains and natural canyon vegetation. The Pasadena Freeway (I-110) is designated as a State Scenic Highway and is listed in the National Register of Historic Places. A portion of I-110 that is elevated over 30 feet crosses over the LA River near Griffith Park and the Arroyo Seco Confluence near the border of Frames 5 and 6.

Figure 3.1-5. Typical Views of the LA River in Frame 5

Photo 1: View of the LA River from the 7th Street Bridge in downtown Los Angeles

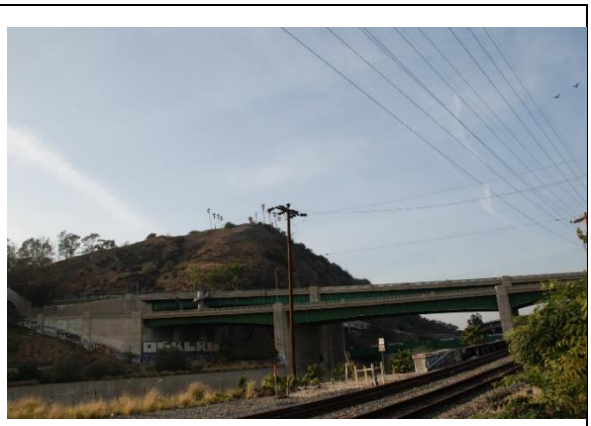

Photo 2: View of the LA River near the North Broadway Bridge looking northwest

Photo 3: View of the LA River near Elysian Park

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Source: OLIN 2020.

Frame 6

Frame 6 is located within the Cities of Los Angeles, Burbank, and Glendale and extends from river mile 24.5 to 32.0. Within this frame, the LA River primarily has a soft bottom that includes sediment, green vegetation, and wildlife, giving the LA River an organic and natural appearance. Frame 6 also contains the highest percentage of open space and recreation land uses of the study area. There is also a substantial amount of residential land uses scattered throughout the frame, with a concentration of industrial, commercial, and art and cultural uses that connect to the LA River on the west side. Figure 3.1-6 shows typical views of the LA River and adjacent uses in Frame 6.

Frame 6 begins near Elysian Park in the City of Los Angeles on the west bank, which includes extensive hiking and biking trails that offer panoramic views of the LA River and the Los Angeles basin skyline. While several trails within Elysian Park meander close to the LA River, direct physical access is largely separated by railroad infrastructure, I-5, SR-110, and other roadways. On the opposite side of the LA River, directly across from Elysian Park, are industrial land and institutional uses, often divided from the LA River by roadways, high fences, and walls. As such, the east side of the LA River until I-5 crosses the LA River, and has limited scenic resources and physical access.

Near the overpass of I-5, land uses transition to include more residential uses and a series of small parks begin. The first, Egret Park in the City of Los Angeles, features landscaping and interpretive displays as well as the start of access to the LA River Bike Path. From Egret Park, the LA River Bike Path travels along the west bank alongside and links several small parks including Steelhead Park, Elysian Valley Gateway Park, Marsh Street Nature Park, Lewis MacAdams Riverfront Park, Rattlesnake Park, and Sunnynook River Park in the City of Los Angeles. While small in size, each park provides a valued scenic amenity in an urban landscape and includes landscaping, seating areas, educational displays, and, often, artwork. This string of parks provides important linkages along the LA River Bike Path and offers scenic views of the lush LA River, creating valuable visual respite in a dense urban environment.

Within this area is the Elysian Valley neighborhood of Los Angeles, also known as Frogtown, which is flanked on the north by Atwater Village and on the south and southwest by Elysian Park. This neighborhood incudes an eclectic collection of art and performance spaces, cafés, restaurants, and community centers. Rather than turn away from the LA River, these land uses include entrances, signage, artwork, and seating areas along the LA River Bike Path, which serves as Frogtown's main visual and physical artery. As such, Frogtown has one of the most vibrant and active visual environments along the study area.

Starting at river mile 27.8, Griffith Park within the City of Los Angeles and City of Burbank begins on the west bank, extending into Frame 7. Griffith Park offers substantial scenic and recreational amenities including hiking, biking, and equestrian trails; picnicking areas; and museums. Elevated trails within Griffith Park offer expansive views of the LA River and the Los Angeles, Burbank, and Glendale skylines. Recreational users of the LA River Bike Path experience expansive views of higher elevations of Griffith Park's hillside areas. However, it should be noted that Griffith Park and the LA River are largely visually and physically separated from each other at the ground level by I-5 until the John Ferraro Athletic Fields.

From John Ferraro Athletic Fields, the LA River makes an approximately 90-degree curve to the south around Griffith Park. SR-134 crosses the LA River at the Verdugo Wash confluence in this area. The LA River Bike Path ends at Riverside Drive after a continuous 7.25-mile stretch. For a half mile, from just north of Confluence Park to Garden Street, the LA River Bike Path occurs on both sides of the bank. The half-mile portion of the bike path that occurs on the east bank is known as the Glendale Narrows Riverwalk in the City of Glendale. The scenic, 0.5-mile Glendale Narrows Riverwalk is lined with native California trees and shrubs as well as seating areas and public art installations.

Across from this area, partially in Frame 7, Bette Davis Park within the City of Glendale is a scenic recreational and picnic area that offers a lush green space and ground-level views of the LA River. Immediately to the west of Bette Davis Park, the LA River transitions to a concrete-lined channel.

In the City of Los Angeles, the general plan identifies the viewsheds of Elysian Park, the LA River, Echo Park Lake, and Silver Lake Reservoir as scenic. Scenic resources in this area in Glendale include the Glendale skyline to the north and Adams Hill and Forest Lawn Memorial Park to the south across the LA River.

Scenic vistas within Burbank near the LA River include views of the eastern Santa Monica Mountains to the south.

Figure 3.1-6. Typical Views of the LA River in Frame 6

Photo 1: View of the LA River from Sunnynook River Park

Photo: 2 View of Steelhead Park and the LA River Bike Path

Photo 3: View of LA River Bike Path near Spoke Bicycle Café in Frogtown

Photo 4: Elevated View of LA River near SR-2

Source: OLIN 2020.

Frame 7

Frame 7 is located within the Cities of Los Angeles and Burbank and extends from river mile 32.0 to 37.8. The LA River channel in this frame is almost entirely entrenched concrete channel with a typical width of approximately 130 feet. Land uses along the LA River in this frame are urban in nature and primarily consist of residential and commercial development. The LA River is largely fenced off from surrounding land uses with no adjacent bicycle trail system within this frame. As such, visual and physical access to the LA River are limited. Figure 3.1-7 shows typical views of the LA River and adjacent uses in Frame 7.

For a discussion of scenic corridors in the City of Burbank, see the discussion for Frame 6 above. As shown on Figure 3.1-7, an equestrian trail follows alongside and crosses the LA River near the Los Angeles Equestrian Center.

Figure 3.1-7. Typical Views of the LA River in Frame 7

Photo 1: Equestrian trail that crosses the LA River in the City of Burbank along the Mariposa Equestrian Bridge

Photo 2: Equestrian trail along the LA River near the Los Angeles Equestrian Center

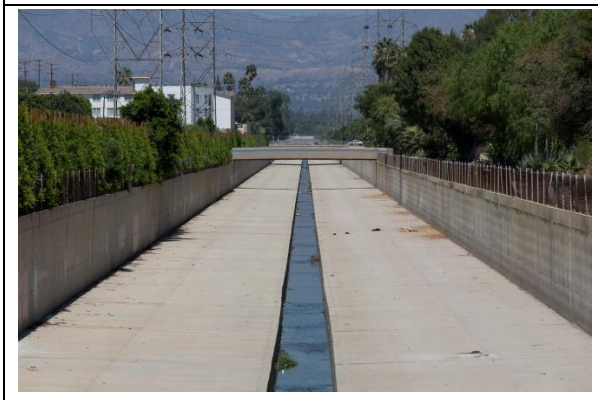

Photo 3: Photo of the LA River adjacent to residential development near where US 101 crosses the LA River

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Source: OLIN 2020; Los Angeles County Public Works 2020.

However, there are several notable aesthetic resources such as parks, recreational areas, and open spaces, many of which offer elevated views of the LA River. The largest open space is Griffith Park within the Cities of Los Angeles and Burbank on the east bank of the LA River from approximately river mile 32 to 34.5. Griffith Park includes an extensive trail system, much of which affords panoramic views of the LA River and the Los Angeles basin from elevated vantage points. Many of the recreational amenities at Griffith Park such as Travel Town are visually separated from the LA River by SR-134, which runs adjacent to the LA River and Griffith Park. However, there are several pedestrian and equestrian trails immediately adjacent to the LA River within Griffith Park and near the Los Angeles Equestrian Center in the City of Burbank. Most notably, the Mariposa Equestrian Bridge crosses the LA River and links equestrian trails within Griffith Park to the equestrian trail system within the Rancho neighborhood in the southeast corner of Burbank. Many of these trails are lined with trees and vegetation, presenting an attractive setting for riders and expansive views of the LA River.

Across from Griffith Park on the east bank between Frames 6 and 7 is Bette Davis Park, a scenic recreational and picnic area that offers a lush green space and ground-level views of the LA River. Along Bette Davis Park, the LA River is a soft-bottom bed that supports vegetation and wildlife, which blends visually with the green setting of the adjacent Bette Davis Park. Immediately to the west of Bette Davis Park, the LA River transitions to a concrete-lined channel.

Adjacent to Griffith Park on the west is a block of privately held open space associated with the Hollywood Reservoir in the City of Los Angeles. As with Griffith Park, expansive views of the LA River are primarily only available from elevated vantage points, as the LA River is separated at the ground level by Forest Lawn Drive. Across the LA River on the west bank is Warner Bros. Studios in the City of Burbank. The studio uses, including associated offices and surface parking, directly abut the LA River directly as no ROW exists.

Lakeside Golf Club in the City of Burbank lies along the LA River from mile 34.6 to 35.6 along the west bank. While portions of the Golf Club afford views of the LA River, trees line the perimeter of the Lakeside Golf Club adjacent to the LA River and therefore direct visual access to the LA River is limited.

North and South Weddington Parks are two parks that lie directly across from each other on both sides of the LA River in Studio City within the City of Los Angeles near the US 101 overcrossing. Both parks offer open green space, substantial landscaping, and recreational baseball fields and afford the user intermittent views of the LA River.

Frame 8

Frame 8 is in the City of Los Angeles and extends from river mile 37.8 to 43.1. In this frame, the LA River channel is an entrenched, rectangular-box, concrete channel with a typical width of 60 feet. The LA River transitions to an earthen, trapezoidal feature at the upstream limit of Frame 8, at the Sepulveda Dam. Land uses surrounding the LA River in this frame are primarily residential. In general, denser development characterized by multi-family and single-family homes on smaller lots are north of the river along the flatter portions of the City of Los Angeles. To the south, hillside development with curvilinear street patterns is located in areas of elevated topography along streets such as Coldwater Canyon Boulevard and Laurel Canyon Boulevard.

While the land use pattern along the LA River in this frame is largely developed with little visual or physical connection to the LA River, there are intermittent open spaces and greenways that offer positive aesthetic value along the riverfront. While not continuous, bicycle and walking trails occur at a number of points along this this frame. Figure 3.1-8 shows typical views of the LA River and adjacent uses in Frame 8.

North Valleyheart Riverwalk Park and greenway in the City of Los Angeles encompass 0.5 mile from river mile 38.0 to 38.5 from Coldwater Canyon to the east to Fulton Avenue to the west. Directly adjacent to the LA River, the park represents a positive aesthetic resource, offering views of the LA River, and includes bicycle and pedestrian trails, native vegetation, educational information, artwork, and other amenities. LA Riverfront Park at river mile 39.1 and 39.6 is a 0.5-mile bike path and greenway trail along the south bank of the river between Whitsett Avenue and Laurel Canyon Boulevard.

Ernie's Walk in the City of Los Angeles, one of the earliest community-based efforts to revitalize the LA River, is approximately at river mile 42.2 near the intersection of Huston Street and Valley Heart

Drive. Begun by retired local resident Ernie La Mere in 1987, the open space includes a 0.3-mile linear park that offers scenic trails along the LA River, including river rock seating walls and native and nonnative landscaping.

While it does not cross the LA River, Mulholland Highway is a designated scenic corridor across the entire San Fernando Valley and views of the LA River are visible from Mulholland Highway.

Figure 3.1-8. Typical Views of the LA River in Frame 8

Photo 1. View of LA River from North Valleyheart Riverwalk Park

Photo 2: View of the LA River from Ernie's walk, a 0.3-mile linear greenspace area near Valleyheart Drive

Photo 3: View of LA River and adjacent trail from Whitsett Avenue and Valleyheart Drive

Table cell is intentionally blank.

Source: OLIN 2020.

Frame 9

Frame 9 is in the City of Los Angeles and includes the City of Los Angeles communities of Encino Village, Reseda, Winnetka, Warner Center, and Canoga Park. The LA River extends from river mile 43.1 to 51. The majority of land uses surrounding the LA River in this frame are residential; however, this frame contains a notable amount of open space areas. Figure 3.1-9 shows typical views of the LA River and adjacent uses in Frame 9.

Within Frame 9, the LA River begins at the Sepulveda Basin in the City of Los Angeles, a flood management basin that includes 2,150 acres of open space and sports fields, golf courses, Balboa Lake, the Balboa Park and Sports Center, playgrounds, bike paths, hiking trails, tennis courts, and a Japanese garden. The Sepulveda Basin also includes the Sepulveda Basin Wildlife Reserve. Bisecting

the Sepulveda Basin, the LA River is earthen in form with a soft bottom that supports dense vegetation and wildlife. Views of the LA River are scenic and expansive in this area, and the green vegetation along the LA River combined with the surrounding open space and wildlife at the Sepulveda Basin create an attractive and lush visual environment.

Past the Sepulveda Basin for the remainder of the frame, the LA River transitions back to its urban form as a concrete, trapezoidal channel with minimal vegetation set behind chain link and concrete fencing. Most of the land uses surrounding the LA River to the end of the frame are urban in nature, with residences and business backing up to the riverfront, presenting a poor and disjointed visual relationship. However, there are a number of intermittent, smaller, scenic parks and trails that provide a scenic setting and expansive views alongside of the LA River.

Reseda Park near river mile 47 is a 2.8-acre park that spans both sides of the LA River and includes a pedestrian bridge across the river, linking both park areas. Reseda Park includes ample landscaping, trails, Reseda Park Lake, and sporting fields. While views of the LA River from Reseda Park are of a more barren, urban channel, the LA River is lined with trees and flanked with landscaping through Reseda Park, creating a positive visual context.

Aliso Creek Park is an aesthetic resource near Wilbur Avenue between river miles 47 and 48. Aliso Creek Park is a small park (1.7 acres) on the east side of the LA River that includes native landscaping, bioswales, a demonstration garden, walkways, and artistic elements that provide public access and views of the confluence of Aliso Creek and the LA River.

Farther west, the West Valley Bikeway begins alongside the LA River. This attractive trail consists of an uninterrupted 1.8-mile multi-use path along the southern bank of the LA River between Mason and Vanalden Avenues. This trail offers direct views of the LA River and is lined with trees, specialty lighting, benches, habitat areas and landscaping, a vegetated bioswale, and interpretive signage, all of which present a positive visual experience for users. At Mason Avenue, the trail transitions into the Headwaters Greenway Trail extending along both banks to Owensmouth Avenue. This 1.5-mile trail surrounding greenway is an aesthetic and active resource near the LA River, is landscaped with trees and native and drought-tolerant plants, and includes a rain garden for water conservation.

Within this frame, Kelowna Avenue is designated as scenic corridor within the City of Los Angeles through Balboa Park.

Figure 3.1-9. Typical Views of the LA River in Frame 9

 Photo 1: Reseda Park pedestrian bridge	 Photo 2: Aliso Creek Park and Trail
 Photo 3: Headwaters Greenway Trail	*Table cell is intentionally blank.*

Source: OLIN 2020.

3.1.2.2 Regulatory

This section identifies laws, regulations, and ordinances that are relevant to the impact analysis of aesthetics in this PEIR.

Federal

No federal land use regulations are applicable to the proposed Project and the aesthetics impact analysis.

State

Scenic Highway Program

Established in 1963, California's Scenic Highway Program is administered by the California Department of Transportation and is designed to preserve and protect scenic highway corridors from changes that would diminish their aesthetic value. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. The city or county in which the highway is located must adopt a Corridor Protection Program

that consists of ordinances, zoning, and/or planning policies that would preserve the scenic quality of the corridor, or they must document such regulations that already exist in various portions of local codes. The Pasadena Freeway (110), or "Arroyo Seco Parkway" as it was originally called, is on the National Register of Historic Places as the first freeway in the Western United States. It is also designated as a State Scenic Highway, National Civil Engineering Landmark, and National Scenic Byway. A portion of I-110 crosses over the LA River near Griffith Park and the Arroyo Seco Confluence at the border of Frames 5 and 6. No other scenic highways are immediately adjacent to the LA River.

California Building Code

California Code of Regulations, Title 24

Title 24 of the California Code of Regulations, also known as the California Building Standards Code, consists of regulations to control building standards throughout the state. The following components of Title 24 include standards related to lighting.

(a) California Building Code and California Electrical Code

The California Building Code (Title 24, Part 1) and the California Electrical Code (Title 24, Part 3) stipulate minimum light intensities for pedestrian pathways, circulation ways, and paths of egress.

(b) California Energy Code

The California Energy Code (CEC) (Title 24, Part 6) provides lighting control requirements for various lighting systems with the aim of reducing energy consumption through efficient and effective use of lighting equipment. CEC Section 130.2 specifies requirements for outdoor lighting controls and luminaire cutoff requirements. All outdoor luminaires rated above 150 watts must comply with the backlight, up-light, and glare (BUG) ratings in accordance with Illuminating Engineering Society (IES) Technical Memorandum-15-11, Addendum A, and must be provided with a minimum of 40 percent dimming capability activated to full-on by motion sensor or other automatic control. This requirement does not apply to streetlights for the public ROW, signs, or building façade lighting. CEC Section 140.3 sets solar reflectance criteria for non-residential buildings and high-rise residential buildings.

CEC Section 140.7 sets forth outdoor lighting power density allowances in terms of watts per area for lighting sources other than signage. The lighting allowances are provided by lighting zone, as defined in CEC Section 10-114. Under Section 10-114, all urban areas within California are designated as Lighting Zone 3. Additional allowances are provided for building entrances or exits, outdoor sales frontage, hardscape ornamental lighting, building façade lighting, canopies, outdoor dining, and special security lighting for retail parking and pedestrian hardscape.

CEC Section 130.3 stipulates that sign lighting controls with any outdoor sign that is on both day and night must include a minimum 65 percent dimming at night. CEC Section 140.8 sets forth lighting power density restrictions for signs.

(c) California Green Building Standards Code

The California Green Building Standards Code (Title 24, Part 11) is commonly referred to as the CALGreen Code. The CALGreen Code stipulates maximum allowable light levels, efficiency requirements for lighting, miscellaneous control requirements, and light trespass requirements for

electric lighting and daylighting. Paragraph 5.1106.8, Light Pollution Reduction, specifies that all non-residential outdoor lighting must comply with the following:

- The minimum requirements for Lighting Zones 1–4 as defined in Chapter 10 of the California Administrative Code; BUG ratings as defined in the IES Technical Memorandum-15-07; and Allowable BUG ratings not exceeding those shown in Table A5.106.8 in Section 5.106.8 of the CALGreen Code; or
- With a local ordinance lawfully enacted pursuant to Section 101.7, whichever is more stringent.

Regional

Los Angeles County

Los Angeles County General Plan

The *Los Angeles County General Plan* (Los Angeles County 2015) was adopted by the Los Angeles County Board of Supervisors on October 6, 2015. The general plan provides the policy framework for how and where the unincorporated County areas will grow through the year 2035, while recognizing and celebrating the County's wide diversity of cultures, abundant natural resources, and status as an international economic center. The general plan Land Use Element provides strategies and planning tools to guide future development and conserve scenic resources. The Conservation and Natural Resources Element guides the long-term conservation of natural resources and preservation of available open space areas. The Mobility Element provides an overview of the transportation infrastructure and strategies for developing an efficient and multimodal transportation network. Goals and polices within the *Los Angeles County General Plan* related to aesthetics are listed in Table 3.1-1.

Table 3.1-1. Local Plans: Applicable Goals, Policies, and Objectives of the *Los Angeles County General Plan* Related to Aesthetics

Plan	Policies and Objectives
Land Use Element	**Goal LU 3:** A development pattern that discourages sprawl, and protects and conserves areas with natural resources and SEAs. • **Policy LU 3.1**: Encourage the protection and conservation of areas with natural resources, and SEAs. • **Policy LU 3.2:** Discourage development in areas with high environmental resources and/or severe safety hazards. • **Policy LU 6.8:** Encourage land uses and developments that are compatible with the natural environment and landscape. • **Policy LU 7.1:** Reduce and mitigate the impacts of incompatible land uses, where feasible, using buffers and other design techniques. **Goal LU 10:** Well-designed and healthy places that support a diversity of built environments. • **Policy LU 10.2:** Design development adjacent to natural features in a sensitive manner to complement the natural environment. • **Policy LU 10.3**: Consider the built environment of the surrounding area and location in the design and scale of new or remodeled buildings, architectural styles, and reflect appropriate features such as massing, materials, color, detailing or ornament. • **Policy LU 10.4**: Promote environmentally-sensitive and sustainable design.

Plan	Policies and Objectives
	• **Policy LU 10.5:** Encourage the use of distinctive landscaping, signage and other features to define the unique character of districts, neighborhoods or communities, and engender community identity, pride and community interaction. • **Policy LU 10.6:** Encourage pedestrian activity through the following: o Designing the main entrance of buildings to front the street; o Incorporating landscaping features; o Limiting masonry walls and parking lots along commercial corridors and other public spaces; o Incorporating street furniture, signage, and public events and activities; and o Using wayfinding strategies to highlight community points of interest • **Policy LU 10.8:** Promote public art and cultural amenities that support community values and enhance community context. • **Policy LU 10.10**: Promote architecturally distinctive buildings and focal points at prominent locations, such as major commercial intersections and near transit stations or open spaces. • **Policy LU 10.12:** Discourage gated entry subdivisions ("gated communities") to improve neighborhood access and circulation, improve emergency access, and encourage social cohesion.
Mobility Element	• **Policy M 2.1**: Provide transportation corridors/networks that accommodate pedestrians, equestrians and bicyclists, and reduce motor vehicle accidents through a context-sensitive process that addresses the unique characteristics of urban, suburban, and rural communities whenever appropriate and feasible. • **Policy M 2.4**: Ensure a comfortable walking environment for pedestrians by implementing the following, whenever appropriate and feasible: o Designs that limit dead-end streets and dead-end sidewalks. o Adequate lighting on pedestrian paths, particularly around building entrances and exits, and transit stops. o Designs for curb ramps, which are pedestrian friendly and compliant with the American Disability Act (ADA) o Perpendicular curb ramps at locations where it is feasible. o Pedestrian walking speed based on the latest standard for signal timing. Slower speeds should be used when appropriate (i.e., near senior housing, rehabilitation centers, etc.) o Approved devices to extend the pedestrian clearance times at signalized intersections. o Accessible Pedestrian Signals (APS) at signalized intersections. o Pedestrian crossings at signalized intersections without double or triple left or right turn lanes. o Pedestrian signal heads, countdown pedestrian heads, pedestrian phasing and leading pedestrian intervals at signalized intersections. o Exclusive pedestrian phases (pedestrian scrambles) where turning volume conflicts with very high pedestrian volumes. o Advance stop lines at signalized intersections. o Pedestrian Hybrid Beacons. o Medians or crossing islands to divide long crossings. o High visibility crosswalks. o Pedestrian signage.

Plan	Policies and Objectives
	○ Advanced yield lines for uncontrolled crosswalks. ○ Rectangular Rapid Flashing Beacon or other similar approved technology at locations of high pedestrian traffic. ○ Safe and convenient crossing locations at transit stations and transit stops located at safe intersections. • **Policy M 2.6**: Encourage the implementation of future designs concepts that promote active transportation, whenever available and feasible. • **Policy M 2.7**: Require sidewalks, trails and bikeways to accommodate the existing and projected volume of pedestrian, equestrian and bicycle activity, considering both the paved width and the unobstructed width available for walking. • **Policy M 2.8:** Connect trails and pedestrian and bicycle paths to schools, public transportation, major employment centers, shopping centers, government buildings, residential neighborhoods, and other destinations. • **Policy M 2.9**: Encourage the planting of trees along streets and other forms of landscaping to enliven streetscapes by blending natural features with built features. • **Policy M 2.10**: Encourage the provision of amenities, such as benches, shelters, secure bicycle storage, and street furniture, and comfortable, safe waiting areas near transit stops. • **Policy M 2.11**: In urban and suburban areas, promote the continuity of streets and sidewalks through design features, such as limiting mid-block curb cuts, encouraging access through side streets or alleys, and promoting shorter block lengths.
Conservation and Natural Resources Element	**Goal C/NR 13**: Protected visual and scenic resources. • **Policy 13.3**: Reduce light trespass, light pollution and other threats to scenic resources. • **Policy 13.**4: Encourage developments to be designed to create a consistent visual relationship with the natural terrain and vegetation.

Source: Los Angeles County 2015.

Los Angeles County Code

Subdivision and Zoning Codes (Title 21 and 22)

The Los Angeles County Zoning Code (Los Angeles County 2002), Subdivision Code, and zoning map are implementation tools of the general plan that provide details on specific allowable uses, design and development standards, and procedures. Zoning and subdivision regulations govern the division, design, and use of individual parcels of land, including minimum lot size, lot configuration, access, height restrictions, and yard setback standards for structures.

Los Angeles County Code Section 22.44.1270

Exterior Lighting Section 22.44.1270 establishes light performance standards for development within Los Angeles County, including standards related to acceptable power of lighting, types of lighting, height of lighting support structures, lighting shielding, sign lighting, and hours of operation.

Local

Frame 1

Frame 1 includes the City of Long Beach and a small portion of the City of Los Angeles. Applicable plans and policies pertaining to the City of Long Beach are described below. Plans and polices pertaining to the City of Los Angeles are discussed in greater detail in Frame 5.

City of Long Beach

City of Long Beach General Plan

The *City of Long Beach General Plan* is a policy document that establishes the goals, policies, and directions the City of Long Beach will take to guide the future development of the city. The *City of Long Beach General Plan* includes a number of elements that address aesthetic resources in the city, including the Urban Design Element, Land Use Element, Open Space and Recreation Element, and Conservation Element.

In addition, the *Local Coastal Program: An Element of the City General Plan* applies to areas south of the city's coastal zone boundary as depicted in Land Use Element Map LU-2 (Local Coastal Zone) that includes a portion of the entrance to the LA River. Goals and polices within the *City of Long Beach General Plan* related to aesthetics are listed in Table 3.1-2.

Table 3.1-2. Local Plans: Applicable Goals, Policies, and Objectives of the City of Long Beach General Plan Related to Aesthetics

Element	Goals, Policies, and Strategies
Urban Design Element (2019)	**Goals** • **Creating Great Places:** Creating Great Places allows for friends and strangers to interact in a space that encourages activity, spontaneity, exploration and discovery. Great Places encourage businesses to relocate for both the quality of life of employees and their families. These Great Places are timeless and demand to be visited over and over again. • **Urban Fabric:** Defining patterns within the existing Urban Fabric successfully expresses what makes Long Beach unique, and is reflective of the neighborhoods and context of the City. It allows for the establishment of new development patterns that do not detract from successful, historical development patterns, but rather builds upon and celebrates the pre-existing Urban Fabric, both natural and man-made, as a component of place. • **Public Spaces:** Integrating Public Spaces that allow for the community to come together for informal and formal events, where public art can be put on display, where both children and adults can engage in physical activities, and where civic engagement can occur. These Public Spaces are informed by the context of Long Beach and its history of diversity, uniqueness, and civic involvement. • **Edges, Thoroughfares, and Corridors:** Edges, Thoroughfares, and Corridors reflect the uniqueness of the natural and urban environments and the neighborhoods that they traverse. Natural and man-made edges, such as the Pacific Ocean, Port of Long Beach, Los Angeles River, and San Gabriel River, act as catalysts for improved environmental health, quality of life, and opportunities for non-motorized modes of transit. Thoroughfares act to define the larger commercial activities of the City, while at the same time

Element	Goals, Policies, and Strategies
	integrating pedestrian amenities that allow for transitioning into adjacent districts. Corridors are the heart of the community where individual neighborhood characteristics are celebrated, opportunities for the 'public room' concept are provided, and a wide-array of multimodal transportation options are supported. Functioning corridors enhance the quality of adjacent neighborhoods, connectivity to them, and accessibility to goods and services. **Natural Area and Parks to Built Area** **Strategy No. 17:** Define boundaries between natural areas, parks, and built areas. • **Policy UD 17-1:** Restrict development from encroaching into natural areas to protect viewsheds and access to public space. • **Policy UD 17-2:** Enhance linkages and access points with lighting and signage. • **Policy UD 17-3:** Establish appropriate buffers between natural resources and the built environment. • **Policy UD 17-4:** Wetlands and passive and active utility corridors should incorporate buffers and screening as transitions to urban areas. **Scenic Routes and Iconic Sites** **Strategy No. 18:** Improve and preserve the unique and fine qualities of Long Beach to strengthen the City's image and eliminate undesirable or harmful visual elements. • **Policy UD 18-1:** Carefully consider the development of iconic sites with visual corridors or structures of the highest visual and architectural quality. • **Policy UD 18-2:** Expand the existing network of scenic routes to include additional routes, corridors, and sites. • **Policy UD 18-4:** Prioritize aesthetics to enhance the quality of new and existing developments within scenic areas and iconic sites. • **Policy UD 18-5:** Include aesthetic design considerations for all roadway and appurtenances within scenic areas. • **Policy UD 18-9:** Link and enhance significant recreational, cultural, and educational opportunities through a network of scenic corridors. • **Policy UD 18-10:** Follow the principles of the former scenic highways element, now incorporated into the General Plan as part of street character change (Mobility Element, Page 89, Map 16), and as part of the Street Design Manual, implementation measure MOP IM-1, Page 122. **Public Spaces** *Natural Areas, Watersheds, and Views* **Strategy No. 29**: Restore and protect Long Beach's natural features, which include: the Pacific Ocean, beaches, bluffs, San Gabriel and Los Angeles Rivers, ranchos and adjacent land, Dominguez Gap, the Los Cerritos Wetlands, and waters in Alamitos Bay. • **Policy UD 29-1:** Provide leadership and work with the community to restore and rehabilitate habitats and lands along the San Gabriel River and Los Angeles River, the Los Cerritos Wetlands, Colorado Lagoon, and the Alamitos Bay. • **Policy UD 29-2:** Support and expand the City's urban forest and provide additional planting, tree cover, and upgrade dated facilities at natural features per the Urban Forest Plan contained in the Conservation Element.

Element	Goals, Policies, and Strategies
	• **Policy UD 29-3:** Integrate learning components at natural feature sites to connect people with the natural environment and support a collective pride in stewardship of local natural areas. *Open Spaces and Parks* **Strategy No. 30:** Provide greater access to the open space network to promote pedestrian and bicycle activity, to support the health and well-being of residents, and to increase opportunities for recreation. • **Policy UD 30-1:** Preserve and enhance access to existing open space through improvements to existing facilities and wayfinding programs for new and existing open spaces. • **Policy UD 30-2:** Seek opportunities to provide new publicly accessible open spaces and linkages to the greater open space network within residential projects. **Scenic Routes** The Urban Design Element identifies the existing designated scenic route of Ocean Boulevard and Livingston Drive will continue to be a scenic route within Long Beach. In addition, the system will be expanded to include Ocean Boulevard on the Belmont Peninsula, the Promenade in Downtown Los Angeles, the Los Angeles River and San Gabriel River corridors, Appian Way along the Colorado Lagoon, Marine Stadium, Studebaker Road, the approach road to Rancho Los Cerritos, and the entire stretch of Pacific Coast Highway. These roadways are, or will become by 2030, scenic highways. Future projects along these scenic routes will be scrutinized for their architectural contributions to the overall aesthetic value of these important corridors.
Land Use Element (2019)	**Strategy No 8:** Enhance and improve the waterfront areas. • **LU Policy 18-1:** Require that new development creatively and effectively integrates private open spaces into project design, both as green spaces and landscaped courtyards. • **LU Policy 19-1:** Develop and maintain a high-quality network of natural and urban parks and open spaces that meet the needs of families, young adults, seniors, children and disabled individuals. • **LU Policy 21-1:** Transition the Los Angeles and San Gabriel Rivers to more attractive, multi-functional, healthier environments that are easily accessible for passive recreation. • **LU Policy 21-5:** Encourage the creation and expansion of nature centers, interpretive displays and wildlife habitats along the Los Angeles and San Gabriel Rivers. • **LU Policy 21-7:** Support opportunities for eco-tourism to celebrate and showcase natural assets such as the Los Cerritos Wetlands, the Los Angeles River, the Dominguez Gap Wetlands and the beachfront, while creating a stronger tourism draw for the City.
Conservation Element (1973)	**Goal:** To create and maintain a productive harmony between man and his environment through conservation of natural resources and protection of significant areas having environmental and aesthetic value. **Goal:** To identify and preserve sites of outstanding scenic, historic, and cultural significance or recreational potential.
Open Space and Recreation Element (2002)	**Policy 1.2:** Protect and improve the community's natural resources, amenities, and scenic values, including nature centers, beaches, bluffs, wetlands, and water bodies.

Element	Goals, Policies, and Strategies
Local Coastal Program (1980)	**Recreation and Visitor Serving Facilities** Lighting shall carry out the common theme of the total boardwalk, be attractive and provide adequate light for public safety and comfort. Area lighting for public use recreation areas shall be designed for energy conservation and to minimize adverse visual impacts of lighting interfering with attractive night views across shoreline areas, and if at all possible, light sources other than low pressure sodium vapor shall be utilized. All parks should be well lit. Area lighting for public use recreation areas shall be designed for energy conservation and to minimize adverse visual impacts of lighting interfering with attractive night views across shoreline areas, and if at all possible, light sources other than low pressure sodium vapor shall be utilized.

Sources: City of Long Beach 1973, 1980, 2002, 2019a, 2019b.

Long Beach Municipal Code

Title 21, Zoning, of the Long Beach Municipal Code (City of Long Beach 2020) includes property development standards, as well as design guidelines, for development projects within the City of Long Beach. Among the aspects of development regulated by the municipal code are types of allowable land uses, setback and height requirements, landscaping, walls, fencing, signage, access, parking requirements, storage areas, and trash enclosures. The Long Beach Municipal Code also provides performance standards for various land use types to measure development projects' consistency with such regulations.

Lighting Standards

As described in the Long Beach Municipal Code, all lighting proposed as part of a parking lot and/or garage must be illuminated with lights directed and shielded to prevent light and glare from intruding onto adjacent sites. All lights must be illuminated to the applicable standards of the IES. Additional details pertaining to parking lot lighting are provided in Section 21.41.259, Parking areas-Lighting, of the Long Beach Zoning Code.

Landscaping Design Guidelines

Chapter 21.42, Landscaping Standards, of the Long Beach Municipal Code establishes landscape guidelines for development projects. As described in this section, the City of Long Beach requires that landscaping be composed of a minimum of 90 percent drought-tolerant and native plant materials in the interest of promoting water conservation. If the proposed planted area contains less than 90 percent of land covered with very-low- to low-water-use planting, a Landscape Document Package showing the estimated total water usage of all proposed plantings is required for review and approval by the City of Long Beach. The landscaping standards would be applicable to all projects requiring site plan review.

Frame 2

City of Carson

Carson General Plan

The *Carson General Plan* provides the framework for all zoning and land use decisions within the community. Applicable goals and policies related to aesthetics within the *Carson General Plan* are contained in the Open Space and Conservation Element, Land Use Element, and Economic Development Element, as listed in Table 3.1-3.

Carson Municipal Code

The Carson Municipal Code (City of Carson 2020) does not include specific lighting standards. The City of Carson has adopted the California Building Code and the CEC, which guides illuminance limits with the city.

City of Compton

Draft Compton General Plan 2030

The *Draft Compton General Plan 2030* serves as the blueprint for planning and development in the City of Compton and indicates the community's vision for the future. The Urban Design Element of the general plan is meant to facilitate the ongoing revitalization of the city. Applicable goals and policies related to aesthetics are contained in the Urban Design Element, as listed in Table 3.1-3.

Compton Municipal Code

Chapter XXIV of the Compton Municipal Code (City of Compton 1985) specifies that lighting should be used to highlight landscaping features such as trees and pedestrian areas.

City of Long Beach

Applicable regulations for the City of Long Beach are described above.

Los Angeles County

Applicable regulations for unincorporated County areas are described above.

Table 3.1-3. Local Plans: Applicable Goals, Policies, and Objectives of General Plans Related to Aesthetics within Frame 2

Plan/Element	Goals, Policies, or Objectives
City of Carson General Plan	
Open Space and Conservation Element	**Goal OSC-1:** Enhancement of Carson's open space resources. • **Policy OSC-1.1** Preserve and enhance the existing open space resources in Carson. • **Policy OSC-1.2** Maintain existing landscaping along the City's major streets and expand the landscaping program along other arterial streets throughout the community. ○ **Implementation Measure OSC-IM-1.1** Work with other South Bay cities and the County to create and implement a plan to: (1) enhance

Plan/Element	Goals, Policies, or Objectives
	Dominguez Channel with landscaping and walking and bicycle trails, and (2) provide landscaping along Compton Creek. (Implements OSC-1.1) ○ **Implementation Measure OSC-IM-1.4** Require landscaping of graded areas along public rights-of-way concurrent with project development to minimize erosion and enhance the visual aspects of the community. (Implements OSC-1.1 and OSC-1.2)
Land Use Element	• **Policy LU-9.5** Develop design standards to address permanent and effective screening of areas in transition and heavy industrial uses such as outdoor storage yards, pallet yards, salvage yards, auto dismantling yards, and similar uses. • **Policy LU-9.7** Maintain and upgrade the City's parks, eliminating evidence of vandalism, wear and deterioration. • **Policy LU-9.8** Maintain City properties in compliance with applicable regulations and adhere to design and maintenance standards as a model for private development. **Goal LU-12:** Create a visually attractive appearance throughout Carson. • **Policy LU-12.2** Adopt a "Carson Green" program to encourage public/private partnerships in the landscaping of the community. • **Policy LU-12.3** Review landscape plans for new development to ensure that landscaping relates well to the proposed land use, the scale of structures, and the surrounding area. • **Policy LU-12.4** Amend the landscaping requirements in the Zoning Ordinance to enhance the appearance of the community and to provide for the use of trees to provide shade. • **Policy LU-12.5** Improve City appearance by requiring landscaping to screen, buffer and unify new and existing development. Mandate continued upkeep of landscaped areas. ○ Implementation Measure LU-IM-12.1: Develop a Citywide Urban Design Plan which addresses: • Site planning and design, • Architectural design guidelines, • Landscape programs, • Entries into the city, • View corridors such as the I-405 and I-110 Corridors, • Streetscape programs (to include street furnishings, lighting, walls and fencing, monumentation), • Design guidelines appropriate for each area of the City, • Financing, and • Priorities. (Implements LU-12.1) ○ **Implementation Measure LU-IM-12.6:** Require new development to incorporate street tree planting mature enough to shade and beautify the area. (Implements LU-12.3) ○ **Implementation Measure LU-IM-12.8: Address** tree preservation and the removal and replacement of mature trees in the landscape section(s) of the City's Ordinance. (Implements LU-12.4) ○ **Implementation Measure LU-IM-12.11:** Require exposed structural sidewalls to be screened with landscaping. (Implements LU-12.5) ○ **Implementation Measure LU-IM-12.12:** Require landscaping to provide visual continuity along a street, even where the buildings are in different zones or land use districts. (Implements LU-12.5)

Plan/Element	Goals, Policies, or Objectives
	Goal LU-13: Encourage interesting and attractive streetscapes throughout Carson. • **Policy LU-13.4** Encourage architectural variation of building and parking setbacks along the streetscape to create visual interest, avoid monotony and enhance the identity of individual areas. Encourage pedestrian orientation by appropriate placement of buildings. • **Policy LU-13.5** Continue to require landscaping treatment along any part of a building site which is visible from City streets. • **Policy LU-13.6** Consider the use of contrasting paving for pedestrian crosswalks to add visual interest to the streetscape and create pedestrian amenity. **Goal LU-15**: Promote development in Carson which reflects the "Livable Communities" concepts. • **Policy LU-15.5** Ensure that the design of public spaces encourages the attention and presence of people at all hours of the day and night.
Economic Development Element	**Policy ED-1.4** Strengthen the physical image of Carson through visual enhancement along freeway corridors, major traffic routes, and areas adjoining residential neighborhoods. To this end: • Aggressively pursue code enforcement activities; • Develop good design standards; and • Establish a City identity. ○ Implementation Measure ED-IM-1.3 Develop design standards and guidelines and special plans for targeted areas, such as Carson Street, Automobile Row, and others. (Implements Policy ED-1.4)
City of Compton General Plan	
Urban Design Element	**<u>Lighting Standards</u>** • Exterior building materials and the on-site lighting plan shall be reviewed by the City to minimize the potential for light and glare impacts. • The lighting plan for the exterior parking areas shall be designed to direct all light sources downward and onto the site. Outdoor lighting shall be designed and installed so that all direct illumination is confined to the site, and adjacent properties are protected from spillover illumination. • Low-wattage security lighting directed away from light-sensitive uses shall be utilized and shall be shielded to prevent spill-over and glare. • Street lights must be consistent with the development in terms of scale and design and their height should not exceed 25 feet. • The creative use of building security lighting will be required in all sub-areas. Ground lighting fixtures directed upwards along exterior walls may also serve as effective illumination. • Ground-mounted lighting shall be installed in the landscaped medians, entryways, and activity nodes as a means to enhance these features during the nighttime periods. • The use of decorative lighting treatments in landscaping, pedestrian activity areas, and nodes and entryways will be encouraged. These treatments may also be incorporated into the overall architectural design of future buildings. **<u>Landscaping/Open Space Guidance</u>** • Landscape and irrigation plans to be prepared by a landscape architect and will require City review and approval.

Sources: City of Carson 2004a, 2004b, 2004c; City of Compton 2011.

Frame 3

City of Compton

Applicable regulations for the City of Compton are described above.

City of Cudahy

Cudahy 2040 General Plan

In 2018, the City of Cudahy updated its general plan. The *Cudahy 2040 General Plan* establishes the basis for zoning regulations, provides guidance in the evaluation of development proposals, and creates the framework for economic development, mobility improvements, and balancing the community's desires regarding sustainability, city services, and parks. Applicable goals and policies related to aesthetics are contained in the Land Use Element and Open Space and Conservation Element, as listed in Table 3.1-4.

Cudahy Municipal Code

Sign Placement

Section 20.40.040 (City of Cudahy 2018a) establishes that the Planning Commission must consider whether the design, lighting, and placement of signs are appropriately related to the structure and grounds and are in harmony with the general development of the site.

Lighting Standards

Section 20.88.060 (City of Cudahy 2018a) establishes lighting standards, specifying that all on-site lighting fixtures, including parking lot lighting, security lighting, and decorative lighting, may be indirect or diffused, or, if not, must be shielded or directed away from a residential-zoned district.

City of Downey

Downey Vision 2025 General Plan

The *Downey Vision 2025 General Plan* (City of Downey 2005) serves as a guide to the long-term physical development and growth of the community. Applicable goals and policies related to aesthetics are contained in the Design Element, as listed in Table 3.1-4.

Downey Municipal Code

Section 9250 of the Downey Municipal Code (2017) establishes landscaping, lighting, and wall regulations. The intent of these regulations, as related to aesthetics, includes creating an atmosphere of orderly development and uniformly pleasant and attractive surroundings in the City of Downey to enhance, conserve, and stabilize property values; preserve existing mature landscaping; and enhance the visual appearance of the city.

Landscaping Requirements

Section 9520.04 establishes landscaping and planting requirements for all zones, which includes tree sizing, placement, maintenance, and preservation standards. This section also establishes the requirements of a landscaping plan for all uses that include a landscaping project.

Outdoor Lighting

Section 9520.06 establishes standards for outdoor lighting of walkways and parking lots including placement, type, intensity, and shielding.

Development Standards

Section 9322.06 sets the requirement of Site Plan Review for all new permitted structures and site improvements within the Open Space Zone.

Performance Standards

The purpose of Section 9516.02 is to protect persons and property from environmental nuisances and hazards by setting maximum limits on adverse and detrimental environmental effects caused by any activity or use of land and/or premises, including development activities.

Section 9516.06(g) establishes that no operation, activity, or lighting fixture shall create illumination that exceeds 0.5 foot-candles at any point on the lot lines of the use.

City of Lynwood

City of Lynwood General Plan

The *City of Lynwood General Plan* contains the plan for the future development and operation of the City of Lynwood. Applicable goals and policies related to aesthetics are contained in the Community Development Element as listed in Table 3.1-4.

Lynwood Municipal Code

The City of Lynwood (City of Lynwood 2018) has adopted the California Building Code, the CALGreen Code, and the CEC, which guide illuminance limits with the city.

Development Standards

Article 10 of the Lynwood Municipal Code describes development standards that apply to all zoning districts, unless otherwise indicated. Section 25-10-3 establishes design compatibility and enhancement criteria for development projects that are designed to minimize and mitigate the environmental impacts of existing and proposed land uses within the community.

Performance and Lighting Standards

Article 90 of the Lynwood Municipal Code describes performance standards designed to minimize and mitigate the environmental impacts of existing and proposed land uses within the community. Section 25-90-4 establishes that light and glare associated with operations and illuminated signs must be shield or directed so as to not illuminate adjacent properties or cause glare to motorists.

City of Paramount

City of Paramount General Plan

The *Paramount General Plan* (City of Paramount 2007) serves as the blueprint for planning and development in the City of Paramount. Applicable goals and policies related to aesthetics are contained in the Land Use Element, Resource Management Element, and Economic Development Element as listed in Table 3.1-4.

Paramount Municipal Code

Chapter 10 of the Paramount Municipal Code (City of Paramount 2017) adopts the Los Angeles County Building Code, Los Angeles County Residential Code, and the Los Angeles County Green Building Standards Code. These codes include regulations pertaining to height, area, maintenance of all buildings, structures, and real property.

City of South Gate

South Gate General Plan 2035

The *South Gate General Plan 2035* was adopted in December of 2009 and is the primary legal document to guide long-term growth, development, and conservation in the City of South Gate. Applicable goals and policies related to aesthetics are contained in the Community Design Element, as listed in Table 3.1-4.

City of South Gate Municipal Code

Title 11 of the South Gate Municipal Code (City of South Gate 2020) details the city's zoning code, the purpose of which is to protect and promote public health, safety, and general welfare of the South Gate community; to implement the policies of the general plan; and to provide the economic and social advantages that result from the orderly planned use of land resources. Objectives of the zoning code include providing standards and guidelines for the continuing orderly growth and development that will assist in protecting the character of the City of South Gate and ensuring compatibility between different types of development and land uses.

Development and Design Standards and Guidelines

Chapter 11.23 of the South Gate Municipal Code describes development and design standards including guidelines for block size, massing, general building design, landscape design, and open space requirements.

General Property Standards

Chapter 11.30 of the South Gate Municipal Code establishes regulations intended to promote quality, orderly development within the city. This section describes development requirements that include buffer setback requirements and exterior building and landscape lighting requirements.

Los Angeles County

Applicable regulations for unincorporated County areas are described above.

Table 3.1-4. Local Plans: Applicable Goals, Policies, and Objectives of General Plans Related to Aesthetics within Frame 3

Plan/Element	Goals, Policies, or Objectives
City of Cudahy General Plan	
Land Use Element	**Policy LUE 1.1:** Develop, maintain, and enhance the beneficial and unique character of the different neighborhoods, districts, and open spaces. **Policy LUE 3.7** Require buildings and properties be designed to ensure compatibility within, and provide interfaces between, neighborhoods and districts.

Plan/Element	Goals, Policies, or Objectives
Open Space and Conservation Element	**Policy OSCE 3.5:** Enhance park aesthetics, lighting, and design to provide safe environments for all.
City of Downey General Plan	
Design Element	**Goal 8.1.** Promote quality design for new, expanded, and remodeled construction. • **Policy 8.1.1** Promote architectural design of the highest quality. ○ **Program 8.1.1.1.** Discourage construction with architectural design of poor quality. ○ **Program 8.1.1.2.** Assist homeowners and builders by providing design guidelines to illustrate good design. ○ **Program 8.1.1.3.** Utilize the Design Review Board to provide professional assistance to builders of multiple-family residential, commercial, and other non-residential developments. ○ **Program 8.1.1.5.** Encourage applicants to use licensed professionals to prepare architectural and landscaping plans. ○ **Program 8.1.1.6.** Encourage developments to be "internally compatible" in architectural design. ○ **Program 8.1.1.8.** Promote good quality sign design. • **Policy 8.3.3.** Promote the installation of new trees. ○ **Program 8.3.3.1.** Promote the installation of new trees throughout the City, but especially where visible from the street. **Policy 1.2.1.** Promote livable communities concepts that allow added flexibility in addressing land use needs. **Policy 1.3.1** Minimize or eliminate conflicts where incompatible land uses are in proximity to each other.
City of Lynwood General Plan	
Community Design Element	**Goal 1:** Encourage physical development that enhances the positive image of the City as a balanced residential community indicative of its All-American City status. **Goal 2:** Define urban design components that provide a unique visual character for the City and distinguish the City from its neighboring communities. • **Policy 5:** Ensure that signage is visually attractive, compatible within the neighborhood setting and provides a high-quality image for the City. **<u>Design Guidelines</u>** *Compatibility* • Individual site planning should consider the planning of adjoining parcels to ensure visual and functional compatibility. Each site plan submitted for review shall illustrate compatibility with adjoining parcels in the areas of building configuration, building design, landscaping materials, parking, and access. *Landscaping* • Minimum landscape improvements should be required for each new development. However, landscape specifications should be flexible enough to ensure that plantings are consistent with the size and scale of development. The use of drought-tolerant landscaping materials is encouraged.

Plan/Element	Goals, Policies, or Objectives
	• Existing trees should be maintained where feasible. New development should be required to either preserve existing trees or replace trees, which must be destroyed with equivalent new landscaping. • Front setback areas should be landscaped with a combination of trees, shrubs, and ground cover that help to soften the appearance of on-site structures and define pedestrian paths. • All landscaped areas shall be regularly maintained and watered by an automatic irrigation system. *Signage* • The City shall prepare a City-wide public signage master plan. This should include specifications for design (size, color, materials, logo, etc.) and locations. It is intended that signage provide an attractive, well-designed, and coordinated system of public information. Signage should be integrated into the overall site and architectural design process to provide signs that are consistent with the architectural style, colors, materials, and landscaping themes of the project as a whole. • Building signage should be integrated into the building façade design and/or landscape design rather than placed on the tops of buildings or extended horizontally from the building façade. The construction of new billboards, free-standing pole signs, and roof signs shall be prohibited. However, building identification or corporate insignia signs shall be allowed • All signs should be placed so that they do not adversely impact views or adjacent residences. *Colors and Materials* • Colors used should be consistent with the architectural characteristics of the node or district within which the building is located. • Earthtones with complementary accents in muted shades of reds, blues, greens, grays, and yellows should be encouraged. Monochromatic color schemes should be avoided. • Excessive use of smooth surface materials such as metal, plastic, and glass should be discouraged or off-set by overhangs or architectural projections. *Projections* • Buildings should provide weather protective overhangs at outdoor pedestrian areas and at building entrances. *Lighting* • Lighting shall be integrated architecturally throughout each new project to enhance security, surveillance, and identification for both pedestrians and motorists. • Lighting intended to aid pedestrians should be provided at a pedestrian scale and mounted on overhangs, walls, or poles at a level which meets the needs of pedestrians. *Public Art* • To the extent feasible the City will encourage art in public places. An example of this is the new artwork that is being developed at Plaza Mexico.

Plan/Element	Goals, Policies, or Objectives
City of Paramount General Plan	
Land Use Element	**Policy 7.** The City of Paramount will continue to maintain and conserve its existing residential neighborhoods. **Policy 16.** The City of Paramount will continue to maintain, and where possible, expand its open space resources. **Policy 17.** The City of Paramount will develop new open space areas in utility rights-of-way, along the Los Angeles River, and as part of future park development.
Resource Management Element	**Policy 5**. The City of Paramount will pursue a landscape program to improve the open space areas located next to the Los Angeles River. **Policy 6.** The City of Paramount will require special design and landscaping treatments along major roadways and other scenic corridors.
Economic Development Element	**Policy 13.** The City of Paramount will promote quality design as a means to ensure compatibility among commercial, industrial, and residential uses.
City of South Gate General Plan	

Community Design Element	**Goal CD 1:** An enhanced image and identity within the region
	• **Objective CD 1.2:** Pursue new uses and projects that make South Gate a great place to live, work, socialize and do business.
	  ○ **P.1** The City will continue to actively pursue projects and activities that promote the image and identity of South Gate. These projects include, but are not limited to the revitalization of the Los Angeles River and Rio Hondo Channel.
	• **Objective CD 2.5:** Ensure that public and institutional uses, such as government and administrative offices, recreation facilities, senior and youth centers and educational uses adequately support existing and future populations.
	  ○ **P.4** Public buildings and sites will be designed to be compatible in scale, mass, and character with the vision for the specific Neighborhood, District, or Corridor.
	• **Objective CD 4.5:** Locate services and amenities within walking distance of neighborhoods.
	• **Objective CD 5.4:** Maintain and enhance the pedestrian-oriented character of the area.
	  ○ **P.7** New benches, bollards, street lights and signage that reflect the desired unique character of the corridor should be installed.
	• **Objective CD 6.2:** Design landscaping, buildings, and sites to enhance the pedestrian environment and enhance the urban character of the City's Districts.
	  ○ **P.1** New development in Districts will be designed and developed to achieve a high level of quality and distinctive character and architecture.
	• **Objective CD 7.2:** Design landscaping, buildings, and sites to enhance the pedestrian environment.
	  ○ **P.1** Signage will be designed to consider the scale and materials of adjacent buildings, the desired character of each Corridor and pedestrian orientation.
	Goal CD 8: An improved visual appearance throughout the City
	• **Objective CD 8.1:** Ensure high quality architecture and urban design throughout the City.

Plan/Element	Goals, Policies, or Objectives
	○ **P.1** The City will encourage innovative and quality architecture in the City with all new public and private projects. ○ **P.2** New buildings will be constructed to create attractive, pedestrian-friendly places. ○ **P.5** The visual appearance of the City should be improved through programs and projects such as a "branding" program, citywide directional signage, and uniform streetscape characteristics. • **Objective CD 8.3:** Improve the visual quality of Corridors and Districts. ○ **P.3** Public art and other design features should be used to enliven the public realm. ○ **P.5** Citywide graphics and signage standards for street signs and other uses will be created that help provide a better sense of municipal boundaries. **South Gate Triangle District Plan** • **P.3** The confluence of the Los Angeles River and the Rio Hondo should be developed with an iconic building with dramatic architecture and/or a major destination that includes a highly visible use, such as a park, hotel, or sports/entertainment complex that will increase the visibility of South Gate to travelers on I-710 and will serve as a gateway to the City. • **P.4** As part of improvements to the Los Angeles River and Rio Hondo Channel, the City should improve public access to the riverfront and ensure that new developments contribute to the enhanced riverfront experience. **Tweedy Educational District Plan** • **P.4** The redevelopment of the District should provide direct and safe public access to the Los Angeles River through the site. **Rayo Industrial District Plan** • **P.4** New uses adjacent to the Los Angeles River should be designed and located to capitalize on the proximity and access to the river. P.5 New buildings should provide enhanced public connection to the regional trail system along the Los Angeles River.

Sources: City of Cudahy 2018b, 2018c; City of Downey 2005; City of Lynwood 2003; City of Paramount 2007a, 2007b, 2007c; City of South Gate 2009.

Frame 4

City of Bell

City of Bell 2030 General Plan

The *City of Bell 2030 General Plan* (City of Bell 2018) functions as a framework to guide the city's future growth and development plans. Applicable goals and policies related to aesthetics related to aesthetics are contained in the Land Use and Sustainability Element, as listed in Table 3.1-5.

Bell Municipal Code

The Bell Municipal Code (City of Bell 2020) has adopted the California Building Code, California Residential Code, CALGreen Code, and CEC, which guide illuminance limits with the city. Chapter 17 of the Bell Municipal Code describes development standards for each zoning district. Development standards include regulations on lots, yards, setbacks, landscaping, and building height. The purpose

of these regulations is to classify, designate, regulate, and restrict the use of buildings, land, and structures, with the aim of preserving a wholesome, serviceable, and attractive community.

Outdoor Lighting

Chapter 17 of the Bell Municipal Code designates additional lighting restrictions for residential zones, requiring that exterior lighting on a residential lot be arranged so as to reflect the light away from any other property.

Landscaping

Design requirements for landscaping and irrigation systems are contained in Chapter 17.88 of the Bell Municipal Code. Requirements are primarily focused on water conservation.

Development Plan Requirements

A development plan is required to be submitted with all applications for a conditional use permit or variance. This plan must include a schematic landscaping plan indicating the type and size of plant material to be used, and method of providing permanent maintenance to all planted areas and open space. Additionally, development plans submitted with an application for a conditional use permit or variance must adhere to the following design criteria: the overall plan must achieve and integrate land and building relationship; particular attention must be given to the retention of natural landscape features of the site; and architectural unity and environmental harmony within the development and within the surrounding properties must be attained.

City of Bell Gardens

City of Bell Gardens General Plan 2010

The *City of Bell Gardens General Plan 2010* is a comprehensive, long-range plan meant to guide the city. The *City of Bell Gardens General Plan 2010* does not contain specific policies or objectives relevant to aesthetics, as shown in Table 3.1-5.

Bell Gardens Municipal Code

Chapter 9 of the Bell Gardens Municipal Code (City of Bell Gardens 2020) intends to encourage, designate, regulate, restrict, and segregate the highest and best location and use of buildings, structures, and land with the aim of preserving a wholesome, serviceable, and attractive community.

Lighting

The Bell Gardens Municipal Code adopts the California Building Code, as amended by Title 26 of the Los Angeles County Building Code, which guides illuminance limits with the City of Bell Gardens.

Land Use Zones and Standards

Sections 9.06 through 9.18 establish land use zones and provide development standards for each zone including setback, building height, and lot coverage restrictions.

Supplemental Development Standards

Sections 9.22 through 9.48 contain supplemental development standards intended to provide clarification and amplification of the provisions and standards governing development in each zone. These standards govern building mass, fences, walls, hedges, landscaping, parking, signs, and yards.

City of Commerce

City of Commerce 2020 General Plan

The *City of Commerce 2020 General Plan* is meant to serve as the blueprint for future planning and development in the city. Applicable goals and policies related to aesthetics are contained in the Resource Management Element as listed in Table 3.1-5.

Commerce Municipal Code

Light and Glare

Chapter 19.19 of the Commerce Municipal Code (City of Commerce 2019) addresses light and glare. This section contains standards pertaining to lighting at entryways, along walkways, between buildings, and within parking areas. Chapter 19.19 notes that the candle power of all lights must be the minimum needed to accomplish the purpose of the light and all lights must be directed, oriented, and shielded to prevent light from shining onto adjacent properties, onto public ROWs, and into driveway areas in a manner that would obstruct drivers' vision.

Landscaping Standards

Chapter 19.23 of the Commerce Municipal Code contains landscaping standards that regulate the location, extent, and maintenance of landscaping in all zones. The landscaping standards include regulations regarding trees, shrubs, ground cover, walls, screening, and buffers. In addition, Chapter 19.24 includes water-efficient landscaping regulations.

City of Huntington Park

City of Huntington Park 2030 General Plan

In 2017, a focused general plan update for the City of Huntington Park was underway. The *City of Huntington Park 2030 General Plan* is meant to serve as a long-range comprehensive plan to regulate land uses and development in the city for the next 10 to 20 years. Applicable goals and policies related to aesthetics are contained in the Land Use and Community Development Element and Resource Management Element as listed in Table 3.1-5.

Huntington Park Municipal Code

Article 4 of the Huntington Park Municipal Code (City of Huntington Park 2020) describes landscaping standards for the City of Huntington Park. The purpose of the standards is to enhance the appearance of all development; protect public health, safety, and welfare; and decrease the use of water for landscaping purposes. The standards include requirements for trees and shrubs, landscaping plans, and irrigation.

City of Maywood

City of Maywood General Plan

The *City of Maywood General Plan* is intended to guide and influence long-term planning and development in the city. Applicable goals and policies related to aesthetics are contained in the Circulation, Conservation, Land Use, and Open Space Element Elements as listed in Table 3.1-5.

Maywood Municipal Code

The City of Maywood has adopted the California Building Code, CALGreen Code, and CEC, which guide illuminance limits with the city.

Landscaping Requirements

Chapter 8 of the Maywood Municipal Code (City of Maywood 2019) describes water-efficient landscaping requirements, the purpose of which is to promote the values and benefits of landscapes while recognizing the need to invest water and other resources as efficiently as possible and to establish plans for designing, installing, and maintaining water-efficient landscapes in new projects.

City of Vernon

City of Vernon General Plan

The *City of Vernon General Plan* is intended to serve as a guide for the future of the city. Applicable goals and policies related to aesthetics are contained in the Resources Element as listed in Table 3.1-5.

City of Vernon Municipal Code

The City of Vernon has adopted the California Building Code, CALGreen Code, and CEC, which guide illuminance limits with the city.

Development and Performance Standards

Chapter 26 of the Vernon Municipal Code (City of Vernon 2020) describes development and performance standards for each land use designation. These standards include items such as building intensity, setbacks, and barrier requirements. Additionally, Chapter 26 designates that 5 percent of a parcel or lot must be dedicated to irrigated landscaping in the C-1 and C-2 Overlay Zones.

Unincorporated County

Applicable regulations for unincorporated County areas are described above.

Table 3.1-5. Local Plans: Applicable Goals, Policies, and Objectives of General Plans Related to Aesthetics within Frame 4

Plan/Element	Goals, Policies, or Objectives
City of Bell General Plan	
Land Use and Sustainability Element	**Land Use and Sustainability Element Policy 5.** The City of Bell shall encourage a high level of quality in construction and site design features. The City shall create and implement specific design guidelines to promote higher quality in construction.
City of Bell Gardens General Plan	
The *City of Bell Gardens General Plan 2010* does not contain specific policies or objectives relevant to aesthetics.	
City of Commerce General Plan	
Resource Management Element	**Policy 5.3.** The city of Commerce will continue to upgrade existing facilities to improve park appearance and utility.
City of Huntington Park General Plan	
Land Use and Community Development Element	**Policy 14.** The City of Huntington Park shall oversee the preparation of urban design guidelines that, together with the City's Zoning Ordinance, will serve as a guide for new development and rehabilitation. **Policy 15.** The City of Huntington Park shall establish a consistent design vocabulary for all public signage, including fixture type, lettering, colors, symbols, and logos.
Resource Management Element	**Policy 15.** The City of Huntington Park shall encourage the use of California native vegetation in the landscaping of larger developments. **Policy 16.** The City of Huntington Park shall strive to maintain parkway landscaping throughout the City. **Policy 18.** The City of Huntington Park shall upgrade existing park facilities to improve park use and appearance and shall utilize opportunities for joint use of public facilities for recreational purposes, such as schools, utility easements, and abandoned railroad rights-of-ways.
City of Maywood General Plan	
Circulation Element	**Policy 4.3.** Support efforts to link the bicycle path system to the Los Angeles River Bicycle Trail. Coordinate with organizations such as Northeast Trees to create regional bicycle path system.
Conservation Element	**Policy 1.1.** Require landscaping and vegetative cover for its own value and for its value as wildlife habitat. **<u>Land Use Element</u>** **Policy 7.2.** Promote housing and neighborhood beautification efforts. The City of Maywood General Plan Land Use Element is not available for review. **Policy 7.3.** Direct efforts at maintaining and upgrading commercial and industrial areas of the community which have experienced disinvestment. **Policy 7.5.** Establish attractive, identifiable City gateways. **Policy 9.1.** Protect, maintain, and upgrade existing parks and recreation facilities, eliminating evidence of vandalism, wear, and deterioration.

Plan/Element	Goals, Policies, or Objectives
Open Space Element	**Policy 1.2.** Improve the city image by planting and maintain street trees. **Goal 2:** Provide open space to meet the specific needs of the citizens of the City of Maywood
City of Vernon General Plan	
Resources Element	**Policy R-3.2:** Cooperate with regional efforts to upgrade the appearance and open space value of the Los Angeles River Channel.

Sources: City of Bell 2018; City of Bell Gardens 1995; City of Commerce 2008; City of Huntington Park 2017a, 2017b; City of Maywood 2008; City of Vernon 2013.

Frame 5

City of Los Angeles

The Citywide General Plan Framework, an Element of the City of Los Angeles General Plan

The Citywide General Plan Framework, an Element of the City of Los Angeles General Plan (Framework Element) (City of Los Angeles 1995) provides direction regarding the City of Los Angeles's vision for future development in the project vicinity and includes an Urban Form and Neighborhood Design chapter to guide the design of future development. Although the Framework Element does not directly address the design of individual neighborhoods or communities, it embodies general neighborhood design policies and implementation programs that guide local planning efforts.

The Urban Form and Neighborhood Design Chapter of the Framework Element establishes a goal of creating a livable city for existing and future residents with interconnected, diverse neighborhoods. "Urban form" refers to the general pattern of building heights and development intensity and the structural elements that define the city physically, such as natural features, transportation corridors, activity centers, and focal elements. "Neighborhood design" refers to the physical character of neighborhoods and communities within the city.

The Open Space and Conservation Chapter of the Framework Element calls for the use of open space to enhance community and neighborhood character. The policies of this chapter recognize that there are communities where open space and recreational resources are currently in short supply and therefore suggests that pedestrian-oriented streets might serve as important resources for serving the open space and recreational needs of residents. Goals and polices within the Framework Element related to aesthetics are listed in Table 3.1-6.

Conservation Element of the City of Los Angeles General Plan

The *Conservation Element of the City of Los Angeles General Plan*, adopted in September 2001, establishes objectives and policies for the protection of natural and scenic vistas as aesthetic resources.

Land Use Element

The City of Los Angeles maintains 35 community plans, one for each of its community plan areas. The community plans establish neighborhood-specific goals and implementation strategies to achieve the broad objectives laid out in the *City of Los Angeles General Plan*. Together, the 35 community plans compose the *City of Los Angeles General Plan* Land Use Element. Many of the local community plans contain goals and policies to address scenic resources in the City of Los Angeles

area. Goals and polices within the community plans related to aesthetics are listed in Table 3.1-6. The following community plans are applicable to the *2020 LA River Master Plan*:

- Canoga Park-Winnetka-Woodland Hills-West Hills
- Reseda-West Van Nuys
- Encino-Tarzana
- Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass
- Van Nuys - North Sherman Oaks
- North Hollywood - Valley Village
- Hollywood
- Silver Lake - Echo Park - Elysian Valley
- Northeast Los Angeles
- Central City
- Central City North
- Boyle Heights
- Southeast Los Angeles
- Wilmington – Harbor City

It should be noted that there are numerous policies and objectives in these plans that relate to parks, recreation, open space, and land use. These policies and objectives are listed in the individual resource chapters of this PEIR. Only policies relevant to design and aesthetics are included in this section. It should also be noted that several of the community plans are currently undergoing updates and only the policies and objectives listed in the published, publicly available documents are listed.

Table 3.1-6. Local Plans: Applicable Goals, Policies, and Objectives of the City of Los Angeles General Plan Related to Aesthetics within Frame 5

Element	Goal, Policy, or Objective
General Plan Framework Element	• **Objective 5.5:** Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm. • **Objective 5.8:** Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community. • **Policy 5.8.4:** Encourage that signage be designed to be integrated with the architectural character of the buildings and convey a visually attractive character. • **Objective 5.9:** Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.

Element	Goal, Policy, or Objective
	• **Policy 5.9.1:** Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas.
Conservation Element	• **Objective:** Protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations. • **Policy:** Continue to encourage and/or require property owners to develop their properties in a manner that will, to the greatest extent practical, retain significant existing land forms (e.g., ridge lines, bluffs, unique geologic features) and unique scenic features (historic, ocean, mountains, unique natural features) and/or make possible public view or other access to unique features or scenic views.
Land Use Element – Community Plans	
Canoga Park-Winnetka-Woodland Hills-West Hills (Adopted 1999. It is anticipated that the City of Los Angeles will begin a plan update process in 2021)	*Multiple Family Residential* The design of all buildings shall be of a quality and character that improves community appearance by avoiding excessive variety and monotonous repetition. This policy shall be accomplished through: • Requiring the use of articulations recesses surface perforations and porticoes to break up long, flat building facades. • Using complementary building facades. • Incorporating varying designs to provide definitions for each floor. • Integrating building fixtures, awnings, security gates, etc. into design of the building • Screening all rooftop equipment and building appurtenances from adjacent properties. • Require decorative, masonry walls to enclose trash **<u>Community Design and Landscaping Guidelines</u>** *Signage* • Establish a consistent design for all public signage, including fixture type, lettering, colors, symbols, and logos designed for specific areas or pathways. • Provide for distinctive signage which identifies principal entries to unique neighborhoods, historic structures, and public buildings and parks. • Ensure that public signage complements and does not detract from adjacent commercial and residential uses. • Provide for signage which uniquely identifies principal commercial areas. *Public Open Space and Plazas* Establish public open space standards that will guide the design of new public plazas and open spaces. These standards should include the following: • Consideration of the siting of open space to maximize pedestrian accessibility and circulation. • Solar exposure or protection. • Adjacent to pedestrian routes and other open spaces.

Element	Goal, Policy, or Objective
	• Appropriate plant and hardscape materials
Reseda – West Van Nuys	*Multiple Family Residential* The design of all buildings shall be of a quality and character that improves community appearances by avoiding excessive variety or monotonous repetition. Achievement of this can be accomplished through: • Requiring the use of articulations, recesses, surface perforations and/or porticoes to break up long, flat building facades. • Utilizing complementary building materials on building facades. • Incorporating varying design to provide definition for each floor. • Integrating building fixtures, awnings, or security gates, into the design of building(s). • Screening of all roof top equipment and building appurtenances from adjacent properties. • Requiring decorative, masonry walls to enclose trash. *Signage* • Establish a consistent design for all public signage, including fixture type, lettering, colors, symbols, and logos designed for specific areas or path-ways • Provide for distinctive signage which identifies principal entries to unique neighborhoods, historic structures, and public buildings and parks. • Ensure that public signage complements and does not detract from adjacent commercial and residential uses. • Provide for signage which uniquely identifies principal commercial areas. *Public Opens Space and Plazas* Establish public open space standards that will guide the design of new public plazas and open spaces. These standards should include the following: • Consideration of the siting of open space to maximize pedestrian accessibility and circulation. • Solar exposure or protection. • Adjacent to pedestrian routes and other open spaces. • Appropriate plant and hardscape materials
Encino-Tarzana	*Multiple Family Residential* The design of all buildings shall be of a quality and character that improves community appearance by avoiding excessive variety and monotonous repetition. This policy can be accomplished through: • Requiring the use of articulations recesses surface perforations and porticoes to break up long, flat building facades. • Utilizing of complementary building facades. • Incorporating varying designs to provide definitions for each floor. • Integrating building fixtures, awnings, security gates, etc. into design of the building. • Screening all rooftop equipment and building appurtenances from adjacent properties. • Require decorative, masonry walls to enclose trash. *Signage:*

Element	Goal, Policy, or Objective
	Establish a consistent design for all public signage, including fixture type, lettering, colors, symbols, and logos designed for specific areas or pathways. • Provide for distinctive signage which identifies principal entries to unique neighborhoods, historic structures, and public buildings and parks. • Ensure that public signage complements and does not detract from adjacent commercial and residential uses. • Provide for signage which uniquely identifies principal commercial areas. *Public Opens Space and Plazas* Establish public open space standards that will guide the design of new public plazas and open spaces. These standards should include the following: • Consideration of the siting of open space to maximize pedestrian accessibility and circulation. • Solar exposure or protection. • Adjacency to pedestrian routes and other open spaces. • Appropriate plant and hard scape materials.
Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass (currently being updated)	*Multiple Family Residential* The design of all buildings shall be of a quality and character that improves community appearance by avoiding excessive variety and monotonous repetition. This policy can be accomplished through: • Requiring the use of articulations recesses surface perforations and porticoes to break up long, flat building facades. • Utilizing of complementary building facades. • Incorporating varying designs to provide definitions for each floor. • Integrating building fixtures, awnings, security gates, etc. into the design of the building. • Screening all rooftop equipment and building appurtenances from adjacent properties. 6. Require decorative, masonry walls to enclose trash. *Signage:* • Establish a consistent design for all public sign age, including fixture type, lettering, colors, symbols, and logos designed for specific areas or pathways. • Provide for distinctive sign age which identifies principal entries to unique neighborhoods, historic structures, and public buildings and parks. • Ensure that public sign age complements and does not detract from adjacent commercial and residential uses. • Provide for sign age which uniquely identifies principal commercial areas. *Public Opens Space and Plazas* Establish public open space standards that will guide the design of new public plazas and open spaces. These standards should include the following: • Consideration of the siting of open space to maximize pedestrian accessibility and circulation. • Solar exposure or protection.

Element	Goal, Policy, or Objective
	• Adjacency to pedestrian routes and other open spaces. • Appropriate plant and hard scape materials.
Van Nuys - North Sherman Oaks (currently being updated)	*Multiple Family Residential* The design of all buildings shall be of a quality and character that improves community appearances by avoiding excessive variety or monotonous repetition. Achievement of this can be accomplished through: • Requiring the use or articulations, recesses, surface perforations and/or porticoes to break up long, flat building facades • Utilizing complementary building materials on building facades. • Incorporating varying design to provide definition for each floor. • Integrating building fixtures, awnings, or security gates, into the design of building(s). • Screening of all roof top equipment and building appurtenances from adjacent properties. • Requiring decorative masonry walls to enclose trash *Signage:* • Establish a consistent design for all public signage, including fixture type, lettering, colors, symbols, and logos designed for specific areas or pathways. • Provide for distinctive signage which identifies principal entries to unique neighborhoods, historic structures, and public buildings and parks. • Ensure that public signage complements and does not detract from adjacent commercial and residential uses. • Provide for signage which uniquely identifies principal commercial areas. *Public Opens Space and Plazas* • Establish public open space standards that will guide the design of new public plazas and open spaces. These standards should include the following: • Consideration of the siting of open space to maximize pedestrian accessibility and circulation. • Solar exposure or protection. • Adjacent to pedestrian routes and other open spaces. • Appropriate plant and hardscape materials.
North Hollywood - Valley Village (currently being updated)	No policies are applicable.
Hollywood (currently being updated)	No policies are applicable.
Silver Lake - Echo Park - Elysian Valley	*Public Opens Space and Plazas* Establish public open space standards that will guide the design of new public plazas and open spaces. These standards should include the following: • The siting of open space to maximize pedestrian accessibility and circulation. • Solar exposure or protection. • Adjacent to pedestrian routes and other open spaces.

Element	Goal, Policy, or Objective
	• Appropriate landscape materials.
Northeast Los Angeles	*Public Open Space, Greenways, and Plazas* Public open space standards should be established to guide the design of new public plazas, greenways, and open spaces to enhance their attractiveness and function. Priority should be given to the siting of public open space and greenways to maximize pedestrian accessibility and circulation, as well as personal safety. Siting should, therefore, include consideration of exposure to the elements, as well as adjacency to logical and established pedestrian routes and other open spaces. Consideration should be given to durability and maintenance requirements in the selection of plant and hardscape materials. *Multiple Family Building Design* The design of all buildings shall be of a quality and character that improves community appearance, avoiding both the extremes of excessive variety and monotonous repetition by: • Including articulation, recessing, surface perforations, and porticoes to break up long, flat, building facades. • Utilizing complementary building materials in building facades. • Incorporating design variation to define different levels. • Integrating building fixtures, such as awnings and security gates, into the design of buildings. • Screening all rooftop equipment and building appurtenances from adjacent properties. • Screening and enclosing trash containers completely.
Central City	*Pedestrian Linkages* *Objectives* • To provide an extensive, well-formed and well-maintained pedestrian network. • To link transit and pedestrian districts of historic Downtown Los Angeles. *Policies* • Create an extensive pedestrian network that helps merge the transportation and open space elements of the City. • Implementation of Angels Walk as it relates to the Central City Community Pan.
Central City North	*Multiple Family* The design of all buildings shall be of a quality and character that improves community appearance by avoiding excessive variety and monotonous repetition. Achievement of this can be accomplished through: a. Requiring the use of articulation, recess, or perforations of surfaces to break up long, flat building facades; b. Utilizing of complementary building materials in building facades; c. Integrating building fixtures, awnings, security gates, etc. into the design of a building; d. Screening all rooftop equipment and building appurtenances from adjacent properties. *Signage*

Element	Goal, Policy, or Objective
	• Establish a consistent design for all public signage, including fixture type, lettering, colors, symbols, and logos designed for specific areas or pathways. • Provide for distinctive signage which identifies principal entries to unique neighborhoods, historic structures and districts, and public buildings and parks. • Ensure that public signage complements, and does not detract from adjacent commercial and residential uses and that it enhances designated historic sites and districts. • Provide for signage which uniquely identifies the principal commercial areas of the plan area including but not limited to Chinatown. *Public Open Space and Plazas* • Establish public open space standards that will guide the design of new public plazas and open spaces; including the consideration of the siting of open space (to maximize pedestrian accessibility and circulation, solar exposure or protection), adjacency to pedestrian routes and other open spaces, and appropriate plant and hardscape materials
Boyle Heights (Adopted in 1998. A community plan update is in process)	No policies are applicable.
Southeast Los Angeles (updated 2017)	• **Policy LU3.4 Design for Safety.** Pursue urban design strategies, such as Crime Prevention Through Environmental Design (CPTED), that reduce street crime and violence without creating barriers that disconnect neighborhoods. • **Policy LU4.6 Universal Design.** New development should incorporate universal design for a range of users including the disabled. • **Policy LU1.2 Adequate Lighting and Street Maintenance.** Provide safe streets, sidewalks, routes to school, and bike facilities that serve residential neighborhoods by providing adequate lighting and well-kept paved surfaces. • **Policy LU1.3 Parks and Open Space.** Encourage the development of parks and open space as well as a network of pedestrian walkways for physical activity in all neighborhoods. • **Policy CF10.1 Retain Passive Open Space.** Encourage the retention of passive and visual open space resources which provide a balance to the urban development of the Plan Area. • **Policy CF10.2 Co-Location of Public Facilities and Open Space.** Integrate the use of open space with public facilities, such as flood control channels, utility easements and Department of Water and Power properties. • **Policy: CF12.2 River Walk.** Encourage the development of a vibrant "river walk" along the Compton Creek channel parallel to Central Avenue that provides a natural environment integrated with active commercial uses such as shops and restaurants and establishes a connection to the Los Angeles River. • **Policy: CF12.1 Street Tree Canopy.** Identify protecting and developing tree cover as a priority and encourage setting a target for

Element	Goal, Policy, or Objective
	street tree canopy cover in new development projects and/or in areas identified as tree-deficient. • **Policy LU19.3 Design Quality.** Enhance the design, architectural quality and livability of existing well-established neighborhoods. • **Policy: M2.1 Streetscapes.** Encourage and support streetscape improvements in neighborhood districts, commercial areas and transit-oriented development areas that foster the appeal of the street as a gathering place including street furniture, well-maintained street trees, publicly accessible courtyards, wide sidewalks, bicycle access and appropriate traffic control measures to reduce travel speeds. • **Policy M3.3 Pedestrian Amenities.** Maintain sidewalks, streets and rights-of-way in good condition, free of obstructions, and with adequate lighting, trees and parkways. Streets should accommodate pedestrians comfortably through adequate sidewalks and parkway landscaping that provides shade, and street lighting that provides for safety during the night. • **Policy M4.3 Bicycle Amenities.** Incorporate bicycle amenities, such as parking, lockers, changing rooms and showers, in public facilities, parks, commercial development, employment and transit centers and park-and-ride facilities, • **Policy CF8.2 Adequate Illumination and Security.** Parks should be adequately illuminated and secured for safe use in the evenings.
Wilmington – Harbor City (Adopted in 1999. A community plan update is in process). Note this community plan lies geographically in Frame 1	*Multiple Family* The design of all buildings shall be of a quality and character that improves community appearances by avoiding excessive variety or monotonous repetition. Achievement of this can be accomplished through: • Requiring the use of articulations, recesses, surface perforations and/or porticoes to break up long, flat building facades. • Complementary building materials on building facades. • Incorporating varying design to provide definition for each floor. • Integrating building fixtures, awnings, or security gates, into the design of building(s). • Screening of all roof top equipment and building appurtenances from adjacent properties. • Requiring decorative, masonry walls to enclose trash. *Signage* • Establish a consistent design for all public signage, including fixture type, lettering, colors, symbols, and logos designed for specific areas or path-ways. • Provide for distinctive signage which identifies principal entries to unique neighborhoods, historic structures, and public buildings and parks. • Ensure that public signage complements and does not detract from adjacent commercial and residential uses. • Provide for signage which uniquely identifies principal commercial areas. *Public Open Space and Plazas* Establish public open space standards that will guide the design of new public plazas and open spaces. These standards should include the following:

Element	Goal, Policy, or Objective
	• Consideration of the siting of open space to maximize pedestrian accessibility and circulation. • Solar exposure or protection. • Adjacent to pedestrian routes and other open spaces. • Appropriate plant and hardscape materials.

Sources: City of Los Angeles 1995, 1996, 1998a, 1998b, 1998c, 1998d, 1999a, 1999b, 1999c, 1999d, 2000, 2001, 2003, 2004, 2014, 2017.

Los Angeles Citywide Design Guidelines

The *Citywide Design Guidelines* (City of Los Angeles 2019) serve to implement the Framework Element's urban design principles and are intended to be used by City of Los Angeles Planning Department staff, developers, architects, engineers, and community members in evaluating project applications, along with relevant policies from the Framework Element and community plans. By offering more direction for proceeding with the design of a project, the *Citywide Design Guidelines* illustrate options, solutions, and techniques to achieve the goal of excellence in new design.

The *Citywide Design Guidelines*, which were adopted by the City of Los Angeles Planning Commission in August 2019, establish ten guidelines to carry out the common design objectives that maintain neighborhood form and character while promoting quality design and creative infill development solutions. Both as an organizational tool and as a means of communicating critical topics that are of specific value to the City of Los Angeles, the guidelines are organized around one of three design approaches: Pedestrian-First Design, 360 Degree Design, and Climate-Adapted Design.

The *Citywide Design Guidelines* apply to all new development and substantial building alterations that seek a discretionary action for which the Los Angeles Department of City Planning has design authority. The guidelines apply to all areas but are particularly applicable to those areas within the City of Los Angeles that do not have adopted design guidelines. In cases where the *Citywide Design Guidelines* conflict with a provision in a community plan's Urban Design chapter, specific plan, overlays, or other local design guidelines, the community-specific requirement prevails. The document includes the following guidelines:

- Guideline 1: Promote a safe, comfortable and accessible pedestrian experience for all.
- Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.
- Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.
- Guideline 4: Organize and shape projects to recognize and respect surrounding context.
- Guideline 5: Express a clear and coherent architectural idea.
- Guideline 6: Provide amenities that support community building and provide an inviting, comfortable user experience.
- Guideline 7: Carefully arrange design elements and uses to protect site users.
- Guideline 8: Protect the site's natural resources and features.
- Guideline 9: Configure the site layout, building massing and orientation to lower energy demand and increase the comfort and well-being of users.
- Guideline 10: Enhance green features to increase opportunities to capture stormwater and promote habitat.

The City of Los Angeles Walkability Checklist

The City of Los Angeles's *Walkability Checklist Guidance for Entitlement Review* (Walkability Checklist) (City of Los Angeles 2008) is part of a proactive implementation program for the urban design principles contained in the Urban Form and Neighborhood Design Chapter of the Framework Element. City of Los Angeles Planning Department staff uses the Walkability Checklist in evaluating a project's entitlement applications and making findings of conformance with the policies and objectives of the general plan and the local community plan. The Walkability Checklist is also intended to be used by architects, engineers, and community members to create enhanced pedestrian movement, access, comfort, and safety, thereby contributing to improving the walkability of the City of Los Angeles.

The LA River Improvement Overlay (RIO)

The LA River Improvement Overlay (RIO) was developed out of the *1996 Los Angeles River Revitalization Master Plan* (City of Los Angeles 2007). It is a 32-mile zoning overlay that establishes an area in which new projects must comply with certain design standards related to three categories: watershed, urban design, and mobility. The RIO is intended to help the City of Los Angeles coordinate land use development along the river, enhance the unique qualities of the river, and better serve adjacent communities within the city's boundaries. Effectuated by Ordinance Nos. 183,144 and 183,145 in August 2014, the RIO District enables the City of Los Angeles to better coordinate land use development along the 32-mile corridor of the LA River that flows within the city's boundaries.

The RIO includes compulsory standards set forth for all development projects in the zone (established by ordinance in Los Angeles Municipal Code Section 13.17). In addition, the City of Los Angeles developed a preliminary set of LA River design guidelines to encourage best practice in design of projects for this zone. The LA River Design Guidebook (described below) incorporates and expands upon these preliminary guidelines for the LA River-adjacent areas of communities of Boyle Heights, the Arts District, Lincoln Heights, and Chinatown East.

The RIO Ordinance establishes the following standards for exterior site lighting.

1. All site and building-mounted lighting shall be designed such that it produces a maximum initial luminance value no greater than 0.20 horizontal and vertical foot candles at the site boundary, and no greater than 0.01 horizontal foot candles 15 feet beyond the site. No more than 5.0 percent of the total initial designed lumens shall be emitted at an angle of 90 degrees or higher from nadir (straight down).
2. All low pressure sodium, high pressure sodium, metal halide, fluorescent, quartz, incandescent greater than 60 watts, mercury vapor, and halogen fixtures shall be fully shielded in such a manner as to not exceed the limitations discussed under Item 1.

LA River Design Guidebook

Although not formally adopted, the purpose of the *LA River Design Guidebook* (City of Los Angeles 2017) is to highlight desirable, river-sensitive design characteristics for features that will be built, rehabilitated, or redeveloped on private property and in the public realm along and near the LA River. This guidebook aspires to inform the public of the design opportunities to enhance access, develop diverse recreation opportunities, and create a distinct river identity. The *LA River Design Guidebook* provides 72 design recommendations that help advance the Mayor of Los Angeles's goals of creating livable communities and revitalization of the LA River. The *LA River Design Guidebook* specifically addresses design guidelines for the communities of Boyle Heights, the Arts District,

Lincoln Heights, and Chinatown East. The *LA River Design Guidebook* complements the *2007 Los Angeles River Revitalization Master Plan* and builds upon the LA RIO District and LA River design guidelines associated with the RIO. The guiding principles include:

- Guiding Principle 1: Collectively build an LA River district identity that reflects the creativity of LA River communities and Angelenos.
- Guiding Principle 2: Strengthen the sense of connection between communities and the LA River, even when it cannot be directly touched or seen. Strengthen visual and physical connections where possible.
- Guiding Principle 3: Preserve, reinforce and celebrate the unique character, qualities, culture and authenticity of the surrounding neighborhoods. Draw on local talent.
- Guideline Principle 4: Improve the environmental health of the LA River and surrounding communities, enhance the LA River as a riparian corridor, restore ecosystem values, and improve water stewardship.
- Guideline Principle 5: Promote human health and well-being by encouraging more native landscaping, quiet spaces, scenic views, walkable streets, and public open space.
- Guideline Principle 6: Promote equity and affordability. Engage community members so they may fully benefit from the LA River's revitalization and from any new public and private investments.

The *LA River Design Guidebook* includes design guidance that addresses landscaping, public art, pedestrian and bicycle connections, architecture, and aesthetic recommendations for all projects, private and public, along the LA River. Special emphasis is to encourage native, historically significant vegetation, and locally grown plants that provide habitat as well as educational and vocational training opportunities. Other guidance encourages the creation of increased access points and public spaces for public viewing and enjoyment of the LA River and installation of public art and amenities. The *LA River Design Guidebook* also encourages the implementation of special and consistent lighting at gateway points to the LA River, providing safety for pedestrians and vehicles, but not exceeding light levels at the LA River to avoid harm to wildlife.

Cornfield Arroyo Seco Specific Plan

In 2012, the City of Los Angeles adopted the *Cornfield Arroyo Seco Specific Plan*, a set of zoning and urban design standards governing development and redevelopment around the future Los Angeles State Historic Park (formerly known as the Cornfields) and part of Lincoln Heights around the river's confluence. The *Cornfield Arroyo Seco Specific Plan* enables diverse land uses that will better serve the region through job growth, proximity to public transportation, and increased housing and commercial space. (Los Angeles Department of City Planning 2013.)

Los Angeles Municipal Code

Lighting is regulated by various chapters within the Los Angeles Municipal Code (City of Los Angeles 2020). Applicable regulations for the project site include the following:

- Chapter 1, Article 2, Sec12.21 A 5(k). All lights used to illuminate a parking area shall be designed, located and arranged so as to reflect the light away from any streets and adjacent premises.
- Chapter 1, Article 7, Sec17.08 C. Plans for street lighting shall be submitted to and approved by the Bureau of Street Lighting for subdivision maps.

Frame 6

City of Los Angeles

Applicable regulations for the City of Los Angeles are described above under Frame 5.

City of Glendale

City of Glendale General Plan

The *City of Glendale General Plan* is intended to serve as a guide for development in the City of Glendale. Applicable goals and policies related to aesthetics are listed in Table 3.1-7.

Table 3.1-7. Local Plans: Applicable Goals, Policies, and Objectives of the City of Glendale General Plan Related to Aesthetics within Frame 6

Element	Goals, Policies, or Objectives
Recreation Element	**Objective 5:** Provide facilities that project positive examples of concern for people and the environment using design, energy use, management and accessibility now and far into the future. • **Policy 1:** The City shall establish community identity and image through the location and design of parks and recreation centers. • **Policy 2:** The City shall integrate the construction and planting of connecting parkways and medians through consistent landscaping techniques. **Objective 10:** The City shall continue local street enhancement and beautification programs. • **Policy 4:** The City shall, where feasible, construct or refit drainage channels to maximize use of natural water flow patterns and to blend in with natural settings.
Open Space and Conservation Element	**Goal 5:** Preserve prominent ridgelines and slopes in order to protect Glendale's visual resources. • **Objective 3:** Recognize visual resources as a key element in open space acquisition programs. **Goal 7:** Continue programs which enhance community design and protect environmental resource quality. • **Objective 1:** Extend landscape treatments along major arterials, into major activity centers, at major city/neighborhood access points and along parkways and medians to provide aesthetic continuity and solidify open space linkages. • **Objective 2:** Ensure that the design of community facilities within open space areas is harmonious and integrated with the natural environment. • **Objective 4:** Provide for comprehensive, non-obtrusive signage which identifies and links roads, bikeways, trails and parks, vista points, recreational facilities, historic and cultural sites and scenic drives. • **Objective 6:** Foster design objectives which ensure development that respects the character of existing neighborhoods and the natural setting. **Implementation Programs** • Prepare landscape guidelines in order to more effectively treat manufactured slopes and provide compatible transitions to natural terrain. • Continue the architectural review of structures through the design review process. • Continue the City's Urban Forestry and Streetscape programs to visually enhance Glendale's neighborhoods and to provide linkages to open space areas.

Element	Goals, Policies, or Objectives
	• Identify important bikeways, trails, parks, vista points, recreational facilities, historic and cultural sites and scenic roadways through appropriate signage and information programs.

Sources: City of Glendale 1993, 1996.

Comprehensive Design Guidelines

Adopted in 2011, the *Comprehensive Design Guidelines* (City of Glendale 2011) guide all new development within the City of Glendale. The guidelines are separated into four categories: single-family; hillside; commercial; and multi-family and mixed-use. Urban design principles are provided for each of the four categories of development. These principles are organized as Site Planning and Design, Mass and Scale, and Design and Detailing and provide relevant direction on building location, yards/usable open spaces, access and parking, landscaping and hardscaping, walls and fences, retaining walls, screening, scale and proportion, entryways, windows, materials, wall thickness, color, awnings, roof forms, architectural concept, solar design, garage locations and driveways, equipment/trash location and enclosure, privacy, and lighting.

The guidelines do not recommend any specific architectural style or styles but encourage a diversity of styles. Similarly, the guidelines do not prescribe specific means of achieving design intent, but rather provide examples of how it might be achieved. In addition, City of Glendale staff, the Design Review Board, or the Glendale City Council may find that a project need not comply with certain guidelines due to particular site conditions or if compliance with the guidelines would restrict the achievement of innovative design or community benefit.

Glendale Urban Art Program

The *Glendale Urban Art Program Guidelines* (City of Glendale 2010) establishes the requirements and procedures for providing public art in conjunction with new developments. The goals of the Glendale Urban Art Program are as follows:

Goals: To enhance Glendale's public spaces, architecture, and visual environment with engaging, unique, and high quality public art.

1. To celebrate and foster civic pride in Glendale's diverse history, cultural traditions, and artistic expressions.
2. To encourage public dialogue and education about art and the various roles of artists.
3. To include art and artists in the design of Glendale's public spaces and environments.
4. To encourage collaboration between the community, artists, architects, and landscape architects in Glendale.
5. To provide opportunities for artists to advance their art forms.
6. To develop a collection of artworks with strong inherent aesthetic qualities.
7. To promote Glendale's tourist and economic potential as an arts destination.

Glendale Municipal Code

Glendale Municipal Code Chapter 30.33 (City of Glendale 2019) regulates the construction, alteration, repair, location, electrification, and maintenance of any sign or sign structure within Glendale (Ordinance No. 5399, Signs). Standards regulate sign size, height, quantity, materials,

surface, support structures, spacing, and lighting for the different types of signs defined in the ordinance.

Frame 7

City of Los Angeles

Applicable regulations for the City of Los Angeles are described above under Frame 5.

City of Burbank

City of Burbank General Plan

The *Burbank2035 General Plan* (City of Burbank 2013) is intended to serve as a guide to city decision-makers on allocating resources and determining the future physical form and character of development in the City of Burbank. The *Burbank2035 General Plan* addresses aesthetics in the Land Use Element (Chapter 3) and Open Space and Conservation Element (Chapter 6). Applicable goals and policies related to aesthetics are listed in Table 3.1-8.

Table 3.1-8. Local Plans: Applicable Goals, Policies, and Objectives of the City of Burbank General Plan Related to Aesthetics within Frame 7

Element	Goals, Policies, or Objectives
Land Use Element	**Policy 3.2** Preserve unique neighborhoods and use specific plans to distinguish neighborhoods and districts by character and appearance and address physical and visual distinction, architecture, edge and entry treatment, landscape, streetscape, and other elements. **Policy 3.5** Ensure that architecture and site design are high quality, creative, complementary to Burbank's character, and compatible with surrounding development and public spaces **Policy 3.6** Carefully regulate signs to ensure that their size and location are attractive, are appropriate for the site, and appropriately balance visibility needs with community character and aesthetics. **Policy 3.11** Carefully consider the evolution of community character over time. Evaluate projects with regard to their impact on historic character, their role in shaping the desired future community character, and how future generations will view today's Burbank. **Policy 4.3** Use street trees, landscaping, street furniture, public art, and other aesthetic elements to enhance the appearance and identity of neighborhoods and public spaces. **Policy 4.4** Require public art as part of new development projects and public infrastructure. Incorporate public art within existing projects. **Policy 4.5** Require that pedestrian-oriented areas include amenities such as sidewalks of adequate width, benches, street trees and landscaping, decorative paving, public art, kiosks, and restrooms. **Policy 4.7** Encourage artists, craftspeople, architects, and landscape architects to play key roles in designing and improving public spaces. **Policy 4.11** Ensure that public infrastructure meets high-quality urban design and architecture standards. Remove, relocate, or improve the appearance of existing infrastructure elements that are unsightly or visually disruptive.

Element	Goals, Policies, or Objectives
	Policy 14.2 Minimize the presence of structures and other amenities in the Open Space land use designation. Structures shall be designed to complement the primary open space function of the land. **Policy 14.3** Design expansions or enhancements to existing park facilities to minimize effects on the surrounding neighborhood.
Open Space and Conservation Element	**Policy 3.3** Develop a clear and unified system of identification and directional signs for all park and recreation facilities. **Policy 7.3** Recognize visual resources as a key element in open space acquisition programs. **Policy 7.4** Balance both public good and private property rights when considering the restoration of viewsheds.

Sources: City of Burbank 2013a, 2013b.

Burbank Municipal Code

Article 10 (Sign and Advertising Structure Regulations)

The Burbank Municipal Code (City of Burbank 2020), by adopting the 2016 California Building Code and the CEC, implicitly includes the same limits to light trespass illuminance as the State of California regulations. The City of Burbank specifically regulates project site lighting, providing minimum quantitative standards of illumination for certain land uses, and qualitative guidance to limit light trespass and glare from that lighting. The City of Burbank also regulates signs that could be of the most concern with respect to creating glare or causing adverse visual effects for residents or drivers, by prohibiting:

A. Self-Illuminating and Electronic Signs. This includes signs, or portions thereof, where any light source, including but not limited to incandescent bulbs, neon tubes, or light emitting diodes constitute the sign text, image, and/or border. This type of sign includes, but is not limited to electronic message boards; television screens; plasma screens; digital screens; flat screens; light emitting diode screens; video boards; other types of electric and electronic display boards and screens; and holographic displays.

B. Projected Signs. This includes signs that are formed by projecting the sign copy, image, text, and/or message into the sky or onto a surface, including but not limited to the ground or the side of a building

C. Animated Signs. This includes signs, or portions thereof, that blink, flash, or emit a varying intensity of color or light

D. Moving, Revolving of Rotating Signs. This includes signs, or portions thereof, having visible moving, revolving, or rotating parts, or visible movement of any kind, or giving the illusion of movement

The City of Burbank provides qualitative guidance but does not specifically regulate the contribution that project sign lighting may make to light trespass. However, the potential for light trespass and glare into residential areas is limited by Section 10-1-1010: Sign Locations and Standards.

Unincorporated County

Applicable regulations for unincorporated County areas are described above.

Frame 8

City of Los Angeles

Applicable regulations for the City of Los Angeles are described above under Frame 5.

Frame 9

City of Los Angeles

Applicable regulations for the City of Los Angeles are described above under Frame 5.

3.1.3 Impact Analysis

3.1.3.1 Methods

This analysis qualitatively evaluates the impacts of the proposed Project on existing aesthetic resources as a result of the construction and operations of the proposed Project. The analysis determines if there is the potential for impacts on existing resources in the 18 jurisdictions in the study area during construction and operation. Data from jurisdictions' respective general plans, design guidelines, and municipal codes, as well as site visits to the LA River in March 2020, were used to evaluate impacts on scenic vistas and resources, visual quality, and light and glare. Impacts associated with Typical Projects (i.e., the Common Elements and Multi-Use Trails and Access Gateways), the six kit of parts (KOP) categories, and related design components—as well as the *2020 LA River Master Plan* in its entirety—are analyzed qualitatively at a program level. Where the two Typical Projects or the six KOP categories have similar impacts related to a specific criterion, the discussion is combined. Where differences between the Typical Projects or the KOP categories are identified, the impact analysis is presented separately.

3.1.3.2 Criteria for Determining Significance

Thresholds of Significance

For the purposes of the analysis in this PEIR, and in accordance with Appendix G of the State CEQA Guidelines, the proposed Project would have a significant environmental impact if it would:

3.1(a) Have a substantial adverse effect on a scenic vista.

3.1(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

3.1(c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality.

3.1(d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

3.1.3.3 Impacts and Mitigation Measures

Impact 3.1(a): Would the proposed Project have a substantial adverse effect on a scenic vista?

Typical Projects

Common Elements

Construction

A scenic vista can be described as a designated expansive view of a highly valued landscape for the benefit of the public. Public vantage points, such as roads and trails, allow scenic views to be seen by many people. The type and quality of scenic vistas along and adjacent to the LA River vary by frame. Frame 1 includes expansive views of coastal areas and has Ocean Boulevard as a locally designated scenic route. Undeveloped hillsides, ridgelines that are primarily located in Frames 5, 6, and 7 offer panoramic scenic views, open space areas, and parks located throughout all the frames provide a scenic backdrop to the urban environment of the LA River. Notable open space areas include Elysian Park in Frame 6, Griffith Park in Frames 6 and 7, and the Sepulveda Basin in Frame 9. I-110 is designated as a State Scenic Highway, National Civil Engineering Landmark, and National Scenic Byway and is listed in the National Register of Historic Places. A portion of I-110 crosses over the LA River near Griffith Park and the Arroyo Seco Confluence near the border of Frames 5 and 6. Because specific locations of the Common Elements Typical Project have not been established at this point, the discussion remains at a qualitative level.

A substantial adverse effect on scenic vistas can occur when the visible scenic landscape itself is altered or when a new contrasting object is introduced that blocks or obstructs a scenic vista from a particular public vantage point. Construction of the Common Elements Typical Project would occur along the ROW between the top of levee and fenceline, and include an area of approximately 3 acres or up to 1 mile long; would last about 10 months; and would occur over six phases to minimize disruption to existing operations and the community. Construction activities would typically involve site disturbance, movement of construction equipment, import and export of materials, views of incomplete structures, and other activities that generally contrast with the aesthetic character of an area. Construction equipment for the Common Elements Typical Project may include excavators, dump trucks, backhoes, utility trucks, paving machines, loaders, and small cranes. Construction would occur Monday through Friday with 8-hour days and would comply with local noise ordinances. No construction activities would occur outside of permitted hours. Staging areas for construction equipment would be located primarily in the ROW, which includes the river channel.

From certain angles and distances, construction activities, materials, and staging areas may be visible in informal scenic views that depict coastal areas, undeveloped hillsides, and open space areas and park areas by the public, including motorists or transit riders on routes crossing or following the river alignment. However, these views are limited to fleeting where primary viewer groups include motorists, commuters, and passengers. For viewer groups using the existing trails and parks along the LA River, views of coastal areas and hillsides would not necessarily be limited and would be of a longer duration, and a small portion of the wide-field view could include some construction equipment and activities.

Given most of the facilities that would be constructed or installed under the Common Elements Typical Project would be low profile or small in scale (e.g., picnic tables, charging stations, vending machines, benches, water fountains, bike racks, signage), the overall short duration and phasing (10 months), and limited extent (3 acres), disruption of views would be limited during construction. Additionally, the type of construction equipment (generally low-profile mobile equipment that would be moving) and placement of staging areas in the ROW would minimize the potential for the public view of a scenic vista to be substantially blocked or obstructed during construction. Any potential views of construction activities would be temporary, as construction equipment and materials would be installed at the beginning of each of the six phases of the construction period and removed upon completion of the project phase. Although the views of construction activities would be temporary, the location, design details, and specific construction phasing of the Common Elements Typical Project is not known; therefore, it is possible that construction activities, particularly those associated with the larger-scale amenities such as the Tier III Pavilions that could include a café, indoor showers, lockers, a public safety station, multi-purpose rooms, community kitchens, and management offices, could obstruct views of scenic resources.

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Mitigation Measure AES-1: Install Construction Fencing for Screening and Security for Construction Lasting Longer than 30 Days.

For construction of a project component lasting longer than 30 days, the implementing agency will require contractors to 1) install solid green or blue fabric perimeter fencing of a minimum height of 6 feet around construction areas to screen and provide security to pedestrians and other trail and park users and reduce views of construction staging areas, grading, and site disturbance, and 2) to conduct regular visual inspections of fencing to ensure fencing is in good working order and any visual breaks are repaired.

Apply the following mitigation measure, which is described in Section 3.10, *Land Use and Planning*.

Mitigation Measure LU-1: Prepare and Implement Construction Management Plan.

Apply the following mitigation measure, which is described in Section 3.15, *Recreation*.

Mitigation Measure REC-1: Minimize Disruption of Recreational Uses during Construction.

Significance after Required Mitigation

Impacts would be less than significant for later activities when carried out by the County.

Impacts would be significant and unavoidable for later activities when not carried out by the County.

Operations

Once constructed, the Common Elements Typical Project could be up to 3 acres in size or 1 mile long and could attract up to 500 visitors. The Common Elements Typical Project would be located along the ROW between the top of levee and fenceline and include facilities such as one-story-tall

pavilions, cafés, benches, hygiene facilities, restrooms, trash and recycling, drinking fountains, guard rails, gates, bike racks, signage, emergency call boxes, lighting, planting, fences and gates, stormwater best management practices, and art/performance space.

The *2020 LA River Master Plan* Design Guidelines (Design Guidelines; as described in Chapter 2, *Project Description*, and included in Appendix B) were developed as a framework to support the specific design and technical solutions for projects to be implemented under the proposed Project. The Design Guidelines are intended to provide flexibility for site-specific needs while reflecting neighboring communities' cultural identities and the diverse and shared identities of Los Angeles County. Projects constructed within the ROW are encouraged but not required to follow these Design Guidelines.

Adverse effects on scenic vistas from the larger-scale and taller elements of the 17 individual elements such as the Tier III pavilions could result if visual elements associated with the structures and related features such as cafés, multi-purpose rooms, management offices, and programming spaces are introduced and are located in a manner that may obstruct a scenic vista from existing public views. However, scenic views within the LA River are limited in nature, with the viewshed largely consisting of an urban hardscape with limited scenic resources. Where limited scenic vistas are available, views are of larger scenic visual elements and/or panoramic views of the Pacific Ocean, ridgelines, hillsides, or large open park and greenspace areas that encapsulate a large viewscape. Once constructed, the Common Elements Typical Project would include distinct structures that would only affect a small portion of the viewshed and would not result in substantial adverse effects on scenic vistas. Additionally, once constructed, the Common Elements Typical Project would likely contribute to enhanced viewing opportunities (e.g., shade pavilions, cafés, benches) for users to experience the vistas. Therefore, it is not anticipated that the Common Elements Typical Project would substantially block or obstruct scenic vistas such as views of the ocean, ridgelines, and open space areas.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

Multi-Use Trails and Access Gateways

Construction

Construction of the Multi-Use Trails and Access Gateways Typical Project would be similar to that of the Common Elements Typical Project above; however, it would last up to 20 months and could include construction of multi-use trails such as pedestrian, bike, and equestrian. Although this Typical Project would disturb a larger area (i.e., be up to 5 miles long) and involve more extensive construction equipment use (such as hydraulic impact hammers, forklifts, and truck-mounted cranes), it would not involve the construction of pavilions, cafés, or similar structures and construction would be phased to minimize disruption to existing operations and the community.

Similar to the Common Elements Typical Project, construction activities would be temporary and the placement of construction equipment and staging areas in the ROW would reduce the possibility that the view of a scenic vista is substantially blocked or obstructed. However, the location, design details, and specific construction phasing of the Multi-Use Trails and Access Gateways Typical Project is not known; therefore, it is possible that construction activities could obstruct views of scenic resources.

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Apply the following mitigation measure, which is described above.

Mitigation Measure AES-1: Install Construction Fencing for Screening and Security for Construction Lasting Longer than 30 Days.

Apply the following mitigation measure, which is described in Section 3.10, *Land Use and Planning*.

Mitigation Measure LU-1: Prepare and Implement Construction Management Plan.

Apply the following mitigation measure, which is described in Section 3.15, *Recreation*.

Mitigation Measure REC-1: Minimize Disruption of Recreational Uses during Construction.

Significance after Required Mitigation

Impacts would be less than significant for later activities when carried out by the County.

Impacts would be significant and unavoidable for later activities when not carried out by the County.

Operations

The Design Guidelines were developed as a framework to support the specific design and technical solutions for projects to be implemented under the proposed Project. Although not mandatory, the Design Guidelines are intended to provide flexibility for site-specific needs while reflecting neighboring communities' cultural identities and the diverse and shared identities of Los Angeles County. Projects constructed outside the ROW are encouraged but not required to follow these Design Guidelines.

Multi-Use Trails and Access Gateways Typical Project Design Guidelines would include a continuous path for multiple uses such as bike trails, equestrian trails with vegetated buffers, and easy-to-find and welcoming access gateways. In addition, scenic views within the LA River are limited in nature, with the viewshed largely consisting of an urban hardscape with limited scenic resources. Where limited scenic vistas are available, views are of larger scenic visual elements and/or panoramic views of the Pacific Ocean, ridgelines, hillsides, or large open park and greenspace areas that encapsulate a large viewscape. Once constructed, the Multi-Use Trails and Access Gateways Typical Project would affect a small portion of the viewshed, would be at the ground level, and would not result in a substantial adverse effect on scenic vistas. Additionally, once constructed, the Multi-Use Trails and Access Gateways Typical Project would likely contribute to enhanced viewing

opportunities for users to experience the scenic vistas. Therefore, it is not anticipated that this Typical Project would substantially block or obstruct scenic vistas such as views of the ocean, ridgelines, and open space areas.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

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Within all frames, the Common Elements Typical Project analyzed above could be implemented in whole or as a combination of its individual elements with all the KOP categories discussed below. Therefore, for potential impacts of the Common Elements Typical Project, see above. The impact discussion below focuses on specific KOP categories only. Each of the KOP categories is analyzed separately where differences in impacts exist; KOP categories with similar impacts are grouped together.

Construction

KOP Categories 1 through 6

Construction activities for KOP Categories 1 through 6 would be similar, as would construction equipment. The larger projects would involve the use of cranes and jackhammers to break concrete. Staging areas for construction equipment would be located in the ROW or on appropriate vacant areas for in-channel or off-channel projects. Construction activities for KOP Categories 1 through 6 could include more complex amenities and thus generally require a longer duration of construction activities than for the Typical Projects with additional construction equipment. As the location, design details, and construction phasing of subsequent projects under KOP Categories 1 through 6 are not known, it is possible that construction activities could obstruct views of scenic resources.

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Apply the following mitigation measure, which is described above.

Mitigation Measure AES-1: Install Construction Fencing for Screening and Security for Construction Lasting Longer than 30 Days.

Apply the following mitigation measure, which is described in Section 3.10, *Land Use and Planning*.

Mitigation Measure LU-1: Prepare and Implement Construction Management Plan.

Apply the following mitigation measure, which is described in Section 3.15, *Recreation*.

Mitigation Measure REC-1: Minimize Disruption of Recreational Uses during Construction.

Significance after Required Mitigation

Impacts would be less than significant for later activities when carried out by the County.

Impacts would be significant and unavoidable for later activities when not carried out by the County.

Operations

KOP Categories 1, 2, and 3

Components of KOP Categories 1, 2, and 3 would provide new and enhanced access to the LA River and opportunities for recreation and community engagement. Components of KOP Category 1 would include improving trails and access points including equestrian facilities, light towers, water towers, lookouts, boardwalks, channel access points, vehicular access for maintenance and operations, underpasses and overpasses, and habitat corridor. Design components under KOP Category 2 would include channel modifications such as terraced banks, check dams and deployable barriers, levees, armored channels/vertical walls, daylighted storm drains, bridge pier modifications, channel texturing/grooving/smoothing, and installation of access ramps. KOP Category 3 design components could include bridges (pedestrian, bike, equestrian, habitat/wildlife, and multi-use), cantilevers, and platforms. While many of these improvements under KOP Categories 1, 2, and 3 would be at ground level, some could result in the introduction of taller visual elements that could potentially obscure scenic resources.

However, scenic vistas within the LA River are limited in nature, with the viewshed largely consisting of an urban hardscape with limited scenic resources. Where scenic vistas are available, views encompass larger scenic visual elements and/or panoramic views of the Pacific Ocean, ridgelines, hillsides, or large open park and greenspace areas that encapsulate a large viewscape viewed from multiple vantage points. Once constructed, above-ground structures related to KOP Categories 1, 2, and 3 such as water towers, barriers, and bridges, if located in an area encompassing a scenic vista, would affect only small portion of the viewshed that would not result in substantial adverse effects on a scenic vista or obscure a panoramic view.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

KOP Categories 4 and 5

The following design components could be constructed under KOP Category 4: pumps, diversion pipe/tunnel/channel, overflow weirs, underground gallery, side channel, storm drain interceptors,

and wetlands. These would include largely at-grade and underground elements. KOP Category 5 would include both ecological and recreational uses. Floodplain reclamation in the LA River would include wetlands, naturalized banks, braided channels, fields, storage, and side channels. Examples of recreational uses include boardwalk platforms and a farmers' market. Examples of ecological uses include a naturalized bank and a wider channel for decreased flood risk.

Components under KOP Categories 4 and 5 would be largely at grade and, in some cases, underground and are not anticipated to include larger, vertical, above-ground elements that could potentially obscure a scenic vista. In addition, scenic vistas within the LA River are limited in nature. Where scenic vistas are available, views encompass expansive scenic visual elements and/or panoramic views of the Pacific Ocean, ridgelines, hillsides, or large open park and greenspace areas that encapsulate a large viewscape seen from multiple vantage points. Once constructed, any above-ground structures related to KOP Categories 4 and 5, if located in an area encompassing a scenic vista, would affect only small portion of the viewshed that would not result in substantial adverse effects on a scenic vistas or obscure a panoramic view.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

KOP Category 6

Operations impacts from KOP Category 6 would include a broad range of civic amenities, flood management, and recreational improvements such as affordable housing, cultural centers, urban agriculture/composting, water storage, water treatment facilities, dry wells, spreading grounds, purple pipe connections, storm drain daylighting, injection wells, solar panels, fields, and parks. It is possible that operation of KOP Category 6 activities could block views of scenic resources if new contrasting facilities are introduced that obstruct a scenic vista from existing public views, especially where a design component could be multiple stories high or involve large massing.

Scenic vistas within the study area are limited in nature, with the viewshed largely consisting of an urban hardscape with limited scenic resources. Where scenic vistas are available, views encompass larger scenic visual elements and/or panoramic views of the Pacific Ocean, ridgelines, hillsides, or large open park and greenspace areas that encapsulate a large viewscape viewed from multiple vantage points. However, once constructed, above-ground structures related to KOP Category 6, if located in an area encompassing a scenic vista, could result in substantial adverse effects on a scenic vista or obscure a panoramic view. Because the size, extent, and specific location of subsequent projects under the KOP Category 6 are not yet known, it is possible that KOP Category 6 could substantially block or obstruct scenic vistas such as views of the ocean, ridgelines, and open space areas.

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Mitigation Measure AES-2: Minimize Obstruction of Scenic Vistas.

During project design, the implementing agency will minimize visual intrusions from public views of designated scenic vistas by following local jurisdictions' applicable policies and ordinances that protect views of designated scenic vistas by taking into consideration sightlines, scale and massing of structures, and materials used for construction, and other measures as needed.

To the extent practicable, the implementing agency will maintain the scenic vistas' visual quality and comply with the applicable jurisdiction's general plan and design guidelines to preserve scenic vistas and minimize visual intrusions.

Significance after Required Mitigation

Impacts would be significant and unavoidable.

Overall 2020 LA River Master Plan Implementation

As described in the *2020 LA River Master Plan*, it is anticipated that approximately 107 projects ranging in size from extra-small (less than 1 acre) to extra-large (150+ acres/10+ miles) would be implemented over the 25-year horizon period to meet the proposed Project's nine objectives. These would include the Typical Projects that would be implemented in specific spacing along the river, and subsequent projects composed of the KOP categories' multi-benefit design components. These elements together compose the entirety of the *2020 LA River Master Plan*. As described in Chapter 2, *Project Description*, the greatest number of projects (85) anticipated under the *2020 LA River Master Plan* are extra-small and small projects (up to 3 acres), followed by 10 medium projects (3 to 40 acres/5 miles in size), 11 large projects (40 to 150 acres/10 miles in size), and one extra-large projects (150+ acres/10+ miles in size).

Construction

Construction impacts would be the same as those of the *2020 LA River Master Plan* KOP categories. Some projects would cover more area than others, but the same general construction equipment and activities would be involved, e.g., the use of backhoes, trucks, hand-held power equipment, and generators. As noted, some projects would be larger than others and include a wide variety of project components. As the location, design details, and construction phasing of subsequent projects under the *2020 LA River Master Plan* are not known, it is possible that construction activities could obstruct views of scenic resources.

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Apply the following mitigation measure, which is described above.

Mitigation Measure AES-1: Install Construction Fencing for Screening and Security for Construction Lasting Longer than 30 Days.

Apply the following mitigation measure, which is described in Section 3.10, *Land Use and Planning*.

Mitigation Measure LU-1: Prepare and Implement Construction Management Plan.

Apply the following mitigation measure, which is described in Section 3.15, *Recreation*.

Mitigation Measure REC-1: Minimize Disruption of Recreational Uses during Construction.

Significance after Required Mitigation

Impacts would be less than significant for later activities when carried out by the County.

Impacts would be significant and unavoidable for later activities when not carried out by the County.

Operations

The *2020 LA River Master Plan* would improve visual quality across and along river, providing gateways, amenities, new structures, artwork, and additional recreational uses and trails. Although not mandatory, the Design Guidelines were developed as a framework to support the specific design and technical solutions for projects to be implemented under the *2020 LA River Master Plan* while presenting a unified, cohesive approach. Local jurisdictions are encouraged but not required to follow these Design Guidelines. Vistas within the LA River are limited in nature, with the viewshed largely consisting of an urban hardscape with limited scenic resources. Where scenic vistas are available, views encompass larger scenic visual elements and/or panoramic views of the Pacific Ocean, ridgelines, hillsides, or large open park and greenspace areas that encapsulate a large viewscape viewed from multiple vantage points. Once constructed, above-ground structures related to KOP Category 6, if located in an area encompassing a scenic vista, could result in a substantial adverse effect on scenic vistas or obscure a panoramic view. Because the size, extent, and specific location of subsequent projects under the *2020 LA River Master Plan* are not yet known, it is possible that they could substantially block or obstruct scenic vistas such as views of the ocean, ridgelines, and open space areas. Impacts would be potentially significant.

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Apply the following mitigation measure, which is described above.

Mitigation Measure AES-2: Minimize Obstruction of Scenic Vistas.

Significance after Required Mitigation

Impacts would be significant and unavoidable.

Impact 3.1(b): Would the proposed Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

This section discusses whether the proposed Project would substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway. I-110 is designated as a State Scenic Highway, National Civil Engineering Landmark, and National Scenic Byway and is listed in the National Register of Historic Places. A portion of I-110 that is elevated over 30 feet crosses the LA River near Griffith Park and the Arroyo Seco Confluence near the border of Frames 5 and 6. No other scenic highways are immediately adjacent to the LA River for other frames and no impact would occur; therefore, the following discussion is focused on Frames 5 and 6.

Typical Projects

Common Elements and Multi-Use Trails and Access Gateways

Construction

No trees, rock outcroppings, or historic buildings are within the I-110 overcrossing. However, I-110 is designated as a State Scenic Highway and is listed in the National Register of Historic Places and crosses the LA River at an elevated bridge over 30 feet above grade. Construction activities and staging areas of the Common Elements and Multi-Use Trails and Access Gateways Typical Projects would be located generally in the ROW and would be near, but would not touch or cross into, I-110. Therefore, the Typical Projects would not substantially damage the portion of I-110 that crosses over the LA River.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

Operation

Implementation of the Common Elements Typical Project could include above-ground structures (e.g., pavilions, cafés) that could be near I-110. The Multi-Use Trails and Access Gateways Typical Project would be low in profile. No trees, rock outcroppings, or historic buildings are within the I-110 overcrossing. No new structures would be constructed on or cross I-110; therefore, the Typical Projects would not substantially damage a state scenic highway. As such, it is not anticipated that the Typical Projects would substantially damage scenic resources within a state scenic highway.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

2020 LA River Master Plan Kit of Parts

Construction

KOP Categories 1 through 6

Construction activities for KOP Categories 1 through 6 would be similar, as would construction equipment. Larger projects associated with KOP Categories 1 through 6 would involve the use of cranes and jackhammers to break concrete. Staging areas for construction equipment would be located in the ROW or on appropriate vacant areas for in-channel or off-channel projects.

Subsequent projects like affordable housing and museums under KOP Category 6 would likely entail construction greater than the other five KOP categories and would occur outside the ROW within the 2-mile study area. However, construction activities would not be located on or cross I-110. No trees, rock outcroppings, or historic buildings are within the I-110 overcrossing. Therefore, it is not anticipated that KOP Categories 1 through 6 would substantially damage scenic resources within a state scenic highway.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

Operation

KOP Categories 1 through 6

Components of KOP Category 1 would include improving trails and access points including equestrian facilities, light towers, water towers, lookouts, boardwalks, channel access points, vehicular access for maintenance and operations, underpasses and overpasses, and habitat corridor. Design components under KOP Category 2 would include channel modifications such as terraced banks, check dams and deployable barriers, levees, armored channels/vertical walls, daylighted storm drains, bridge pier modifications, channel texturing/grooving/smoothing, and installation of access ramps. KOP Category 3 design components could include bridges (pedestrian, bike, equestrian, habitat/wildlife, and multi-use), cantilevers, and platforms.

KOP Category 4 would include pumps, diversion pipe/tunnel/channel, overflow weirs, underground gallery, side channel, storm drain interceptors, and wetlands. These would include largely at-grade and underground elements. KOP Category 5 would include both ecological and recreational uses.

Operations impacts from KOP Category 6 components would include a broad range of civic amenities, flood management, and recreational improvements such as affordable housing, cultural centers, urban agriculture/composting, water storage, water treatment facilities, dry wells, spreading grounds, purple pipe connections, storm drain daylighting, injection wells, solar panels, fields, and parks. These structures would be located off channel and outside the ROW.

As mentioned previously, no trees, rock outcroppings, or historic buildings are within the I-110 overcrossing. No new structures related to KOP Categories 1 through 6 would be constructed on or cross I-110; therefore, KOP Categories 1 through 6 would not substantially damage a state scenic highway. Consequently, it is not anticipated that KOP Categories 1 through 6 would substantially damage scenic resources within a state scenic highway.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

Overall 2020 LA River Master Plan Implementation

Construction

As described in the *2020 LA River Master Plan*, it is anticipated that approximately 107 projects ranging in size from extra-small (less than 1 acre) to extra-large (150+ acres/10+ miles) would be implemented over the 25-year horizon period to meet the *2020 LA River Master Plan*'s nine objectives. These would include the Typical Projects that would be implemented along the river, and subsequent projects composed of the KOP categories' multi-benefit design components. These elements together compose the entirety of the *2020 LA River Master Plan*. For the same reasons described above for the Typical Projects and the six KOP categories, construction activities would not be on or cross I-110. No trees, rock outcroppings, or historic buildings are within the I-110 overcrossing. Therefore, it is not anticipated that the construction activities associated with the overall implementation of the *2020 LA River Master Plan* would substantially damage scenic resources within a state scenic highway.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

Operation

For operation, while many of the improvements under the *2020 LA River Master Plan* would be within the ROW or near I-110, it is not anticipated that the construction activities associated with the overall implementation of the *2020 LA River Master Plan* would be on or cross I-110. No trees, rock outcroppings, or historic buildings are within the I-110 overcrossing. Therefore, it is not anticipated that the operations activities associated with the overall implementation of the *2020 LA River Master Plan* would substantially damage scenic resources within a state scenic highway.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

Impact 3.1(c): In non-urbanized areas, would the proposed Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would it conflict with applicable zoning and other regulations governing scenic quality?

The LA River is in a highly urbanized area. Beginning at the Pacific Ocean in Long Beach, Frames 1 through 5 consist of dense urban uses, including heavy and light industrial, commercial, and some residential in Frames 1, 2, and 3. Frame 6, encompassing the Glendale Narrows, includes Griffith Park on the south and numerous entertainment-related and industrial facilities on the north side of the river. Frames 7, 8, and 9 include suburban uses composed of residential, local and neighborhood commercial, and offices. Frame 7 includes Burbank, where land uses are predominantly residential, commercial, and entertainment-related (e.g., recording, production, and post-production studios). The greatest number of residential uses occur in Frames 8 and 9; the largest acreage of commercial and recreational uses is in Frame 9; Frame 6 has the next-largest amount of recreational uses. Many of the land uses that line the LA River are separated by fencing with the rear of buildings oriented toward the riverfront.

Policies relevant to urban design of the various jurisdictions along the river's extent are identified in Table 3.1-1 through Table 3.1-8. Specific land use policies identified generally pertain to ensuring compatible uses for all development, ensuring high-quality design and architectural elements, encouraging the enhancement of pedestrian and bicycle amenities, avoiding out-of-scale development, and protecting existing residential neighborhoods from encroachment by incompatible uses. These goals and policies also promote increased opportunities for open space and recreation.

As described above, the LA River passes through numerous different municipalities over its 51 miles. The *2020 LA River Master Plan* would upgrade the visual character of the LA River by providing new open spaces, parks, new trees and landscaping, and urban agricultural areas as well as restoration of riparian plant communities and habitat areas. Subsequent projects developed under the *2020 LA River Master Plan* would be designed to be accessible and include substantial new amenities such as seating, water fountains, and rest areas, as well as trails and amenities for pedestrians, bicyclists, and equestrians. Projects would include new wayfinding and environmental graphics, decorative paving and elements, public art such as murals and sculptures, and cultural amenities. These attributes would serve to upgrade the visual quality and experience of the LA River as a whole while providing a unifying design theme that would improve the disjointed and urban and low-quality visual environment that characterizes much of the LA River. Specific locations of subsequent projects have not been established at this point; therefore, the discussion remains at a program level. Table 3.1-9 provides a brief consistency analysis of the *2020 LA River Master Plan* with the policies of the *Los Angeles County General Plan*.

Table 3.1-9. Consistency with County General Plan Design Goals and Policies

Plan/ Element	Policies and Objectives	Consistent?
Los Angeles County General Plan		
Land Use Element	**Goal LU 3:** A development pattern that discourages sprawl, and protects and conserves areas with natural resources and SEAs. • **Policy LU 3.1**: Encourage the protection and conservation of areas with natural resources, and SEAs. • **Policy LU 3.2:** Discourage development in areas with high environmental resources and/or severe safety hazards. • **Policy LU 6.8:** Encourage land uses and developments that are compatible with the natural environment and landscape.	**Goal LU 3: Yes.** The *2020 LA River Master Plan* goals seek to protect and conserve areas with natural resources and significant ecological areas. A main goal of the *2020 LA River Master Plan* is to support healthy, connected ecosystems. Actions in the *2020 LA River Master Plan* that align with policies in the general plan include 3.1, increase habitat and ecosystem function along the river corridor; 3.2, increase plant species biodiversity and focus on the use of local native plants; and 3.3, create a connective network of habitat patches and corridors to facilitate wildlife movement and support a diverse ecological community. Strategies include prioritizing projects that create and improve habitat and ecosystem function. The Design Guidelines list considerations to ensure success in habitat and planting projects, including planting species appropriate to the planning frame and conditions of a specific project. As detailed in Chapter 2, *Project Description*, the Design Guidelines for ecology and planting are thus guided by the unique biodiversity of the region and characteristics of the river's distinct frames. Additionally, elements of the river's former ecology can be reintroduced where appropriate to reestablish many of the rare and riparian and upland ecosystems that have been lost to urbanization.

Plan/ Element	Policies and Objectives	Consistent?
		The Design Guidelines provide for the design and installation of planting along the LA River and provide guidance for planting setbacks and buffers, planting along levee and floodwalls, and channel modifications, among other aspects related to the creation of habitats and functioning ecosystems. Additionally, Action 2.5 of the *2020 LA River Master Plan* encourages compatibility of the river and adjacent land uses through buffering strategies and zoning review. Another goal of the *2020 LA River Master Plan* is to promote healthy, safe, and clean water. As detailed in the Design Guidelines, the proposed Project would incorporate low-impact development techniques within projects to increase infiltration and groundwater recharge. Features would include rain gardens, swales, infiltration strips, and infiltration trenches.
Land Use Element	**Goal LU 10:** Well-designed and healthy places that support a diversity of built environments. • **Policy LU 10.2:** Design development adjacent to natural features in a sensitive manner to complement the natural environment. • **Policy LU 10.3**: Consider the built environment of the surrounding area and location in the design and scale of new or remodeled buildings, architectural styles, and reflect appropriate features such as massing, materials, color, detailing or ornament. • **Policy LU 10.5:** Encourage the use of distinctive landscaping, signage and other features to define the unique character of districts, neighborhoods or communities, and engender community identity, pride and community interaction. • **Policy LU 10.8:** Promote public art and cultural amenities that support community values and enhance community context. • **Policy LU 10.10:** Promote architecturally distinctive buildings and focal points at prominent locations, such as major	**Goal LU 10: Yes.** As the *2020 LA River Master Plan* proposes to expand multi-use trails and increase accessibility for communities along the corridor, it supports the goal of developing healthy places. As discussed above for Goal LU 3, projects would incorporate design features to ensure that development complements the natural environment. The *2020 LA River Master Plan* allows for a consistent approach throughout the study area but with frame-specific identity within the greater whole. Ecology, habitat, and art reflect the physiography and culture of an individual frame of the river. Other elements, such as signage, access points, and lighting, were developed to ensure a consistent approach to connectivity, wayfinding, and equitable access. In all cases, the adjacent communities are considered for improvements along the river corridor to have the appropriate scale and feel for the neighborhood. The Design Guidelines state that the architecture of projects should meet the highest standards of design excellence. The Design Guidelines describe parameters (Americans with Disabilities Act [ADA] font and size, contrast, language, universal design, Native American place names, and

Plan/ Element	Policies and Objectives	Consistent?
	commercial intersections and near transit stations or open spaces.	references) for different types of graphics, such as informational, regulatory, confirmation, directional, mile markers, pavement markings, interpretive signs and displays, and large-scale icon graphics. Sign designs have a simple aesthetic while allowing for community expression and art at gateways and other special moments. Furthermore, environmental graphics can be integrated with architecture, art, and design rather than just consisting of standalone signs. A goal of the *2020 LA River Master Plan* is to embrace and enhance opportunities for arts and culture. Actions listed in the Design Guidelines provide direction on how to integrate artists, cultural organizations, and community members in planning processes and project development along the river. The *2020 LA River Master Plan* also seeks to galvanize and activate the LA River cultural identity through arts and culture, and streamline permitting processes for artwork along the river. Additionally, actions include identifying and activating cultural assets along the LA River Corridor to enhance existing cultural assets of communities.
Mobility Element	• **Policy M 2.1**: Provide transportation corridors/networks that accommodate pedestrians, equestrians and bicyclists, and reduce motor vehicle accidents through a context-sensitive process that addresses the unique characteristics of urban, suburban, and rural communities whenever appropriate and feasible.	**Policy M 2.1: Yes.** The Design Guidelines include design concepts for multi-use trails and access gateways that would promote pedestrian-, bicycle-, and equestrian-friendly activities. The *2020 LA River Master Plan* allows for a consistent approach throughout the study area but with frame-specific identity within the greater whole. Ecology, habitat, and art reflect the physiography and culture of an individual frame of the river and will be evaluated during planning stages for individual projects.
Mobility Element	• **Policy M 2.4**: Ensure a comfortable walking environment for pedestrians by implementing the following, whenever appropriate and feasible: o Designs that limit dead-end streets and dead-end sidewalks. o Adequate lighting on pedestrian paths, particularly	**Policy M 2.4: Yes.** Goals of the *2020 LA River Master Plan* include providing equitable, inclusive, and safe parks, open space, and trails and enhancing opportunities for equitable access to the river corridor. The *2020 LA River Master Plan* aims to connect to other trails and paths along the length of the river to create a mobility network across Los Angeles County for

Plan/ Element	Policies and Objectives	Consistent?
	around building entrances and exits, and transit stops. o Designs for curb ramps, which are pedestrian friendly and compliant with the American Disability Act (ADA) o Perpendicular curb ramps at locations where it is feasible. o Pedestrian walking speed based on the latest standard for signal timing. Slower speeds should be used when appropriate (i.e., near senior housing, rehabilitation centers, etc.) o Approved devices to extend the pedestrian clearance times at signalized intersections. o Accessible Pedestrian Signals (APS) at signalized intersections. o Pedestrian crossings at signalized intersections without double or triple left or right turn lanes. o Pedestrian signal heads, countdown pedestrian heads, pedestrian phasing and leading o Pedestrian intervals at signalized intersections. o Exclusive pedestrian phases (pedestrian scrambles) where turning volume conflicts with very high pedestrian volumes. o Advance stop lines at signalized intersections. o Pedestrian Hybrid Beacons. o Medians or crossing islands to divide long crossings. o High visibility crosswalks. o Pedestrian signage. o Advanced yield lines for uncontrolled crosswalks. o Rectangular Rapid Flashing Beacon or other similar approved technology at locations of high pedestrian traffic.	cyclists, pedestrians, and equestrians, and intends to accommodate as many user types as safely possible. When feasible with the availability of ample ROW space, dedicated passageways for each user group would be given with buffers in between the trails. The Design Guidelines state that, to the extent practicable, pedestrian trails should meet ADA standards. Gateways would be required to implement ADA accessibility. Access gateways like the river gateway would include signage directing usage of the multi-use trails and would call attention to the river through clear visual markers. As discussed above for Goal LU 10, the Design Guidelines include requirements for signage along the river corridor. Trails would be as wide as feasible, depending on available ROW, and would accommodate as many user types as safely possible. Where there is not enough space to accommodate all uses, the first priority remains to create a connected LA River Trail. As discussed above for Goal LU 3, one of the goals of the *2020 LA River Master Plan* is to provide a continuous native tree and plant corridor along the river. Projects would implement landscaping buffers utilizing native plant palettes. Trees would be incorporated in landscaping as appropriate, depending on specific conditions within each frame and project site. Additionally, as discussed above for Goal LU 3, the Design Guidelines detail recommendations for buffers and other landscaping. Buffers and landscaping would utilize native plants and blend natural features with built features. The *2020 LA River Master Plan* includes a series of smaller common elements that include site furnishings, amenities, and facilities. These include consistent lighting, drinking fountains, places to sit along the river, river pavilions, and cafés that are intended to contribute to habitability of the river environs; promote safety, accessibility, and legibility; and build a cohesive identity of the river corridor. River pavilions would include an area for sitting, drinking fountains, waste disposal, and an emergency

Plan/ Element	Policies and Objectives	Consistent?
	○ Safe and convenient crossing locations at transit stations and transit stops located at safe intersections. • **Policy M 2.6**: Encourage the implementation of future designs concepts that promote active transportation, whenever available and feasible. • **Policy M 2.7**: Require sidewalks, trails and bikeways to accommodate the existing and projected volume of pedestrian, equestrian and bicycle activity, considering both the paved width and the unobstructed width available for walking. • **Policy M 2.8:** Connect trails and pedestrian and bicycle paths to schools, public transportation, major employment centers, shopping centers, government buildings, residential neighborhoods, and other destinations. • **Policy M 2.9**: Encourage the planting of trees along streets and other forms of landscaping to enliven streetscapes by blending natural features with built features. • **Policy M 2.10**: Encourage the provision of amenities, such as benches, shelters, secure bicycle storage, and street furniture, and comfortable, safe waiting areas near transit stops. • **Policy M 2.11**: In urban and suburban areas, promote the continuity of streets and sidewalks through design features, such as limiting mid-block curb cuts, encouraging access through side streets or alleys, and promoting shorter block lengths.	call box. Additional features may include restrooms, bike racks, picnic tables, charging stations, vending machines, barbecues, indoor and outdoor showers, cafés, lockers, public safety stations, bike rental and repair, equipment rental, multi-purpose rooms, community kitchens, and management offices. The *2020 LA River Master Plan* seeks to improve access along the urbanized river corridor. The LA River Trail is currently not complete and, in many places, only one side of the river is accessible. Increased connectivity of the LA River Trail would promote the continuity of sidewalks throughout the study area.
Conservation and Natural Resources Element	**Goal C/NR 13**: Protected visual and scenic resources. • **Policy 13.3**: Reduce light trespass, light pollution and other threats to scenic resources.	**Goal C/NR 13**: **Yes.** Action 2.8 of the *2020 LA River Master Plan* states that adequate and consistent lighting should be provided along the LA River Trail that complies with guidelines to reduce light pollution and minimize impacts on wildlife

Plan/ Element	Policies and Objectives	Consistent?
	• **Policy 13.4**: Encourage developments to be designed to create a consistent visual relationship with the natural terrain and vegetation.	and habitat areas. The Design Guidelines require lighting to meet criteria that include using Dark Sky–compliant fixtures and avoiding light intrusion into ecologically sensitive areas. Additionally, projects would be required to complete lighting studies prior to construction to determine appropriate light levels, fixture types, and fixture heights. Required lighting standards are discussed in detail under Impact 3.1(d), below. As discussed above for Goal LU 3, Goal LU 10, and Policy M 2.4, projects would incorporate design features such as buffers and other landscaping to ensure that development is consistent with and complements the natural environment.

Source: Los Angeles County 2015.

As described above in Table 3.1-9, the *2020 LA River Master Plan* would be largely consistent with the goals and policies of the Los Angeles County general plan. While each of the 18 jurisdictions along the study area contain discrete adopted zoning and design guidelines, in general the proposed Project would be consistent with regulations that pertain to ensuring compatible uses for all development, ensuring high-quality design and architectural elements, encouraging the enhancement of pedestrian and bicycle amenities, avoiding out-of-scale development, and protecting existing residential neighborhoods from encroachment by incompatible uses. Additional detail is provided below.

Typical Projects

Common Elements and Multi-Use Trails and Access Gateways

Construction

Construction activities and staging areas of the Common Elements Typical Project would be located generally in the ROW. Construction of the Common Elements Typical Project could include taller construction equipment or materials. The Multi-Use Trails and Access Gateways Typical Project would be larger than Common Elements Typical Project, up to 5 miles in length. Similar to the Common Elements Typical Project, construction of the Multi-Use Trails and Access Gateways Typical Project would occur within the ROW.

The Common Elements and Multi-Use Trails and Access Gateways Typical Projects would occur within the existing ROW between the top of levee and fenceline. The addition of Common Elements and Multi-Use Trails and Access Gateways Typical Projects would be consistent with existing recreational land uses within the ROW, which include the land side between top of levee and fenceline such as trails and parks. The Design Guidelines for fences, guardrails and walls, structure architecture, signage, and landscaping would help visually integrate the new use with existing adjacent uses. However, temporary construction of Common Elements and Multi-Use Trails and Access Gateways Typical Projects could introduce new visual elements in the forms of construction

equipment, staging areas, and other visual elements that could be incompatible with the surrounding visual environment, and impacts would be potentially significant.

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Apply the following mitigation measure, which is described above.

Mitigation Measure AES-1: Install Construction Fencing for Screening and Security for Construction Lasting Longer than 30 Days.

Apply the following mitigation measure, which is described in Section 3.10, *Land Use and Planning*.

Mitigation Measure LU-1: Prepare and Implement Construction Management Plan.

Apply the following mitigation measure, which is described in Section 3.15, *Recreation*.

Mitigation Measure REC-1: Minimize Disruption of Recreational Uses during Construction.

Significance after Required Mitigation

Impacts would be less than significant for later activities when carried out by the County.

Impacts would be significant and unavoidable for later activities when not carried out by the County.

Operations

The Common Elements Typical Project and Multi-Use Trails and Access Gateways Typical Project would follow the Design Guidelines, as applicable, which identify connective elements such as trail dimensions, path materiality, lighting, artwork, and signage. The Design Guidelines include standards for visual quality and safety, architectural design, signage, and landscaping. Operation of the Common Elements Typical Project and Multi-Use Trails and Access Gateways Typical Project would improve the visual quality of the project site. Additionally, once constructed, the Common Elements Typical Project would likely contribute to enhanced viewing opportunities for users to experience the vistas. Therefore, it is not anticipated that the Common Elements Typical Project would result in conflicts with regulations governing scenic quality.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

Table 3.1-10 and Table 3.1-11 summarize the consistency of the Common Elements Typical Project and Multi-Use Trails and Access Gateways Typical Project, respectively, with the six overarching themes of the 17 jurisdictions' general plans.

Table 3.1-10. Consistency of the Common Elements Typical Project with Land Use/Design Goals and Policies

Goal/Policy	Consistent?
Visual compatibility with adjacent land uses	**Yes**. The recreational uses of the Common Elements Typical Project would be compatible with adjacent land uses, including residential neighborhoods.
Minimization of out-of-scale development	**Yes.** The structures of the Common Elements Typical Project (e.g., café, restroom facilities) would not exceed one story.
Enhanced pedestrian access	**Yes.** The Common Elements Typical Project would provide additional access and recreational uses that would benefit the surrounding communities.
Protection of existing residential neighborhoods from encroachment of incompatible uses	**Yes.** The Common Elements Typical Project would be constructed and operated entirely within the ROW.
Enhanced active and passive park and recreation opportunities for all users	**Yes.** The Common Elements Typical Project would provide additional recreational uses that would benefit the surrounding communities.
Improved accessibility and connectivity to a comprehensive trail system including rivers, greenways, and community linkages	**Neutral.** The Common Elements Typical Project would include trails but would not be inconsistent with this goal.

Table 3.1-11. Consistency of the Multi-Use Trails and Access Gateways Typical Project with Land Use/Design Goals and Policies

Goal/Policy	Consistent?
Visual compatibility with adjacent land uses	**Yes.** The recreational uses of the Multi-Use Trails and Access Gateways Typical Project would be compatible with adjacent land use, including residential neighborhoods.
Minimization of out-of-scale development	**Yes.** The Multi-Use Trails and Access Gateways Typical Project would be at ground level.
Enhanced pedestrian access	**Yes.** The Multi-Use Trails and Access Gateways Typical Project would provide additional recreational uses that would benefit the surrounding communities.
Protection of existing residential neighborhoods from encroachment of incompatible uses	**Yes.** The Multi-Use Trails and Access Gateways Typical Project would be constructed and operated entirely within the ROW.
Enhanced active and passive park and recreation opportunities for all users	**Yes.** The Multi-Use Trails and Access Gateways Typical Project would provide additional recreational uses that would benefit the surrounding communities.
Improved accessibility and connectivity to a comprehensive trail system including rivers, greenways, and community linkages	**Yes.** A primary goal of the proposed Project is to create 51 miles of connected open space with equitable access, including trails, gateways, and access points. The Multi-

Goal/Policy	Consistent?
	Use Trails and Access Gateways Typical Project would include trails and connection points/access gateways to the LA River.

2020 LA River Master Plan Kit of Parts

KOP Categories 1 through 6

Construction

Construction activities for KOP Categories 1 through 6 would be similar to those discussed for the Common Elements and Multi-Use Trails and Access Gateways Typical Projects, above. Similar construction equipment and activities would occur, mainly differentiated by size of the site. Larger projects such as bridges would likely involve the use of larger cranes and other equipment. As the specific locations of these project components are not known, it is possible that construction activities could be visible and could conflict with zoning or other design standards governing scenic quality.

The Design Guidelines for fences, guardrails and walls, structure architecture, signage, and landscaping would help visually integrate the new use with existing adjacent uses. However, temporary construction of KOP categories could introduce new visual elements in the forms of construction equipment, staging areas, and other visual elements that could be incompatible with the surrounding visual environment, and impacts would be potentially significant.

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Apply the following mitigation measure, which is described above.

Mitigation Measure AES-1: Install Construction Fencing for Screening and Security for Construction Lasting Longer than 30 Days.

Apply the following mitigation measure, which is described in Section 3.10, *Land Use and Planning*.

Mitigation Measure LU-1: Prepare and Implement Construction Management Plan.

Apply the following mitigation measure, which is described in Section 3.15, *Recreation*.

Mitigation Measure REC-1: Minimize Disruption of Recreational Uses during Construction.

Significance after Required Mitigation

Impacts would be less than significant for later activities when carried out by the County.

Impacts would be significant and unavoidable for later activities when not carried out by the County.

Operations

Although these KOP categories could likely be substantially larger than the Common Elements Typical Project, once constructed, many of the elements under such KOP Categories as 1, 2, 3, 5, and 6 would contribute to enhanced viewing opportunities for users to experience the vistas. In particular, KOP Category 1 would include construction of pathways serving multiple purposes and include pedestrian trails, bike trails, equestrian trails, access gateways, and a series of amenities for public use, such as shade structures and play fields as well as ecological uses such as habitat corridors.

While not required for all projects, many of the KOP categories would follow the Design Guidelines, which identify connective elements such as trail dimensions, path materiality, lighting, artwork, and signage. The Design Guidelines include standards for visual quality and safety, architectural design, signage, and landscaping.

In general, operation of the many of the KOP categories would improve the visual quality of the project sites by creating new pathways/trails, incorporating new landscaping, improving habitat areas, and creating new pavilions and museums. Where KOP design components are more infrastructure related such as KOP Category 4, which involves channel improvements, these uses would not be inconsistent with the overall existing visual landscape of the LA River, which includes a concrete bed surrounded by hardscape materials, interspersed with portions of the LA River containing a "soft bottom" that is surrounded by largely recreational, industrial, and infrastructure-related uses.

Therefore, it is not anticipated that the KOP categories would result in conflicts with regulations governing scenic quality.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

Table 3.1-12 through Table 3.1-17 summarize the consistency of KOP Categories 1 through 6, respectively, with the six overarching themes of the 17 jurisdictions' general plans.

Table 3.1-12. Consistency of KOP Category 1 with Land Use/Design Goals and Policies

Goal/Policy	Consistent?
Visual compatibility with adjacent land uses	**No.** It is possible that equestrian facilities or towers could be sited adjacent to residential neighborhoods, which could result in incompatibilities.
Minimization of out-of-scale development	**No.** There is the potential that certain structures under KOP Category 1 would be out of scale with adjacent development.

Goal/Policy	Consistent?
Enhanced pedestrian access	**Yes.** KOP Category 1 would provide additional recreational uses that would benefit the surrounding communities.
Protection of existing residential neighborhoods from encroachment of incompatible uses	**Yes.** KOP Category 1 would not encroach on residential neighborhoods.
Enhanced active and passive park and recreation opportunities for all users	**Yes.** KOP Category 1 would provide additional recreational uses that would benefit the surrounding communities.
Improved accessibility and connectivity to a comprehensive trail system including rivers, greenways, and community linkages	**Yes.** A primary goal of the proposed Project is to create 51 miles of connected open space with equitable access, including trails, gateways, and access points. KOP Category 1 would include trails and connection points/access gateways to the LA River.

Table 3.1-13. Consistency of KOP Category 2 with Land Use/Design Goals and Policies

Goal/Policy	Consistent?
Visual compatibility with adjacent land uses	**No.** It is possible that flood management facilities or intensive recreational uses like amphitheaters could be sited adjacent to residential neighborhoods, which could result in incompatibilities.
Minimization of out-of-scale development	**No.** There is the potential that certain flood management structures under KOP Category 2 would be out of scale with adjacent development.
Enhanced pedestrian access	**Yes.** KOP Category 2 would provide additional recreational uses that would benefit the surrounding communities in addition to improved flood management.
Protection of existing residential neighborhoods from encroachment of incompatible uses	**Yes.** KOP Category 2 would not encroach on residential neighborhoods.
Enhanced active and passive park and recreation opportunities for all users	**Yes.** KOP Category 2 would provide additional recreational uses that would benefit the surrounding communities.
Improved accessibility and connectivity to a comprehensive trail system including rivers, greenways, and community linkages	**Neutral.** KOP Category 2 would not include trail connections but would not be inconsistent with this goal.

Table 3.1-14. Consistency of KOP Category 3 with Land Use/Design Goals and Policies

Goal/Policy	Consistent?
Visual compatibility with adjacent land uses	**Yes.** Recreational components under KOP Category 3 would be compatible with adjacent land uses.
Minimization of out-of-scale development	**No.** There is the potential that certain water tower structures under KOP Category 2 would be out of scale with adjacent development.

Goal/Policy	Consistent?
Enhanced pedestrian access	**Yes.** KOP Category 3 would provide additional recreational uses that would benefit the surrounding communities in addition to improved flood management.
Protection of existing residential neighborhoods from encroachment of incompatible uses	**Yes.** KOP Category 3 would not encroach on residential neighborhoods.
Enhanced active and passive park and recreation opportunities for all users	**Yes.** KOP Category 3 would provide additional recreational uses that would benefit the surrounding communities.
Improved accessibility and connectivity to a comprehensive trail system including rivers, greenways, and community linkages	**Yes.** A primary goal of the proposed Project is to create 51 miles of connected open space with equitable access, including trails, gateways, and access points. KOP Category 3 would include connection points/access gateways to the LA River.

Table 3.1-15. Consistency of KOP Category 4 with Land Use/Design Goals and Policies

Goal/Policy	Consistent?
Visual compatibility with adjacent land uses	**Yes.** KOP Category 4 would occur adjacent to the existing channel and would consist of ground-level or underground tunnel or naturalized channel.
Minimization of out-of-scale development	**Yes.** KOP Category 4 would occur adjacent to the existing channel and would consist of ground-level or underground tunnel or naturalized channel. Development would not be out of scale with adjacent land uses.
Enhanced pedestrian access	**Neutral.** While KOP Category 4 would not provide many additional recreational uses that would benefit the surrounding communities in addition to improved flood management, water quality, and some habitat features, it would not be inconsistent with this overarching goal.
Protection of existing residential neighborhoods from encroachment of incompatible uses	**Yes.** KOP Category 4 would not encroach on residential neighborhoods.
Enhanced active and passive park and recreation opportunities for all users	**Neutral.** While KOP Category 4 would not provide many additional recreational uses that would benefit the surrounding communities in addition to improved flood management, water quality, and some habitat features, it would not be inconsistent with this overarching goal.
Improved accessibility and connectivity to a comprehensive trail system including rivers, greenways, and community linkages	**Neutral.** While KOP Category 4 would not include trails or other additional recreational uses that would benefit the surrounding communities in addition to improved flood management, water quality, and some habitat features, it would not be inconsistent with this overarching goal.

Table 3.1-16. Consistency of KOP Category 5 with Land Use/Design Goals and Policies

Goal/Policy	Consistent?
Visual compatibility with adjacent land uses	**Yes.** The proposed recreational uses would be compatible with adjacent land uses.
Minimization of out-of-scale development	**Yes.** The structures would be low in scale and would not result in out-of-scale development.
Enhanced pedestrian access	**Yes.** KOP Category 5 would provide additional recreational uses that would benefit the surrounding communities.
Protection of existing residential neighborhoods from encroachment of incompatible uses	**Yes.** KOP Category 5 would not encroach on residential neighborhoods.
Enhanced active and passive park and recreation opportunities for all users	**Yes.** KOP Category 5 would provide additional recreational uses that would benefit the surrounding communities.
Improved accessibility and connectivity to a comprehensive trail system including rivers, greenways, and community linkages	**Yes.** A primary goal of the proposed Project is to create 51 miles of connected open space with equitable access, including trails, gateways, and access points. KOP Category 5 would include connection points/access gateways to the LA River.

Table 3.1-17. Consistency of KOP Category 6 with Land Use/Design Goals and Policies

Goal/Policy	Consistent?
Visual compatibility with adjacent land uses	**Potentially No.** The proposed recreational uses would be compatible with adjacent land uses. However, other uses that could occur under KOP Category 6, such as museums, could be incompatible with applicable land use policies depending on the site location.
Minimization of out-of-scale development	**Potentially No.** The scale of structures under KOP Category 6 is unknown. Therefore, KOP Category 6 could result in out-of-scale development.
Enhanced pedestrian access	**Yes.** KOP Category 6 would provide additional recreational uses, affordable housing, and potentially museums and other infrastructure improvements that would benefit the surrounding communities. Off-channel land assets combined with ROW improvements can further ensure projects are multi-benefit, addressing multiple needs.
Protection of existing residential neighborhoods from encroachment of incompatible uses	**Potentially No.** As it is unknown the extent and location of projects under KOP Category 6, such projects could encroach on existing residential neighborhoods.
Enhanced active and passive park and recreation opportunities for all users	**Yes.** KOP Category 6 could include fields and parks that would benefit the surrounding communities.
Improved accessibility and connectivity to a comprehensive trail system including rivers, greenways, and community linkages	**Yes.** A primary goal of the proposed Project is to create 51 miles of connected open space with equitable access, including trails, gateways, and access points.

Overall 2020 LA River Master Plan Implementation

Construction

As described in the *2020 LA River Master Plan*, it is anticipated that approximately 107 projects ranging in size from extra-small (less than 1 acre) to extra-large (150+ acres/10+ miles) would be implemented over the 25-year horizon period to meet the *2020 LA River Master Plan*'s nine objectives.

As the specific locations of these project components are not known, it is possible that construction activities could be visible and could conflict with zoning or other design standards governing scenic quality. The Design Guidelines would help visually integrate the new use with existing adjacent uses. However, temporary construction of *2020 LA River Master Plan* projects could introduce new visual elements in the forms of construction equipment, staging areas, and other visual elements that could be incompatible with the surrounding visual environment, and impacts would be potentially significant.

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Apply the following mitigation measure, which is described above.

Mitigation Measure AES-1: Install Construction Fencing for Screening and Security for Construction Lasting Longer than 30 Days.

Apply the following mitigation measure, which is described in Section 3.10, *Land Use and Planning*.

Mitigation Measure LU-1: Prepare and Implement Construction Management Plan.

Apply the following mitigation measure, which is described in Section 3.15, *Recreation*.

Mitigation Measure REC-1: Minimize Disruption of Recreational Uses during Construction.

Significance after Required Mitigation

Impacts would be less than significant for later activities when carried out by the County.

Impacts would be significant and unavoidable for later activities when not carried out by the County.

Operations

As described in Chapter 2, *Project Description*, the greatest number of projects (85) anticipated under the proposed Project are extra-small and small projects (up to 3 acres), followed by 10 medium projects (3 to 40 acres/5 miles in size), 11 large projects (40 to 150 acres/10 miles in size), and one extra-large project (150+ acres/10+ miles in size). The *2020 LA River Master Plan* would improve visual quality across and along the river, providing gateways, amenities, new structures, artwork, and additional recreational uses and trails. These projects would result in increased scenic quality and are not anticipated to conflict with zoning or design regulations governing scenic quality. Many subsequent projects would follow the Design Guidelines, which identify connective

elements such as trail dimensions, path materiality, lighting, artwork, and signage. The Design Guidelines include standards for visual quality and safety, architectural design, signage, and landscaping. In addition, as described under the sections for Typical Projects and the six KOP categories, subsequent projects would be largely consistent with the applicable jurisdictions' general plan land use/design goals and policies. Therefore, it is not anticipated that the overall *2020 LA River Master Plan* implementation would result in conflicts with regulations governing scenic quality.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

Impact 3.1(d): Would the proposed Project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

The LA River is in a highly urbanized area. Lighting along the LA River is from the surrounding surface streets, bridges, and spill-over lighting from development, parks, and sports fields. Direct lighting on the LA River Bike Path is intermittent and direct pole-mounted lighting mostly occurs near Griffith Park, within the City of Burbank and the West San Fernando Valley. Nighttime lighting often fluctuates due to motor vehicle headlights. Existing glare in the surrounding environment is not substantial and is typical of a highly urbanized area, with sunlight reflected off reflective materials utilized in surrounding buildings and from vehicle windows and other surfaces. The LA River itself does not contain highly reflective material, as it consists of a primarily of a concrete bed surrounding by hardscape materials. Portions of the LA River include a "soft bottom" that contains heavy silt and vegetation.

Typical Projects

Common Elements and Multi-Use Trails and Access Gateways

Construction

Construction activities and staging areas of both Typical Projects would be located generally in the ROW. Construction of Common Elements Typical Project could include taller construction equipment or materials. The Multi-Use Trails and Access Gateways Typical Project would be larger than the Common Elements Typical Project, up to 5 miles in length.

The Common Elements and Multi-Use Trails and Access Gateways Typical Projects would be located within the existing ROW between the top of levee and fenceline. The Common Elements and Multi-Use Trails and Access Gateways Typical Projects are proposed in a setting in which there are numerous existing sources of light and glare, including Los Angeles County Trail safety lighting, nearby rail and freeway activity, and nearby residential, industrial, and commercial buildings on adjacent streets. In addition, there is also little potential for construction activities to produce

substantial glare. The net contribution of project construction activities when considered in addition to existing sources of light and glare would not be major, and impacts associated with additional illumination would be temporary in nature. The Typical Projects would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Impacts would be less than significant.

Construction activities for Typical Projects are generally expected to occur during daylight hours in 8-hour days, consistent with County and city regulations governing construction. Therefore, construction activities for the Typical Projects are unlikely to substantially alter ambient illumination light levels or result in significant spill light impacts on surrounding land uses.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

Operations

The Common Elements Typical Project would include pavilions, cafés, access stairs, ramps, site furnishings such as benches, hygiene facilities, restrooms, trash and recycling, drinking fountains, guard rails, gates, bike racks, signage, emergency call boxes, lighting, planting, fences and gates, stormwater best management practices, and art/performance space. The Multi-Use Trails and Access Gateways Typical Project would include the installation of river gateways as well as amenities such as pavilions, cafés, and arts-related space.

Chapter 6 of the Design Guidelines includes requirements for lighting along the LA River:

- Aesthetics:
    - Select fixtures that have a modern, urban aesthetic free of extraneous decorative elements.
    - Acorn light fixtures and light masts are prohibited.
    - Avoid light bollards where possible.
    - Integrate lighting into architecture where possible rather than having standalone fixtures.
    - Finish for luminaries and pole must be available in a neutral solid metallic gray color matching RAL 9007 or comparable equal.
- Light Quality and Locations:
    - Complete lighting study to determine appropriate light levels, fixture types, and fixture heights.
    - Increase lighting at over/underpasses, intersections, and trailheads for safety.
    - Use light-emitting diode (LED) or more efficient light source.

  - Use Dark Sky–compliant/BUG rated (backlight, uplight, glare) fixtures. Fixtures should meet these requirements without adding additional shielding.
  - Provide fixtures that have IES files for illumination measured in lumens (bulb strength depending on pole height) and footcandles (light falling on a surface determined by lighting designer).
  - Avoid light intrusion into ecologically sensitive areas.
  - Ensure lighting is wildlife friendly (color temperature between 3000K and 4000K).
  - Ensure color rendering of at least 80 CRI (Color Rendering Index).
  - Engineer poles and footings to withstand all project loads including, but not limited to, wind loads.
  - Luminaire housing to be IP66 suitable for damp locations.
- Installation, Assembly and Manufacture:
  - Require UL-listed products.
  - Require manufacturers with established history of light fixture production.
  - Snap together assembly or comparable system for ease of installation.
  - Use fixtures that can host other uses including emergency call boxes, banners, and signs.
  - Use products supported with complete engineering drawings and patents.
- Emergency Use and Maintenance:
  - Provide fixtures and controls capable of dimming lighting when occupancy loads are low (example: dimmable driver and occupancy sensor).
  - Use solar-powered light fixtures along the river wherever possible.
  - Use fixtures made with recycled content where possible
  - Ensure fixtures have LED cartridges that are easily replaced.

Nevertheless, the Common Elements and Multi-Use Trails and Access Gateways Typical Projects could potentially introduce new sources of light and glare on surrounding light-sensitive land uses, such as residential development, that may adversely affect day or nighttime views in the area. Impacts would be potentially significant.

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Mitigation Measure AES-3a: Design Exterior Lighting to Minimize Nighttime Illumination Spillover.

Exterior lighting will be designed to shield and direct illumination to the subsequent project sites and minimize light spillover to any adjacent residential uses.

Mitigation Measure AES-3b: Design Exterior Structures to Minimize Glare.

The exterior of the proposed buildings/structures will be constructed of materials such as high-performance, tinted, non-mirrored glass; painted metal panels; and pre-cast concrete or fabricated wall surfaces.

Significance after Required Mitigation

Impacts would be less than significant for later activities when carried out by the County.

Impacts would be significant and unavoidable for later activities when not carried out by the County.

2020 LA River Master Plan Kit of Parts

Construction

KOP Categories 1 through 6

Construction activities for KOP Categories 1 through 6 would be similar, as would construction equipment. Larger projects associated with KOP Categories 1 through 6 would involve the use of cranes and jackhammers to break concrete. Staging areas for construction equipment would be located in the ROW or on appropriate vacant areas for in-channel or off-channel projects.

Under KOP Category 6, off-channel land asset projects would likely entail greater levels of construction than the other five KOP categories and would occur outside the ROW. Projects under KOP Category 6 could be considerably larger than projects under the other KOP categories and could occur within established neighborhoods. All of the KOP categories are proposed in settings in which there are numerous existing sources of light and glare. There is also little potential for construction activities to produce substantial glare. The net contribution of project construction activities when considered in addition to existing sources of light and glare would not be major, and impacts associated with additional illumination would be temporary in nature. The proposed Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

Construction activities for KOP categories are expected to occur during daylight hours, consistent with County and city regulations governing construction, and are therefore unlikely to substantially alter ambient illumination light levels or result in significant spill light impacts on surrounding land uses.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

Operations

KOP Categories 1 through 6

KOP category components could potentially introduce new sources of light and glare on surrounding light-sensitive land uses, such as residential development, that may adversely affect day or nighttime views in the area. KOP categories would follow the Design Guidelines. As described above, the Design Guidelines include lighting standards to minimize lighting and glare impacts that could adversely affect day or nighttime views in the area. Nevertheless, KOP category components could potentially introduce new sources of light and glare on surrounding light-sensitive land uses, such as residential development, that may adversely affect day or nighttime views in the area. Impacts would be potentially significant.

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Apply the following mitigation measures, which are described above.

Mitigation Measure AES-3a: Design Exterior Lighting to Minimize Nighttime Illumination Spillover.

Mitigation Measure AES-3b: Design Exterior Structures to Minimize Glare.

Significance after Required Mitigation

Impacts would be less than significant for later activities when carried out by the County.

Impacts would be significant and unavoidable for later activities when not carried out by the County.

Overall 2020 LA River Master Plan Implementation

Construction

As described in the *2020 LA River Master Plan*, it is anticipated that approximately 107 projects ranging in size from extra-small (less than 1 acre) to extra-large (150+ acres/10+ miles) would be implemented over the 25-year horizon period to meet the *2020 LA River Master Plan*'s nine objectives. All of the KOP categories are proposed in settings in which there are numerous existing sources of light and glare. There is also little potential for construction activities to produce substantial glare. The net contribution of project construction activities when considered in addition to existing sources of light and glare would not be major, and impacts associated with additional illumination would be temporary in nature. Construction activities for Typical Projects are expected to occur during daylight hours, consistent with County and city regulations governing construction, and are therefore unlikely to substantially alter ambient illumination light levels or result in significant spill light impacts on surrounding land uses. Construction activities for 107 projects would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

Impact Determination

Impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

Impacts would be less than significant. No mitigation is required.

Operations

All of the projects envisioned in the *2020 LA River Master Plan* could potentially introduce new sources of light and glare on surrounding light-sensitive land uses, such as residential development, that may adversely affect day or nighttime views in the area. *2020 LA River Master Plan* projects would follow the Design Guidelines. As described above, the Design Guidelines include lighting standards to minimize lighting and glare impacts that could adversely affect day or nighttime views in the area. Nevertheless, *2020 LA River Master Plan* project components could potentially introduce new sources of light and glare on surrounding light-sensitive land uses, such as residential development, that may adversely affect day or nighttime views in the area. Impacts would be potentially significant.

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Apply the following mitigation measures, which are described above.

Mitigation Measure AES-3a: Design Exterior Lighting to Minimize Nighttime Illumination Spillover.

Mitigation Measure AES-3b: Design Exterior Structures to Minimize Glare.

Significance after Required Mitigation

Impacts would be less than significant for later activities when carried out by the County.

Impacts would be significant and unavoidable for later activities when not carried out by the County.

Cumulative Impacts

The geographic context for an analysis of cumulative impacts on aesthetics is approximately 3 miles from the outer boundaries of the LA River channel. The geographic context was established because it represents the approximate envelope from which the Project would be visible and potential cumulative visual impacts could occur. A description of the regulatory setting and approach to cumulative impacts analysis is provided in Section 3.0.2.

Criteria for Determining Significance of Cumulative Impacts

The proposed Project would have the potential to result in a cumulatively considerable impact on aesthetics if it would have impacts that are individually limited but if, in combination with other projects within the cumulative geographic context, it would have a substantial adverse effect on a scenic vista; substantially damage scenic resources, including, but not limited to, trees, rock

outcroppings, and historic buildings within a state scenic highway; or in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, the proposed Project would have the potential to result in a cumulatively considerable impact if it would conflict with applicable zoning and other regulations governing scenic quality, or create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

Cumulative Condition

Past and present development in the County has resulted in localized obstruction of scenic vistas and focal views, impacts on scenic highways and corridors, and degradation of visual quality as open space has been converted to urban uses. However, visual improvements have also occurred, such as more infill on underused or vacant sites within the urban fabric; new, attractive development that replaces degraded buildings; and roadway and transit improvements that enhance the streetscapes in communities. Implementation of development, infrastructure, and other projects in the County has the potential to degrade the visual character or quality of the County where open space is the baseline condition; this, when considered in combination with other development within the Southern California Association of Governments (SCAG) region and nearby areas, constitutes a cumulative condition with respect to the visual character of the region. The anticipated new growth and development would change the character of the region over time, potentially damage scenic resources, and introduce new sources of nighttime light and glare, thereby contributing to the cumulative condition of the SCAG region (SCAG 2020). With regard to light and glare, the PEIR for the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)concluded that even with implementation of mitigation, impacts of growth in the region would result in significant and unavoidable impacts by introducing new sources of light and glare. Past and present development has contributed to substantial light and glare effects in the urbanized portions of the region, and reasonably foreseeable development would continue to add new sources of light and glare. Individual jurisdictions' general plans also include goals and policies to reduce light and glare. However, given that the greater Los Angeles region is densely developed and highly urbanized, there is a cumulative condition in the region with respect to light and glare.

Over time, development would result in residential, commercial, and industrial growth, leading to potential outward expansion of development and certainly densification of development in existing areas. This growth could adversely affect scenic vistas and specific scenic resources, alter visual character and quality in some neighborhoods and communities, change the overall landscape of the cities and communities, and result in new sources of light and glare. As such, there is a cumulative condition with respect to aesthetics and visual quality in the project study area.

Contribution of the Project to Cumulative Impacts

The *2020 LA River Master Plan* would not affect scenic highways or contribute to a cumulative loss of scenic vistas or focal views. Temporary construction impacts from the project could affect the visual quality and character of the local neighborhoods where the construction would occur. However, these effects would be short-term for the majority of the projects, and mitigation would reduce temporary construction impacts of the Project to a less-than-significant level. Mitigation measures (Mitigation Measures AES-1, LU-1, and REC-1) would reduce construction impacts on visual quality or quality of public views of the site and its surroundings to a less-than-significant level in urbanized areas.

Scenic views within the LA River are limited in nature, with the viewshed largely consisting of an urban hardscape with limited scenic resources. Where limited scenic vistas are available, views of are of larger scenic visual elements or panoramic views of the Pacific Ocean, ridgelines, hillsides, or large open park and greenspace areas that encompass a large viewscape. Once constructed, projects under the *2020 LA River Master Plan* would only encompass a small portion of the LA River viewshed and would contribute to enhanced viewing opportunities for users to experience the vistas. The *2020 LA River Master Plan* would be subject to local design guidelines as well as local jurisdictions' general plans. In addition, the *2020 LA River Master Plan* is consistent with most, if not all, goals and policies identified in the applicable jurisdictions' general plans. The *2020 LA River Master Plan* would improve the visual quality of the study area. Mitigation Measure AES-2 would minimize any obstruction of scenic vistas. Therefore, the Project would not make a cumulatively considerable contribution to the cumulative impact.

The *2020 LA River Master Plan* is proposed in a setting in which there are numerous existing sources of light and glare, including LA River Trail safety lighting, nearby rail and freeway activity, and nearby residential, industrial, and commercial buildings on adjacent streets. The proposed Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area during construction. During operation, recreational field lighting and other structure lighting would introduce new sources of light and glare. However, all lighting fixtures would be shielded to avoid spill light onto adjacent neighborhoods, and non-glare surfaces would be maximized per local general plan policies and standards. Therefore, the proposed Project would not make a cumulatively considerable contribution to a cumulative impact with regard to light and glare.