

3.10.1 Introduction

This section describes the land use impacts of the proposed Project, including any conflicts with applicable land use plans, policies, or regulations. To assess potential land use impacts, an overview of existing land uses, land use designations, and applicable land use plans and policies is provided. Land use decisions pertaining to the proposed Project fall under the 18 jurisdictions, including the County, and the Cities of Los Angeles, Long Beach, Carson, Compton, Cudahy, Downey, Lynwood, Paramount, South Gate, Bell Gardens, Bell, Maywood, Huntington Park, Commerce, Vernon, Burbank, and Glendale, as the 51-mile LA River passes through each of these jurisdictions. Figure 2-4 in Chapter 2, *Project Description*, shows the river's extent and its neighboring communities.

As noted in Chapter 2, *Project Description*, a series of nine geographical frames has been developed for the *2020 LA River Master Plan* to assist in understanding where specific site opportunities are located in relation to municipal, hydraulic, and ecological zones. The nine frames along the LA River range in size from approximately 6,080 acres (Frame 2) to 11,043 acres (Frame 9). Frames 1 through 5 (Estuary, South Plain, Central Plain, North Plain, and Heights, respectively) have similar, more dense urban uses; Frame 6 (Narrows) has a large recreational component and entertainment-related uses; and Frames 7, 8, and 9 (Valley) have more suburban land uses. As described in Chapter 2, *Project Description*, the study area for the *2020 LA River Master Plan* is 1 mile on each side of the river; the land use analysis in this section considers the same geographic area.

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.

3.10.2 Setting

3.10.2.1 Geographic

Regional Context

The LA River Watershed covers a land area of 834 square miles. The eastern portion of the watershed spans from the Santa Monica Mountains to the Simi Hills and the western portion spans

from the Santa Susana Mountains to the San Gabriel Mountains. The watershed encompasses and is shaped by the path of the LA River, which flows from its headwaters in the Santa Susana Mountains eastward to the northern boundary of Griffith Park. Here the channel turns southward through the Glendale Narrows before it flows across the coastal plain and into San Pedro Bay near Long Beach. The LA River has evolved from an uncontrolled, meandering river providing a valuable source of water for early inhabitants to a major flood protection waterway. Out of the approximately 9 million people who live within the watershed, 1 million live within 1 mile of the LA River itself.

Existing Land Uses

The typical LA River right-of-way (ROW) includes flood management structures such as the channel (bank to bank), levees, and access roads, which are primarily owned and maintained by the Los Angeles County Flood Control District (LACFCD) and the U.S. Army Corps of Engineers (USACE). Currently, LACFCD and USACE each maintain approximately half of the LA River. Permits for projects along the LA River are issued by these two entities depending on project typology and location. Ownership of the approximately 2,300 acres of land within the LA River ROW varies. LACFCD owns large portions of the ROW, but municipal and private owners also own portions of the ROW. Where municipal or private interests own parcels within the channel, easements for operations and maintenance exist to allow LACFCD and USACE to operate and maintain LA River facilities.

A variety of land uses occurs adjacent to the LA River within each of the nine identified frames for the river's extent. 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 occurs 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.

With regard to the LA River itself, in addition to the channel, the typical LA River 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. Recreational amenities are primarily maintained by municipal and other public entities and/or other special interest groups through flood permits and ROW use agreements. Access points vary from well-signed trailheads to holes cut in the fence that runs adjacent to the river. Access points tend to be located on one side of the river at a time, although 45 percent connect to the opposite bank via pedestrian-accessible bridges.

3.10.2.2 Relevant Land Use Plans and Policies (Non-Regulatory)

Southern California Association of Governments Regional Comprehensive Plan

The Southern California Association of Governments (SCAG) is designated by the federal government as the Southern California region's Metropolitan Planning Organization and Regional

Transportation Planning Agency. SCAG's jurisdiction includes Los Angeles, Orange, Riverside, San Bernardino, Imperial, and Ventura Counties. SCAG addresses regional planning through various plans and programs, including the 2008 *Regional Comprehensive Plan* (SCAG 2008).

The *Regional Comprehensive Plan* addresses regional issues, such as housing, traffic/transportation, water, and air quality, and serves as an advisory document to local agencies in the Southern California region to use when preparing local plans and handling local issues of regional significance. The *Regional Comprehensive Plan* contains the following land use and housing, open space and habitat, transportation, and air quality goals that are relevant to a discussion of land use impacts for the proposed Project.

Land Use and Housing

- Successfully integrate land and transportation planning and achieve land use and housing sustainability.

Open Space and Habitat

- Ensure a sustainable ecology by protecting and enhancing the region's open space infrastructure and mitigate growth and transportation related impacts to natural lands by:
 - Conserving natural lands that are necessary to preserve the ecological function and value of the region's ecosystems;
 - Conserving wildlife linkages as critical components of the region's open space infrastructure;
 - Coordinating transportation and open space to reduce transportation impacts to natural lands.

Transportation

- A more efficient transportation system that reduces and better manages vehicle activity.
- A cleaner transportation system that minimizes air quality impacts and is energy efficient.

Air Quality

- Reduce emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable.
- Reverse current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas.
- Expand green building practices to reduce energy-related emissions from developments to increase economic benefits to businesses and residents.

SCAG Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy)

On May 7, 2020, SCAG's Regional Council adopted Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy; SCAG 2020) for federal transportation conformity purposes only. The Regional Council approved the Connect SoCal plan on September 3, 2020. Connect SoCal is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. Connect SoCal charts a course for closely integrating land use and transportation so the region can grow smartly and sustainably.

The goals of Connect SoCal fall into four core categories: economy, mobility, environment, and healthy/complete communities. The Connect SoCal goals are as follows:

1. Encourage regional economic prosperity and global competitiveness.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods.
3. Enhance the preservation, security, and resilience of the regional transportation system.
4. Increase person and goods movement and travel choices within the transportation system.
5. Reduce greenhouse gas emissions and improve air quality.
6. Support healthy and equitable communities.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options.
10. Promote conservation of natural and agricultural lands and restoration of habitats.

Los Angeles River Revitalization Master Plan (2007)

The *Los Angeles River Revitalization Master Plan* (LARRMP) (City of Los Angeles 2007) provides a framework for restoring the river's ecological function and for transforming it into an amenity for residents and visitors. The LARRMP was prepared for the 32-mile length of the LA River within the City of Los Angeles. The goals include:

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

The LARRMP includes recommendations for the following:

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

The long-term vision for the LARRMP includes restoring a continuous, functioning riparian ecosystem along the LA River corridor. This would involve restoring riparian vegetation to support birds and mammals and, ideally, developing fish passages, fish ladders, and riffle pools to allow for

restoration of steelhead trout habitat. The City of Los Angeles' Adopted Capital Improvement Expenditure Program includes a listing of projects that relate to the LA River revitalization effort, as reported by the city's administrative officer. The project listing includes bridges, recreational bike paths, parks and associated facilities, and riparian restoration features.

Lower Los Angeles River Revitalization Plan (2017)

California Assembly Bill 530 was signed into law in 2015. Authored by Assembly Speaker Anthony Rendon, the legislation requires the creation of the Lower Los Angeles River Working Group (Working Group) to lead the development of the *Lower Los Angeles River Revitalization Plan* (LLARRP). The LLARRP was developed by a Working Group composed of 40 stakeholder groups, including advocacy organizations, State and federal agencies, and the 15 cities within 1 mile of the river from Vernon to Long Beach. Over the course of 22 months, the Working Group participated in public meetings and outreach to create an inclusive process for plan development. This process was transparent and community-driven and was used to establish clear goals and objectives for river revitalization. The Working Group then used this process to identify 155 multi-benefit project opportunities within 1 mile of the river that would address the communities' revitalization objectives in a balanced and equitable manner.

The LLARRP objectives relevant to land use are summarized below:

- Prevent gentrification and resulting residential and commercial displacement through comprehensive community-driven and informed policies and programs such as, but not limited to, affordable housing, rent stabilization, enhanced infrastructure financing districts, community land trusts, city housing policies, thoughtfully planned commercial development, and additional LA River multi-use trail and bikeway access points to avoid real estate hot spots.
- Address homelessness by preventing residential displacement, supporting regional initiatives such as increasing the affordable housing stock, performing long-term homelessness interventions, and incorporating support services for the homeless into river revitalization projects.
- Increase equitable community river access and assets through smart acquisitions of river-adjacent properties to address the community and users' needs. These spaces must be safe, be accessible by the community, and meet the needs of a diverse range of users.
- Support existing local businesses and workforce through coordination with organizations, development of park space and housing areas along the lower LA River, and support of locally owned businesses. Environmental remediation, green space development, and revitalization efforts should directly engage the community and create job opportunities while providing workforce training and provisions for worker safety.
- Promote health, equity, wellness, and physical activity in communities along the lower LA River by providing access to safe and interconnected complete streets, parks, and open spaces that promote an active lifestyle, and by increasing access to and promoting healthy food.
- Increase community green infrastructure in communities along the lower LA River to protect and improve air and water quality, increase outdoor activity, improve mental health, and increase social cohesion by creating community gathering spaces.

- Enhance connectivity by improving and expanding the network of connections including streets, pathways, bikeways, and multi-use trails that connect communities, cities, and public assets to the LA River Bike Path and LA River Trail.
- Enhance and create diverse, vibrant public spaces by creating new and improving existing public spaces at and around the river that support diverse experiences, public enjoyment, health, and local community identity.
- Improve user experience and equitable access by providing a consistent, high-quality experience along the river, in surrounding public spaces, and in the connections in between that is welcoming, accessible, and safe for all users.

Long Beach RiverLink (2007)

Long Beach RiverLink (Long Beach Department of Parks, Recreation and Marine 2007) seeks to define a sense of place and envision possibilities for an integrated open space system for the west side of Long Beach. The plan provides a framework to connect west side neighborhoods, and greater Long Beach, with the LA River greenway. Long Beach's vision for the LA River, which is not unlike that of other LA River planning efforts, is one of a river that provides aesthetic, recreational, and ecological benefits in addition to serving its flood control purposes. *Long Beach RiverLink* states that it does not currently envision a reconfiguration of the existing flood control levees. The main goals of *Long Beach RiverLink* are summarized below:

- Identify areas for the acquisition of additional open space. The City of Long Beach is seeking to provide 8 acres of recreational open space for each 1,000 residents of the city. To achieve this, approximately 1,100 acres needs to be added to the current inventory of 2,855 acres.
- Identify ways to connect city residents to the LA River. This is primarily oriented toward improving physical access to the bicycle and pedestrian trails on the levees and open spaces along the river.
- Identify locations along the LA River where the native habitats could be restored. This is to preserve the scarce remnants of Long Beach's biological heritage and to allow that heritage to recover to the point that its existence will no longer be threatened. Furthermore, this is to provide places of contact where residents can understand and value that heritage.
- Improve the aesthetics of the LA River and the City of Long Beach.

Gateway Cities and Rivers Urban Greening Plan (2015)

The *Gateway Cities and Rivers Urban Greening Plan* (WCA and North East Trees 2015) seeks to expand, develop, and enhance greenways, parks, open space, and green infrastructure both along the river corridors and throughout the 26 urban cities and unincorporated County areas that make up the Gateway Cities in the central and lower Los Angeles basin. The plan is wide in scope, promoting a common vision and direction, with focus on guiding greening efforts, collaboration, and funding in the region. The Watershed Conservation Authority (WCA) seeks to connect communities through nature to:

- Protect open space for people and wildlife.
- Support water conservation and ecosystem improvement.
- Inspire environmental stewardship in diverse communities and among recreational users.

- Expand public access to existing and new recreation opportunities.

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

Common Ground from the Mountains to the Sea: Watershed and Open Space Plan, San Gabriel and Los Angeles Rivers (2001)

The California Resources Agency, San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy, and Santa Monica Mountains Conservancy jointly developed *Common Ground from the Mountains to the Sea: Watershed and Open Space Plan, San Gabriel and Los Angeles Rivers* (California Resources Agency et al. 2001). Some portions of the upper LA River are included within the territory of the Santa Monica Mountains Conservancy. The plan articulates a vision for the future of the San Gabriel and LA Rivers Watersheds and provides a framework for future watershed and open space planning. The plan identifies several guiding principles including, but not limited to:

- Create, expand, and improve public open space throughout the region.
- Improve access to open space and recreation for all communities.
- Improve habitat quality, quantity, and connectivity connect open space with a network of trails.
- Promote stewardship of the landscape encourage sustainable growth to balance environmental, social, and economic benefits.
- Maintain and improve flood protection.
- Establish riverfront greenways to cleanse water, hold floodwaters, and extend open space.
- Coordinate watershed planning across jurisdictions and boundaries.
- Encourage multi-objective planning and projects.

3.10.3 Regulatory

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

3.10.3.1 Federal

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

3.10.3.2 State

The California Department of Parks and Recreation supports California’s state parks and its recreational programs. The department administers 280 state park units, over 340 miles of coastline, 970 miles of lake and river frontage, 15,000 campsites, and 4,500 miles of trails.

Los Angeles State Historic Park, most recently known as the Cornfield or Chinatown Yard property, is a 32-acre site located within half a mile of El Pueblo de Los Angeles Historical Monument on what has been recorded as communal agricultural land during the pueblo's early years. At its northern end, the site is about 150 feet from the LA River. The Taylor Yard property, a unit of the State Park System known as the Rio de Los Angeles State Park, is located along the east bank of the LA River approximately 2 miles north of the Los Angeles State Historic Park site. Both parks are subject to an adopted general plan (California State Parks 2005), which contains land use regulations relevant to the proposed Project. Guidelines in the general plan address managing and interpreting the park's resources, providing recreational facilities and opportunities, and operating and maintaining the park. The goals establish the purpose and the guidelines provide the direction that California State Parks will consider to achieve these specific goals. Goals related to land use include:

- Provide recreational areas in the Park for visitors to improve their health and wellness in harmony with the physical surroundings that are compatible with the natural and historic nature of the Park.
- Promote healthy watershed processes and manage the site to restore and protect natural watershed functions as much as possible within the limits of the urban setting.
- Work cooperatively in partnerships to provide a coordinated and coherent network of educational, open space and recreational opportunities.
- Work cooperatively to enhance visitor experiences and to provide a coordinated and coherent network of regional open space and recreational opportunities.

3.10.3.3 Regional

Los Angeles County General Plan

The *Los Angeles County General Plan* was adopted by the Los Angeles County Board of Supervisors on October 6, 2015. The *Los Angeles County 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 discusses new housing and jobs within the unincorporated County areas in anticipation of population growth in the County and the region. The Land Use Element provides strategies and planning tools to facilitate and guide future development and revitalization efforts. In accordance with the California Government Code, the Land Use Element designates the proposed general distribution and general location and extent of uses. The General Plan Land Use Policy Map and Land Use Legend serve as the "blueprint" for how land will be used to accommodate growth and change in the unincorporated County areas. Land use policies for projects within unincorporated County areas along the LA River would be relevant to the proposed Project.

Table 3.10-1 summarizes *Los Angeles County General Plan* policies and objectives regarding land use and recreation that are relevant to the proposed Project. It should be noted that there are numerous policies and objectives that relate to mobility, air quality, noise, etc.; these policies and objectives are listed in the individual resource chapters of this PEIR. Only policies relevant to land use compatibility and recreation are included in this section.

Table 3.10-1. County General Plan Relevant General Plan Policies and Objectives

Element	Policies and Objectives
Land Use Element	<ul style="list-style-type: none"> • Policy LU 2.2: Ensure broad outreach, public participation, and opportunities for community input in community-based planning efforts. • Policy LU 2.3: Consult with and ensure that applicable County departments, adjacent cities and other stakeholders are involved in community-based planning efforts. • Policy LU 2.8: Coordinate with the Los Angeles County Department of Public Works and other infrastructure providers to analyze and assess infrastructure improvements that are necessary for plan implementation. • Policy LU 5.2: Encourage a diversity of commercial and retail services, and public facilities at various scales to meet regional and local needs. • Policy LU 6.2: Encourage land uses and developments that are compatible with the natural environment and landscape. • Policy LU 10.1: Encourage community outreach and stakeholder agency input early and often in the design of projects. • Policy LU 10.4: Promote environmentally sensitive and sustainable design.
Mobility Element	<ul style="list-style-type: none"> • Policy M 2.6: Encourage the implementation of future designs concepts that promote active transportation, whenever available and feasible.
Open Space Element	<ul style="list-style-type: none"> • Policy C/NR 1.3: Support the acquisition of new available open space areas. Augment this strategy by leveraging County resources in concert with the compatible open space stewardship actions of other agencies, as feasible and appropriate. • Policy C/NR 1.4: Create, support and protect an established network of dedicated open space areas that provide regional connectivity, between the southwestern extent of the Tehachapi Mountains to the Santa Monica Mountains, and from the southwestern extent of the Mojave Desert to Puente Hills and Chino Hills. • Policy C/NR 1.5: Provide and improve access to dedicated open space and natural areas for all users that considers sensitive biological resources. • Policy C/NR 2.2: Encourage the development of multi-benefit dedicated open spaces. • Policy C/NR 2.3: Improve understanding and appreciation for natural areas through preservation programs, stewardship, and educational facilities.
Parks and Recreation Element	<ul style="list-style-type: none"> • Goal P/R 1: Enhanced active and passive park and recreation opportunities for all users. <ul style="list-style-type: none"> ○ Policy P/R 1.1: Provide opportunities for public participation in designing and planning parks and recreation programs. ○ Policy P/R 1.2: Provide additional active and passive recreation opportunities based on a community's setting, and recreational needs and preferences. ○ Policy P/R 1.3: Consider emerging trends in parks and recreation when planning for new parks and recreation programs. ○ Policy P/R 1.4: Promote efficiency by building on existing recreation programs. ○ Policy P/R 1.5: Ensure that County parks and recreational facilities are clean, safe, inviting, usable and accessible. ○ Policy P/R 1.6: Improve existing parks with needed amenities and address deficiencies identified through the park facility inventories.

Element	Policies and Objectives
	<ul style="list-style-type: none"> ○ Policy P/R 1.7: Ensure adequate staffing, funding, and other resources to maintain satisfactory service levels at all County parks and recreational facilities. ○ Policy P/R 1.8: Enhance existing parks to offer balanced passive and active recreation opportunities through more efficient use of space and the addition of new amenities. ○ Policy P/R 1.10: Ensure a balance of passive and recreational activities in the development of new park facilities. ○ Policy P/R 1.11: Provide access to parks by creating pedestrian and bicycle-friendly paths and signage regarding park locations and distances. ● Goal P/R 2: Enhanced multi-agency collaboration to leverage resources. ○ Policy P/R 2.5: Support the development of multi-benefit parks and open spaces through collaborative efforts among entities such as cities, the County, state, and federal agencies, private groups, schools, private landowners, and other organizations. ● Goal P/R 3: Acquisition and development of additional parkland. ○ Policy P/R 3.1: Acquire and develop local and regional parkland to meet the following County goals: 4 acres of local parkland per 1,000 residents in the unincorporated areas and 6 acres of regional parkland per 1,000 residents of the total population of Los Angeles County. ○ Policy P/R 3.3: Provide additional parks in communities with insufficient local parkland as identified through the gap analysis. ● Goal P/R 4: Improved accessibility and connectivity to a comprehensive trail system including rivers, greenways, and community linkages. ● Policy P/R 4.1: Create multi-use trails to accommodate all users.

Source: Los Angeles County 2015

3.10.3.4 Local

City of Los Angeles General Plan

The *City of Los Angeles General Plan* is a comprehensive, long-term declaration of purposes, policies, and programs for the development of the City of Los Angeles. It sets forth goals, objectives, and programs to provide a guideline for day-to-day land use policies and meet the existing and future needs and desires of the community while integrating a range of State-mandated elements, including transportation, noise, safety, housing, and conservation. In place of a Land Use Element, the general plan includes community plans that establish policy and standards for each of the 35 geographic areas in the city. As such, the community plans are oriented toward specific geographic areas of the city, locally defining the general plan's more general citywide policies and programs.

Framework Element

The Citywide General Plan Framework, an Element of the City of Los Angeles General Plan is the citywide plan that establishes how Los Angeles will grow in the future. Adopted in 1996 and re-adopted in 2001, the Framework Element is a strategy for long-range growth and development, setting a citywide context for the update of community plans and citywide elements. The Framework Element responds to State and federal mandates to plan for the future by providing goals, policies, and objectives on a variety of topics, such as land use, housing, urban form, open

space, transportation, infrastructure, and public services. Many of the Framework Element's key guiding principles, can be advanced at the community level via community plans.

The Framework Element's open space and conservation objectives are oriented around the conservation of significant resources, provision of outdoor recreational opportunities, minimization of public risks from environmental hazards, and use of open space to enhance community and neighborhood character. Key policies include establishing a linear open space and greenway system that connects the city's regional open spaces (mountains, coastline, and parks) and is linked to communities and neighborhoods. This may consist of improvements along the LA River, other drainages, transit corridors, and utility corridors, where appropriate. Biking, hiking trails, parks, and passive open space are among the improvements that may be considered.

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's general plan. Together, the 35 community plans compose the general plan's Land Use Element, which plays an important role in bolstering housing and job opportunities, conserving open space and natural resources, and balancing different neighborhoods' needs.

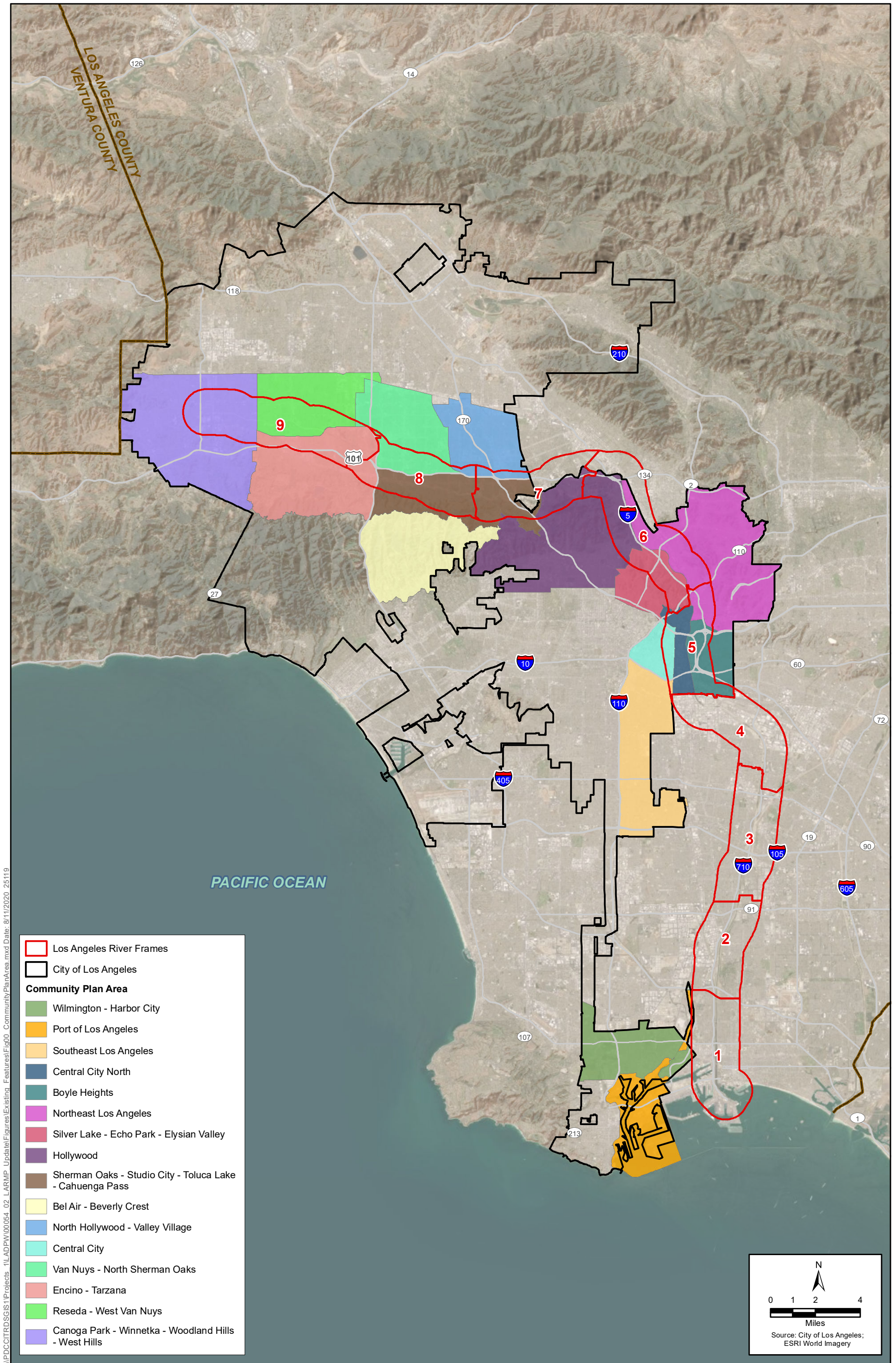
Each community plan consists of a policy document and a land use map. The policy document lays out the community's goals, policies, and programs, while the land use map identifies where certain uses (such as residential, commercial, and industrial) are permitted. Together, the policy document and land use map inform local zoning decisions. Proposed changes to the city's land use designations and zoning are usually initiated through community plan updates. Figure 3.10-1 illustrates the community plan areas that overlap the identified land use frames for the LA River. The following community plans are applicable to the *2020 LA River Master Plan*:

- Wilmington – Harbor City (Frame 1)
- Southeast Los Angeles (Frame 5)
- Boyle Heights (Frame 5)
- Central City North (Frame 5)
- Central City (Frame 5)
- Northeast Los Angeles (Frames 5 and 6)
- Silver Lake - Echo Park - Elysian Valley (Frame 6)
- Hollywood (Frames 6 and 7)
- North Hollywood - Valley Village (Frames 7 and 8)
- Van Nuys - North Sherman Oaks (Frame 8)
- Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass (Frames 7 and 8)
- Encino-Tarzana (Frames 8 and 9)
- Reseda-West Van Nuys (Frame 9)
- Canoga Park-Winnetka-Woodland Hills-West Hills (Frame 9)

Table 3.10-2 summarizes *City of Los Angeles General Plan* policies and objectives regarding land use and recreation as well as other jurisdictions' policies regarding land use that are relevant to the proposed Project. It should be noted that there are numerous policies and objectives that relate to mobility, air quality, noise, etc.; these policies and objectives are listed in the individual resource chapters of this PEIR. Only policies relevant to land use compatibility and recreation are included in this section.

Table 3.10-2. City of Los Angeles General Plan Goals and Policies (Frame 1, Frame 5, Frame 6, Frame 7, Frame 8, and Frame 9)

Planning Document	Objectives/Goals/Policies
Framework Element	<p>Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.</p> <ul style="list-style-type: none"> • Policy 3.1.1 Identify areas on the Long-Range Land Use Diagram and in the community plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism. • Policy 3.1.3 Identify areas for the establishment of new open space opportunities to serve the needs of existing and future residents. These opportunities may include a citywide linear network of parklands and trails, neighborhood parks, and urban open spaces. • Policy 3.1.4 Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram. <p>Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.</p> <ul style="list-style-type: none"> • Policy 3.2.3 Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.
Land Use Element – Community Plans	
Canoga Park-Winnetka-Woodland Hills-West Hills (Frame 9)	<ul style="list-style-type: none"> • Policy 1-1.2 Protect existing single-family residential neighborhoods from new, out-of-scale development • Policy 1-1.5 Protect existing stable single-family and low-density residential neighborhoods from encroachment by higher density residential and other incompatible uses.
Reseda – West Van Nuys (Frame 9)	<ul style="list-style-type: none"> • Policy 1-1.2 Protect existing single-family residential neighborhoods from new, out-of-scale development. • Policy 1-1.3 Protect existing stable single-family and low-density residential neighborhoods from encroachment by higher density residential and other incompatible uses, especially the RA-1 zoned lots.
Encino-Tarzana (Frames 8 and 9)	<ul style="list-style-type: none"> • Policy 1-1.2 Protect existing single-family residential neighborhoods from new, out-of-scale development. • Policy 1-1.3 Protect existing stable single-family and low-density residential neighborhoods from encroachment by higher density residential and other incompatible uses. • Policy 1-3.1 Seek a high degree of compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods. • Policy 2-3.1 Existing pedestrian-oriented areas are to be preserved.



Planning Document	Objectives/Goals/Policies
	<ul style="list-style-type: none"> • Policy 2-3.2 New development needs to add to and enhance the existing pedestrian street activity.
Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass (Frames 7 and 8)	<ul style="list-style-type: none"> • Policy 1-1.2 Protect existing single-family residential neighborhoods from new, out-of-scale development. • Policy 1-1.3 Protect existing stable single-family and low-density residential neighborhoods from encroachment by higher density residential and other incompatible uses.
Van Nuys - North Sherman Oaks (Frame 8)	<ul style="list-style-type: none"> • Policy 1-1.2 Protect existing single-family residential neighborhoods from new, out-of-scale development. • Policy 1-1.3 Protect existing stable single-family and low-density residential neighborhoods from encroachment by higher density residential and other incompatible uses.
North Hollywood - Valley Village (Frames 7 and 8)	This Community Plan contains no specific numbered policies related to land use, the plan proposes that the low-density residential character of North Hollywood-Valley Village should be preserved and that single-family neighborhoods be protected from other types of uses.
Hollywood (Frames 6 and 7)	The Hollywood Community Plan does not contain specific policies or objectives specifically relevant to land use.
Silver Lake - Echo Park - Elysian Valley (Frame 6)	<ul style="list-style-type: none"> • Policy 1-1.3 Protect existing single-family neighborhoods from new out-of-scale development. • Policy 1-1.5 Protect existing stable single-family and low-density residential neighborhoods from encroachment by higher density residential and other incompatible uses.
Northeast Los Angeles (Frames 5 and 6)	<ul style="list-style-type: none"> • Policy 1-1.1 Protect existing stable single-family and other lower density residential neighborhoods from encroachment by higher density residential and other uses that are incompatible as to scale and character or would otherwise diminish the quality of life.
Central City (Frame 5)	The Central City Community Plan does not contain specific policies or objectives specifically relevant to land use.
Central City North (Frame 5)	The Central City North Community Plan Community Plan does not contain specific policies or objectives specifically relevant to land use.
Boyle Heights (Frame 5)	<ul style="list-style-type: none"> • Policy 3. To improve the relationship between residential uses, the circulation system and the service system facilities (streets, schools, parks, fire, police, utilities).
Southeast Los Angeles (Frame 5)	<ul style="list-style-type: none"> • Policy LU2.1 Preserve Neighborhoods. Strive to maintain existing single-family land use designations throughout the Community Plan Area and protect them from encroachment by higher density residential and other incompatible uses. • Policy LU.2.2 Appropriate Scale. Proposed development should be designed to achieve transition in scale and be compatible with adjacent single-family neighborhoods.
Wilmington - Harbor	<ul style="list-style-type: none"> • Policy 1-1.2 Protect existing single-family residential neighborhoods from new, out-of-scale development.

Planning Document	Objectives/Goals/Policies
City (Frame 1)	<ul style="list-style-type: none"> • Policy 1-1.3 Protect existing stable single-family and low-density residential neighborhoods from encroachment by higher density residential and other incompatible uses. • Policy 1-6.1 The enlargement of nonconforming, incompatible commercial and industrial uses within areas designated on the Plan map for residential land use shall be prohibited, and action shall be taken toward their removal on a scheduled basis in conformance with Section 12.23 of the Municipal Code. • Policy 1-6.2 Compatible non-conforming uses, that are a recognized part of a neighborhood (e.g., "Mom and Pop" neighborhood stores), should be allowed to continue as legal nonconforming uses in accordance with applicable provisions of the Municipal Code.
<i>Public Facilities and Services Element</i>	<p><u>Equestrian Trails Objectives</u></p> <ul style="list-style-type: none"> • To provide a means for the promotion of horseback riding as a healthful and relaxing activity. • To guide public and private decision makers in the development of new trails to form a system connecting City trails with County, State, and Federal systems and connecting urban trails with wilderness trails. <p><u>Equestrian Trails Standards and Criteria</u></p> <ul style="list-style-type: none"> • Trails should have a minimum tread width of ten feet and a cleared width of twelve feet. • Routes shown on the Major Trails Plan should be only backbone trails which connect the various equestrian areas together to form a major trails system. Connections with other city trails and the major County, State, and Federal trails surrounding the City should be included. • Trails should be along interesting routes with varied features and scenery. • Trails should be used by equestrians and hikers only. Bicycles, motorcycles, and all other vehicles except maintenance vehicles should be prohibited. • A maximum grade of 10 percent is desirable. Steeper grades may be allowed in exceptional terrain, but the distance should be limited to a maximum of 500 feet. • Trails should be aligned to eliminate the need for sharp switchbacks. However, if these are unavoidable, the trail should be reinforced and drainage provisions made to prevent erosion of the trail and properties adjoining it. <p><u>Hiking Trails Objectives</u></p> <ul style="list-style-type: none"> • To provide policies and a plan which can be used in the promotion of hiking as a healthful and relaxing activity. • To describe standards for the improvement of existing and proposed trails. <p><u>Hiking Trails Standards and Criteria</u></p> <ul style="list-style-type: none"> • Trails should have a minimum tread width of five feet and a cleared width of seven feet except in unusual circumstances. • The grade of the trail should be related to the purpose for using the particular trail. The rock climber, as well as the beginning hiker, should be served by the various trails proposed. <p><u>Public Recreation Objectives</u></p> <ul style="list-style-type: none"> • To provide a guide for the orderly development of the City's public recreational facilities • To develop and locate public facilities to provide the greatest benefit to the greatest number of people at the least cost and with the least environmental impact. • To provide a guide for the acquisition and development of public recreational facilities.

Planning Document	Objectives/Goals/Policies
	<p><u>Public Recreation Policies</u></p> <ul style="list-style-type: none"> • Recreational facilities and services should be provided for all segments of the population on the basis of present and future projected needs, the local recreational standards, and the City's ability to finance. • Park and recreation sites shall be acquired and developed first in those areas of the City found to be most deficient in terms of the recreation standards. • Recreational use should be considered for available open space and unused or underused land, particularly publicly owned lands having potential for multiple uses. • High priority will be given to areas of the City which have the fewest recreational services and the greatest numbers of potential users.
<i>Open Space Element</i>	<p>Goal: To ensure the preservation and conservation of sufficient open space to serve the recreational, environmental, health and safety needs of the City.</p> <p>Goal: To conserve unique natural features, scenic areas, cultural and appropriate historical monuments for the benefit and enjoyment of the public.</p> <p>Goal: To conserve and/or preserve those open space areas containing the City's environmental resources including air and water.</p> <p>Goal: To provide access, where appropriate, to open space lands.</p> <p>Objective: To encourage private persons and all levels of government to assume a logical role in the regulation, funding, planning, development, and operation of a coordinated open space system for the State, County, region, and City.</p> <p>Objective: To emphasize the importance of, and to preserve open space and natural features in private and public development.</p> <ul style="list-style-type: none"> • Policy: Small parks, public and private, should be located throughout the City. Not only should recreation activities be provided, but an emphasis shall be placed on greenery and openness. • Policy: Open space lands held by the public for recreational use should be accessible and should be provided with essential utilities, public facilities, and services.
General Plans of Other Jurisdictions	
City of Long Beach (Frames 1 and 2)	<ul style="list-style-type: none"> • Policy 2.4.1 Promote Non-Motorized Transportation: Promote convenient and continuous bicycle paths and pleasant pedestrian environments that will encourage non-motorized travel within the City. • LU Policy 1-1: Promote sustainable development patterns and development intensities that use land efficiently and accommodate and encourage walking. • LU Policy 1-9: Correlate new land uses to the existing street system such that that existing street system, in combination with improvements focused on supporting alternative modes of travel, operates at an acceptable level of capacity. New rights-of-way essential to the accommodating all modes of travel will avoid significant social, neighborhood and environmental impacts by utilizing adjacent paved area (e.g. formerly parking or development). The conversion of open space, parkland, buffer areas adjacent to wetlands and rivers and streams for street improvements is discouraged. • LU Policy 6-1: Encourage a mix of land uses that is diverse, innovative, competitive, entrepreneurial, local and sustainable, which thereby promotes economic development, increases City revenues, expands job growth and increases value, access and usability for existing neighborhoods and communities. • LU Policy 9-1: Protect neighborhoods from the encroachment of incompatible activities or land uses that may have negative impacts on residential living environments. • LU Policy 10-1: Ensure neighborhoods contain a variety of functional attributes that

Planning Document	Objectives/Goals/Policies
	<p>contribute to residents' day-to-day living, including schools, parks and commercial and public spaces.</p> <ul style="list-style-type: none"> • LU Policy 10-2: Complete neighborhoods by allowing low-intensity commercial uses to locate along neighborhood edges, in transition areas and at key intersections. • LU Policy 10-3: Plan for and accommodate neighborhood-serving goods and services, learning facilities, public amenities and transit stops within walking distance of most residences. • LU Policy 10-4: Enhance neighborhoods and connect housing to commercial uses to provide residents with an active choice to walk or bike within their local neighborhoods. • LU Policy 11-1: Require that land use plans, policies and regulations promote health and wellness and reduce barriers to healthy living. • LU Policy 11-2: Provide for a wide variety of creative, affordable, sustainable land use solutions to help resolve air, soil and water pollution, energy consumption and resource depletion issues. • LU Policy 11-5: Ensure neighborhoods are accessible to open spaces, parks, trails and recreational programs that encourage physical activity and walkability. • LU Policy 14-4: Establish livable communities across all neighborhoods that encourage walking, bicycling, using public transit and exercising outdoors, and that provide for economic and social opportunities for all community members. • LU Policy 18-5: Enhance access to safe open space and recreation facilities for all residents. • LU Policy 18-7: Prioritize the location of new parks in underserved or low-income communities with the lowest ratio of park space per thousand residents. • LU Policy 18-9: Utilize Public Lands for Recreational Needs by coordinating with City departments, County, State and Federal agencies to utilize existing public lands such as flood control channels, utility easements and Water Department properties to provide for such recreational needs as hiking and biking. • LU Policy 18-10: Prioritize vacant and underutilized land for the development of new green space, including parks, community gardens and local urban farms in park-poor communities. • 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.
City of Carson (Frame 2)	<ul style="list-style-type: none"> • LU Policy 15.5 Ensure that the design of public spaces encourages the attention and presence of people at all hours of the day and night. • LU Policy 15.6 Ensure development of pedestrian-oriented improvements which provide better connections between and within all developments while reducing dependence on vehicle travel.
City of Compton (Frames 2 and 3)	<ul style="list-style-type: none"> • Land Use Policy 1.5. The City of Compton will participate in regional planning efforts to support consistency with the goals of the City's General Plan. • Land Use Policy 1.7. The City of Compton will review and comment on General Plan and zoning changes proposed for parcels within "1/4 mile" of the City's borders.
City of Cudahy (Frame 3)	<ul style="list-style-type: none"> • Policy LUE 1.1: Develop, maintain, and enhance the beneficial and unique character of the different neighborhoods, districts, and open spaces.

Planning Document	Objectives/Goals/Policies
	<ul style="list-style-type: none"> • Policy LUE 3.7 Require buildings and properties be designed to ensure compatibility within, and provide interfaces between, neighborhoods and districts. • Policy LUE 6.1: Ensure neighborhoods are “complete” neighborhoods by integrating schools, childcare centers, community centers, infrastructure, green spaces and parks, and other public amenities into each neighborhood. • Policy LUE 8.1: Accommodate a range of land uses to meet the economic, environmental, and social needs of Cudahy’s residents and businesses.
City of Downey (Frame 3)	<ul style="list-style-type: none"> • 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 (Frame 3)	Goal LU-5 To Provide a range of active and passive recreational areas as well as provide areas for the preservation of the natural environment.
City of Paramount (Frame 3)	<ul style="list-style-type: none"> • Land Use Element Policy 7. The City of Paramount will continue to maintain and conserve its existing residential neighborhoods. • Land Use Element Policy 16. The City of Paramount will continue to maintain, and where possible, expand its open space resources. • Land Use Element 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.
City of South Gate (Frame 3)	Objective CD 4.5: Locate services and amenities within walking distance of neighborhoods.
City of Bell Gardens (Frame 4)	There are no specific land use policies in the City of Bell Gardens General Plan Land Use Element.
City of Bell (Frame 4)	<ul style="list-style-type: none"> • Land Use and Sustainability Element Policy 1. The City of Bell shall promote development and land uses that are consistent with the General Plan that will address the current and future need of all of the residential and business sectors. The City shall ensure that future land uses will be in compliance with current zoning codes. The City’s Zoning Code and map shall also be updated to ensure conformity with the General Plan. • Land Use and Sustainability Element Policy 3. The City of Bell shall prevent incompatibility among land uses for the health and safety of occupants and the protection of property values. The City shall ensure all new development conforms with surrounding properties as a means to protect the health and safety of occupants and maintain property values. • Land Use and Sustainability Element Policy 14. The City of Bell shall strive to provide adequate public facilities through capital improvement strategies, grants, and other funding programs.
City of Maywood (Frame 4)	<p>Relevant City goals and objectives with respect to land use are to:</p> <ul style="list-style-type: none"> • Retain and enhance the residential character of Maywood. • Plan for an orderly growth and development, and the growth impact on public services. • Increase park acreage.
City of Huntington	<ul style="list-style-type: none"> • Land Use & Community Development Element Policy 1. The City of Huntington Park shall maintain and preserve those industrial and commercial areas of the City

Planning Document	Objectives/Goals/Policies
Park (Frame 4)	<p>while preventing land use conflicts through comprehensive land use planning and environmental review.</p> <ul style="list-style-type: none"> • Land Use & Community Development Element Policy 6. The City of Huntington Park shall require that new developments are properly designed so as to minimize potential land use conflicts and environmental impacts. • Land Use & Community Development Element Policy 17. The City of Huntington Park shall use various land use and development incentives to facilitate the revitalization of underutilized or blighted properties. • Land Use & Community Development Element Policy 25. The City of Huntington Park shall cooperate with surrounding jurisdictions in the review and implementation of larger development projects in the region.
City of Commerce (Frame 4)	<ul style="list-style-type: none"> • Community Development Policy 1.1. The city of Commerce will continue to promote land use compatibility. • Community Development Policy 1.6. The city of Commerce will ensure that commercial and industrial development provide sufficient landscaped buffers and other design features to separate new non-residential uses located in areas adjacent to existing residential neighborhoods. • Community Development Policy 4.1. The city of Commerce will explore the feasibility of developing an area devoted to active family recreation.
City of Vernon (Frame 4)	There are no relevant land use policies in the City of Vernon General Plan.
City of Glendale (Frame 6)	<p>Improve the livability of the total community for all Glendale residents as expressed in living, working and shopping areas, as well as community facilities.</p> <p>Safeguard residential neighborhoods from intrusion of incompatible and disruptive uses.</p>
City of Burbank (Frame 7)	<ul style="list-style-type: none"> • Policy 1.1 Accommodate a mix of residential and non-residential land uses in appropriate locations that support the diverse needs of Burbank residents, businesses, and visitors. Provide opportunities for living, commerce, employment, recreation, education, culture, entertainment, civic engagement, and socializing. • Policy 1.3 Maintain and protect Burbank's residential neighborhoods by avoiding encroachment of incompatible land uses and public facilities. • Policy 4.2 Identify opportunities for publicly accessible open spaces to be provided in conjunction with both public and private development projects.

Sources: City of Bell 2018; City of Bell Gardens 1995; City of Burbank 2013; City of Carson 2004; City of Commerce 2008; City of Compton 1991, 2011; City of Cudahy 2018; City of Downey 2005; City of Glendale 1986; City of Huntington Park 1991, 2017; City of Long Beach 1996, 2019; City of Los Angeles 1968; 1973; 1995, 1996, 1998a, 1998b, 1998c, 1998d, 1999a, 1999b, 1999c, 1999d, 2000, 2003, 2004, 2014, 2017; City of Lynwood 2003; City of Maywood 2008; City of Paramount 2017; City of South Gate 2009; City of Vernon 2007

Land Uses Designated by the Applicable General Plans

The 18 jurisdictions along the river's extent have individual general plans that guide development for that agency. California state law requires each city and county to adopt a general plan "for the physical development of the county or city, and any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (Gov. Code § 65300). The general plan expresses the community's development goals and embodies public policy relative to the distribution of future land uses, both public and private (OPR 2017). Each general plan contains a land use map that illustrates the designated land uses. Designated land uses do not necessarily

match existing uses, as some existing uses may be allowable non-conforming uses. Table 3.10-3 summarizes the various land uses within each frame and the percentage of the total acreage for each type of land use within that frame. Figures 3.10-2 through 3.10-10 illustrate the various existing land uses within each of the identified frames.

Table 3.10-4 summarizes the general plan land designations for each frame.

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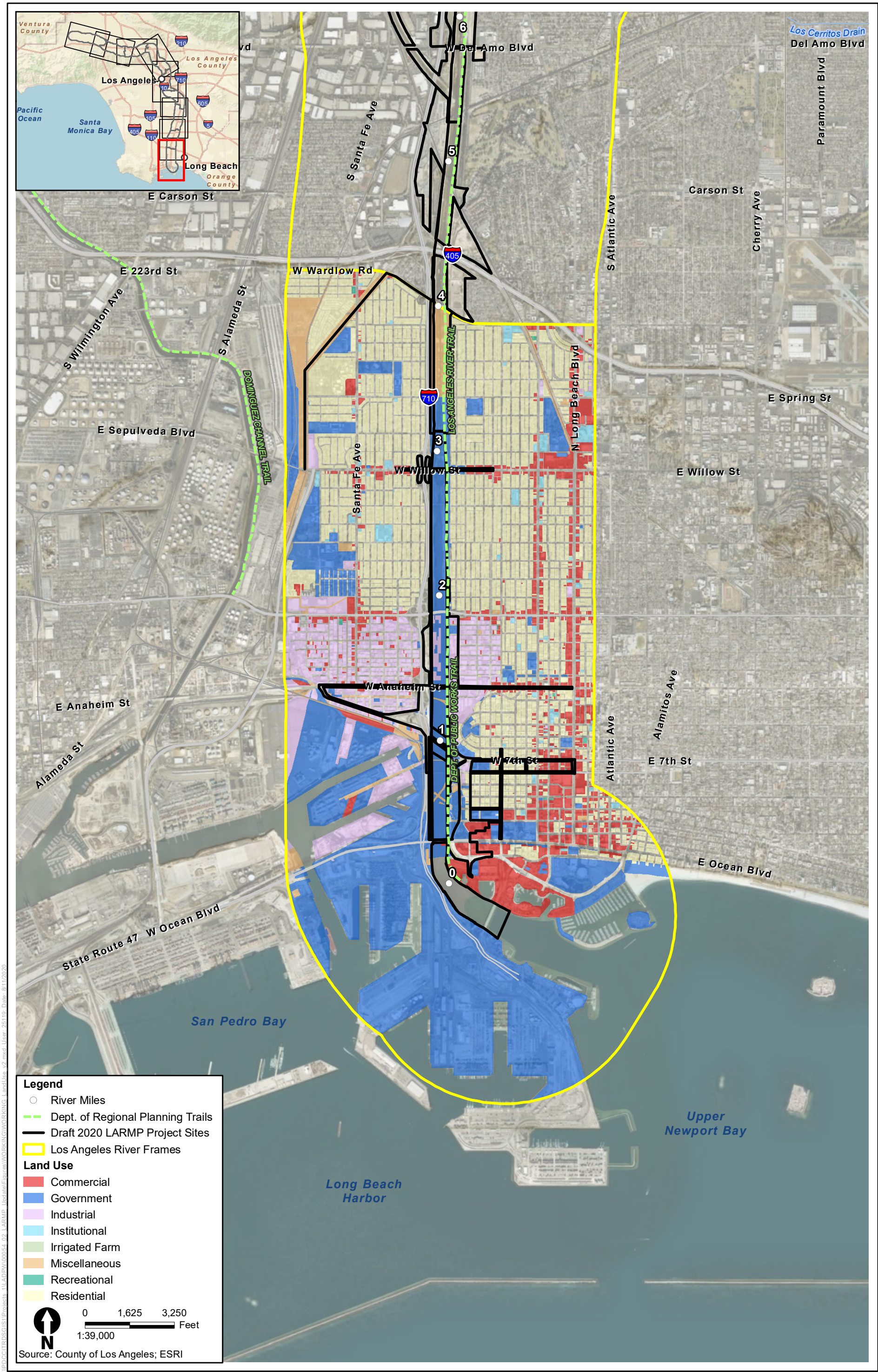


Figure 3.10-2
Land Use Designations in Frame 1

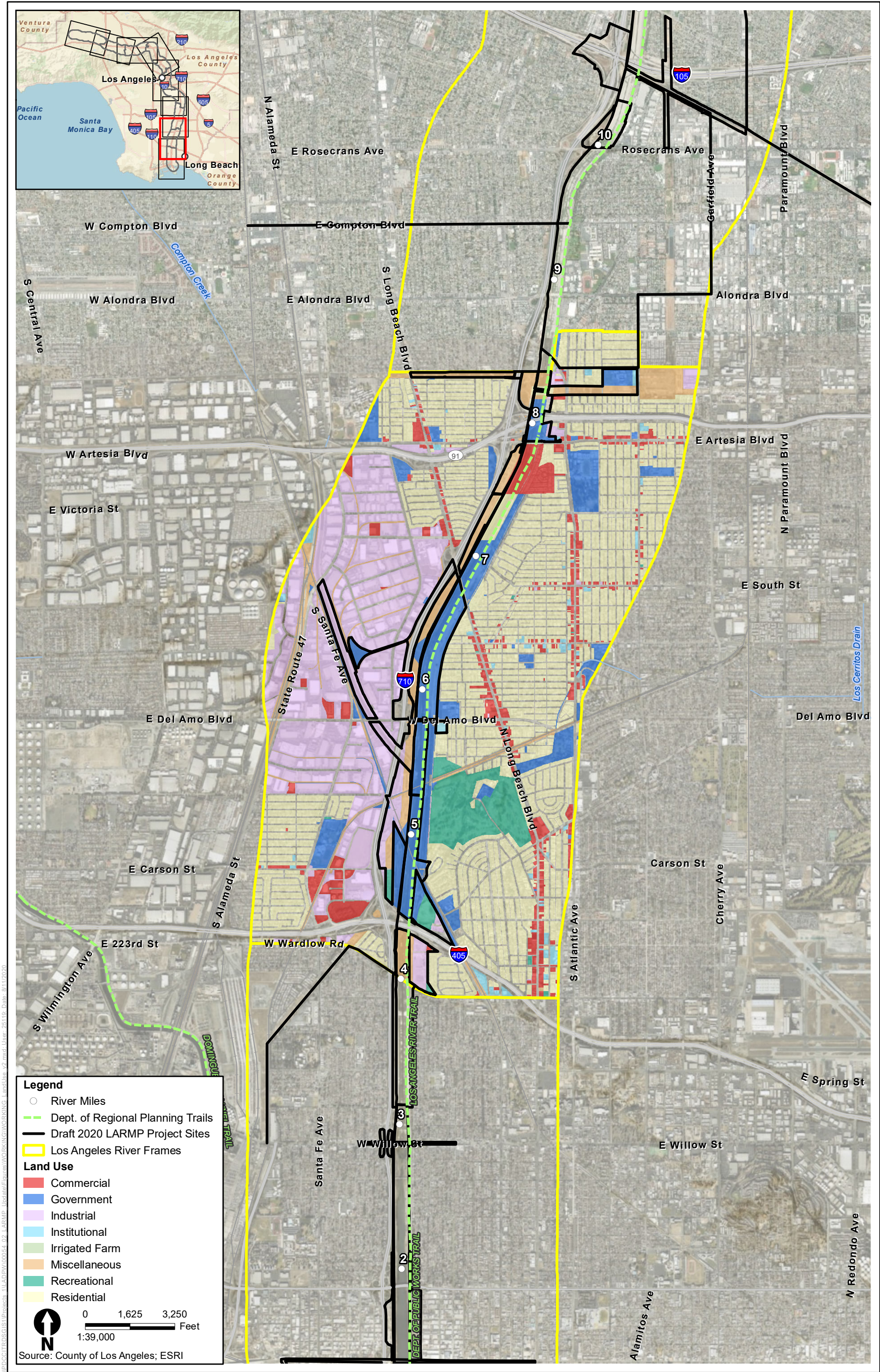


Figure 3.10-3
Land Use Designations in Frame 2

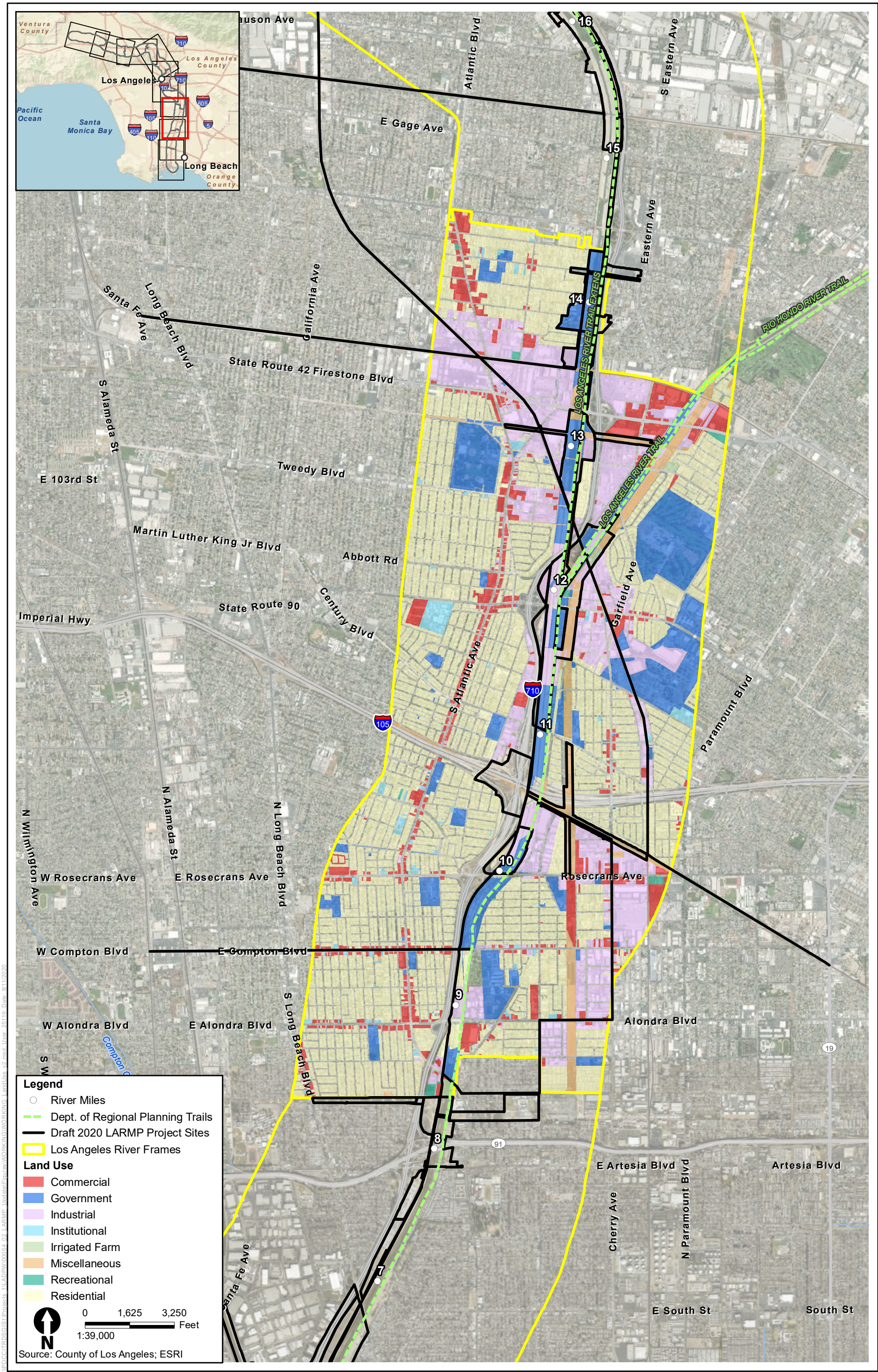


Figure 3.10-4
Land Use Designations in Frame 3

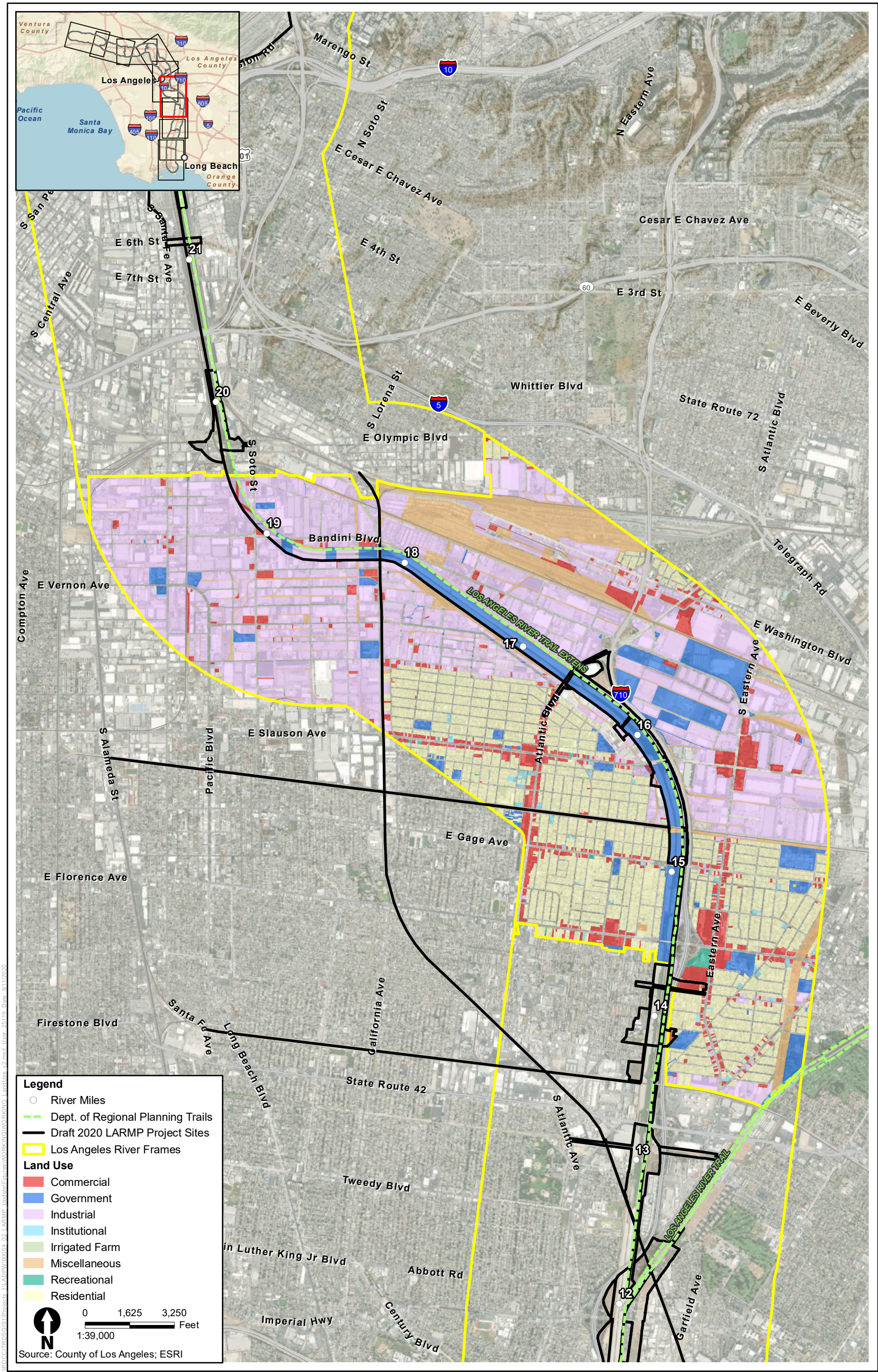


Figure 3.10-5
Land Use Designations in Frame 4

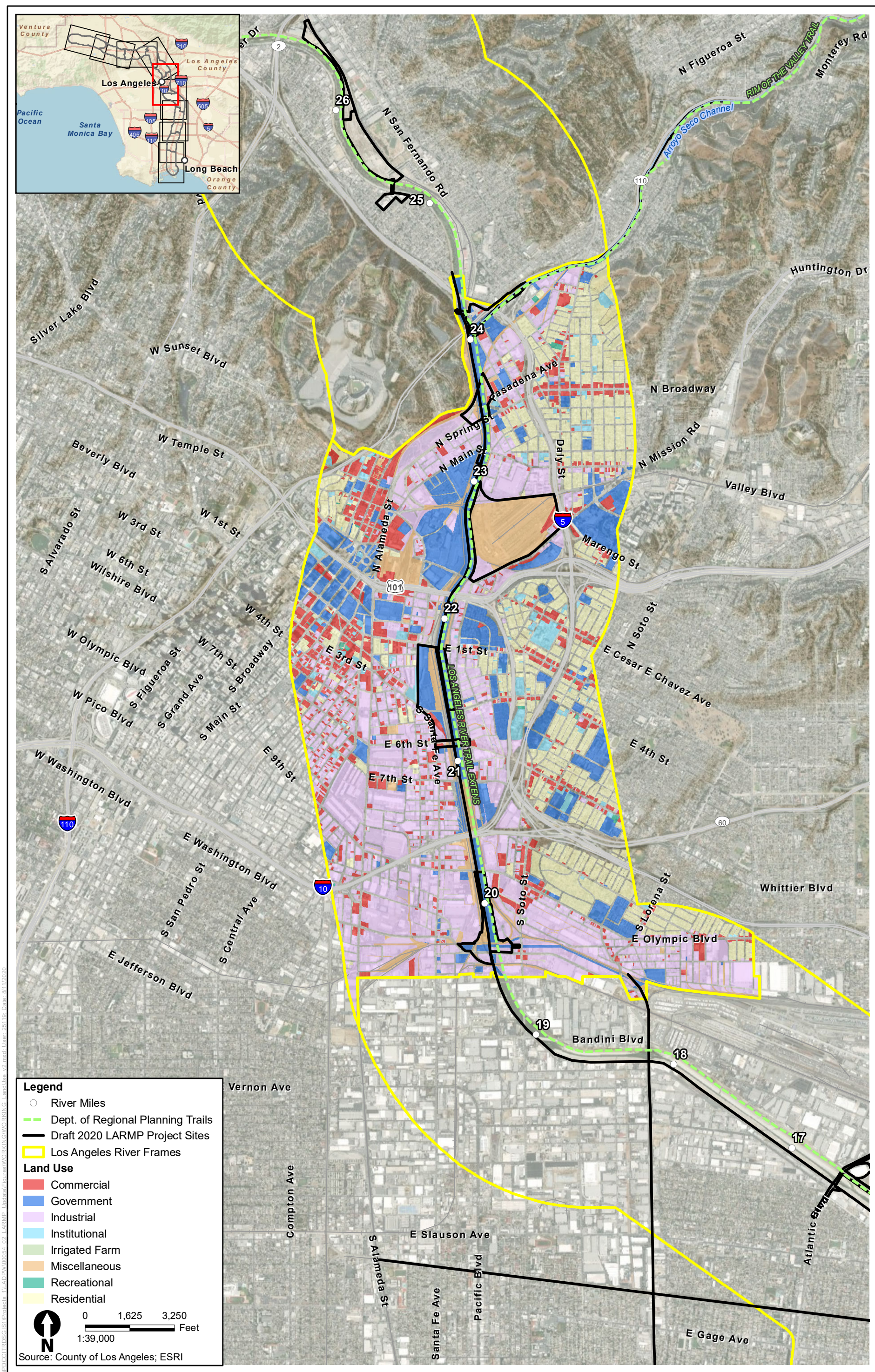


Figure 3.10-6
Land Use Designations in Frame 5

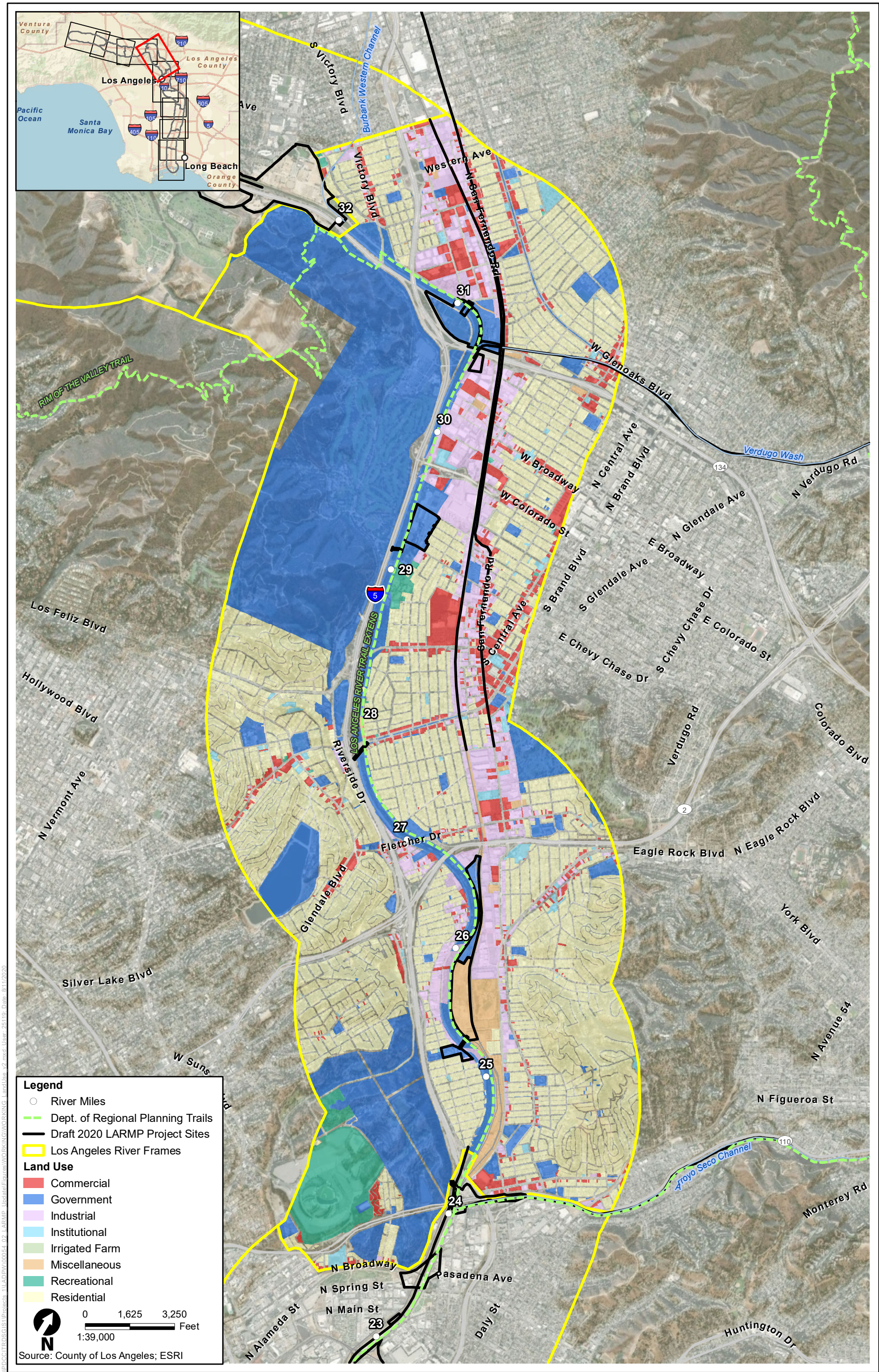


Figure 3.10-7
Land Use Designations in Frame 6

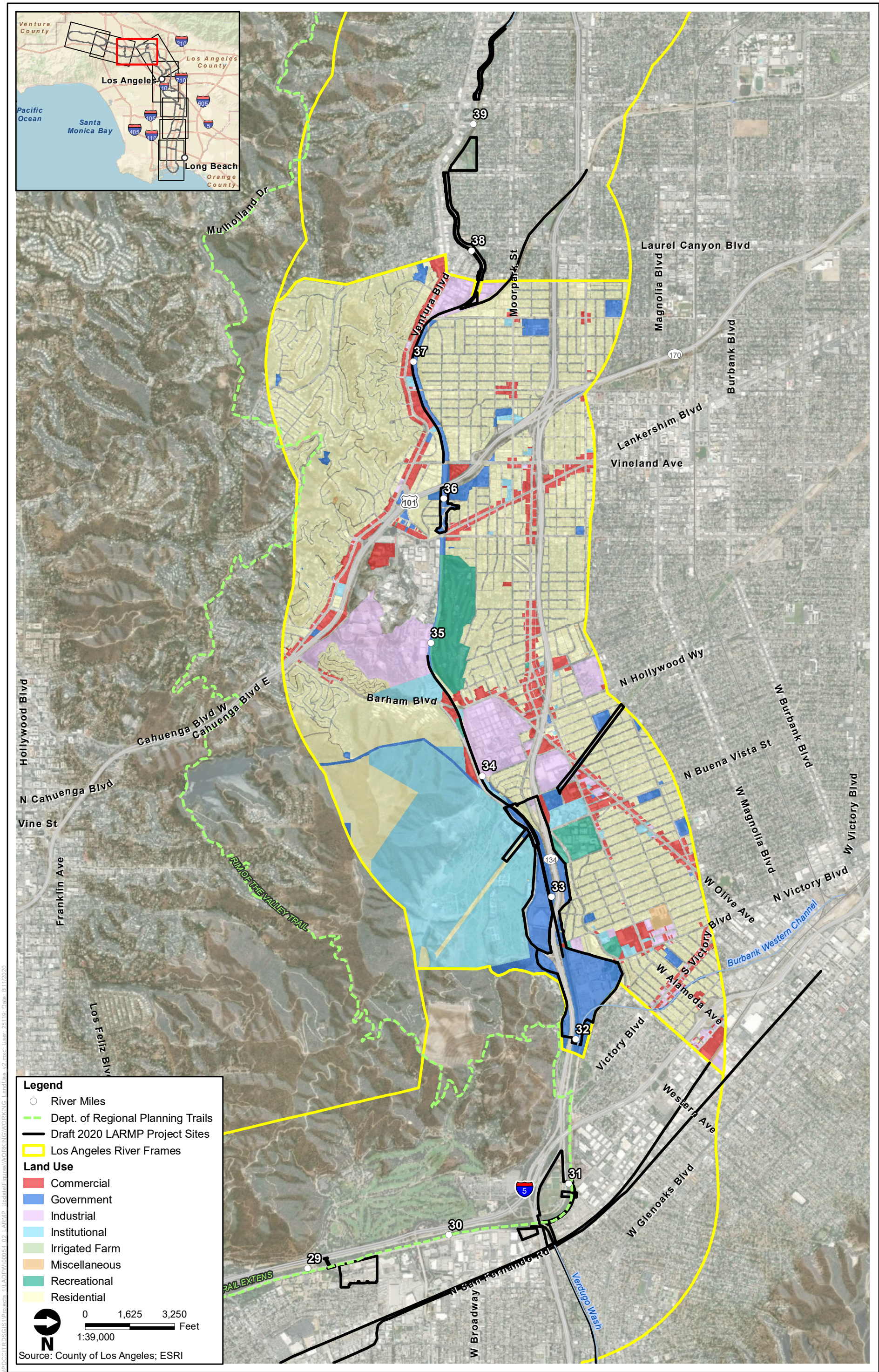


Figure 3.10-8
Land Use Designations in Frame 7

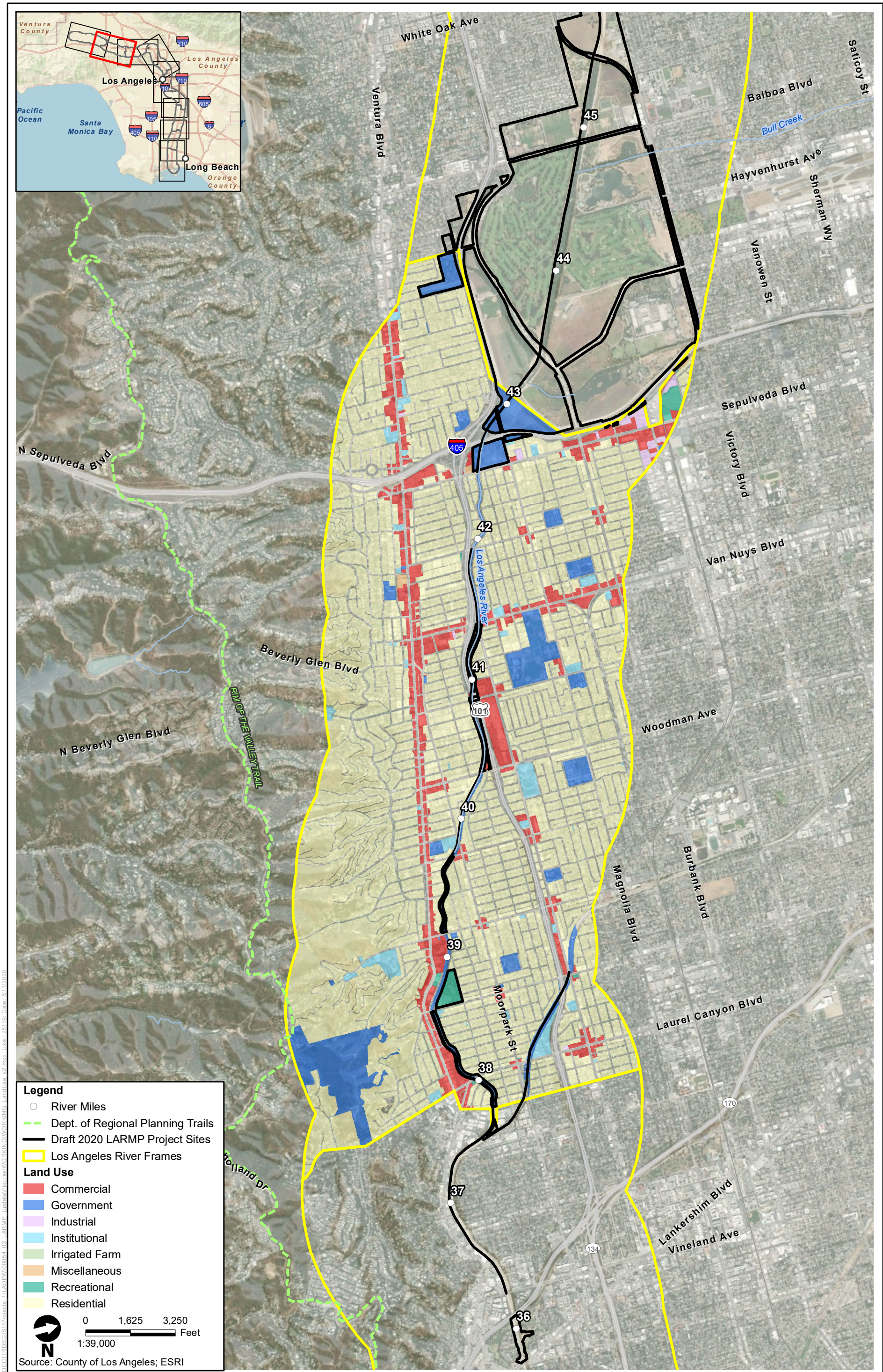
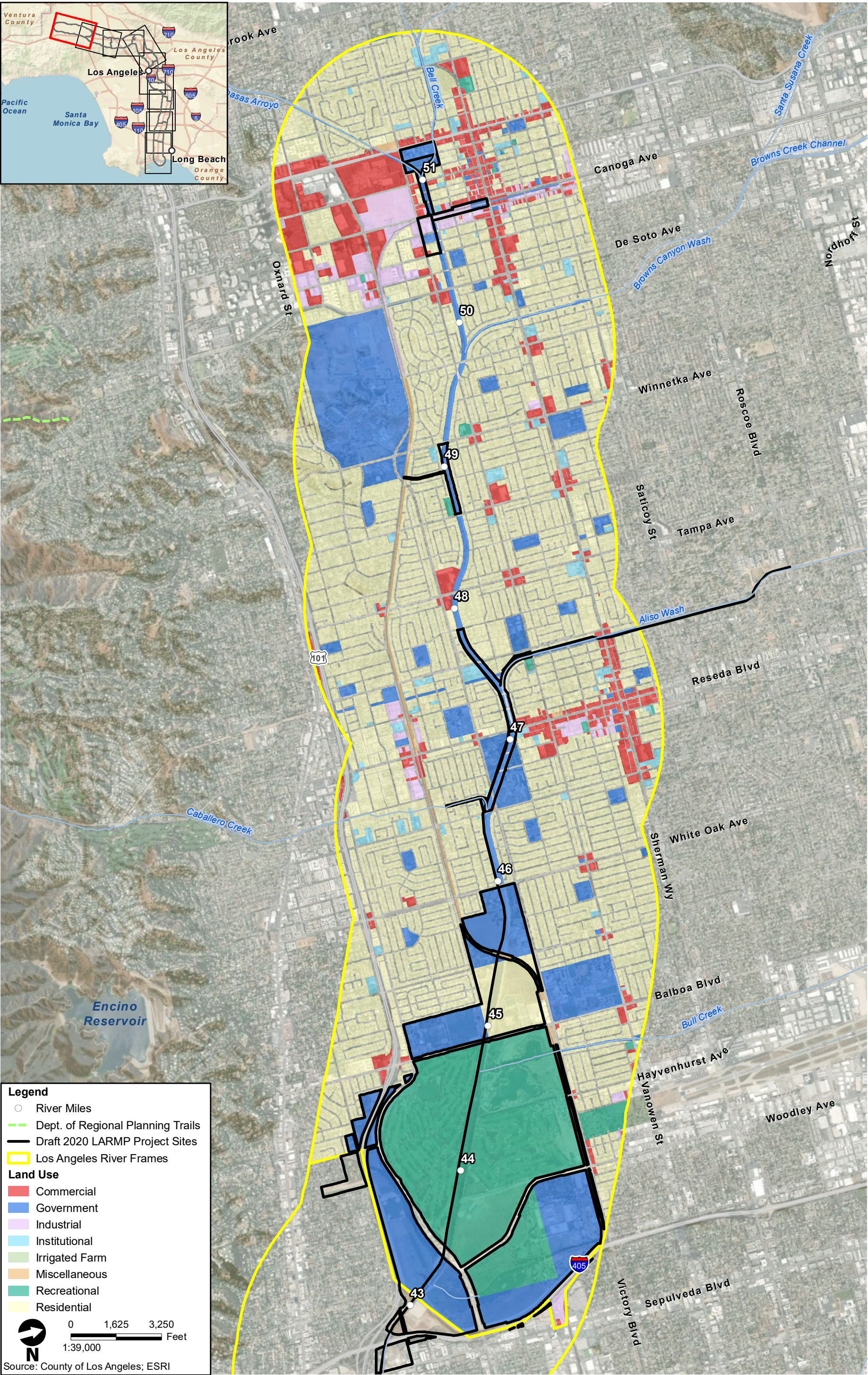
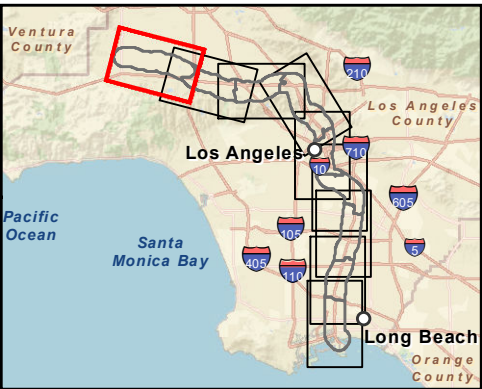


Figure 3.10-9
Land Use Designations in Frame 8



Legend

- River Miles
- Dept. of Regional Planning Trails
- Draft 2020 LARMP Project Sites
- ▭ Los Angeles River Frames

Land Use

- Commercial
- Government
- Industrial
- Institutional
- Irrigated Farm
- Miscellaneous
- Recreational
- Residential

0 1,625 3,250 Feet
1:39,000

Source: County of Los Angeles; ESRI

Figure 3.10-10
Land Use Designations in Frame 9

Table 3.10-3. Existing Land Uses by Frame

Total Acres	Frame 1 Estuary		Frame 2 South Plain		Frame 3 Central Plain		Frame 4 North Plain		Frame 5 Heights		Frame 6 Narrows		Frame 7 East Valley		Frame 8 Mid Valley		Frame 9 West Valley		Grand Total	Overall % ¹
	7,591.0		6,079.8		7,487.7		6,993.0		6,156.0		10,864.7		7,125.6		7,051.3		11,037.2		70,386.30	
Land Use	Acres	%	Acres	%	Acres	6.03%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%		
Commercial	553.7	7.3%	314.54	5.17%	451.60	12.10%	405.90	5.80%	522.53	8.49%	548.8	5.1%	370.2	5.2%	455.4	6.5%	652.8	5.9%	4,275.47	6.07%
Government	2,023.2	26.7%	583.49	9.60%	906.19	15.19%	581.48	8.32%	854.65	13.88%	2,937.3	27.0%	485.3	6.8%	497.9	7.1%	1,619.7	14.7%	10,489.21	14.90%
Industrial	502.9	6.6%	1,169.78	19.24%	1,137.48	1.01%	2,728.84	39.02%	1,626.22	26.42%	772.9	7.1%	44.54	6.2%	29.7	0.4%	244.8	2.2%	8,257.16	11.73%
Institutional	70.7	0.9%	51.10	0.84%	75.73	0.19%	27.11	0.39%	113.81	1.85%	108.2	1.0%	865.3	12.1%	109.4	1.6%	148.8	1.4%	1,570.15	2.23%
Irrigated Farm	--	--	1.58	0.03%	14.12	4.14%	1.22	0.02%	0.71	0.01%	--	--	--	--	--	--	--	--	17.63	0.03%
Miscellaneous	259.2	3.4%	347.37	5.71%	309.63	0.24%	631.96	9.04%	405.79	6.59%	222.1	2.0%	17.2	0.2%	9.1	0.1%	82.8	0.8%	2,285.15	3.25%
Recreational	4.7	0.1%	205.10	3.37%	17.91	38.01%	12.56	0.18%	9.74	0.16%	269.8	2.5%	188.4	2.6%	36.1	0.5%	1,088.8	9.9%	1,833.11	2.60%
Residential	1,665.6	21.9%	1,941.67	31.94%	2,846.05	23.09%	1,374.32	19.65%	880.92	14.31%	3,535.3	32.5%	3,192.6	44.8%	4,239.1	60.1%	4,926.3	44.6%	24,601.86	34.95%
(blank) ROW or no data	2,511.1	33.1%	1,465.18	24.10%	1,728.94	6.03%	1,229.58	17.58%	1,741.63	28.29%	2,470.5	22.7%	1,564.0	22.0%	1,674.8	23.8%	2,273.1	20.6%	16,658.83	23.67%

¹ May not equal 100% due to rounding.
-- No applicable land use for this frame.

Table 3.10-4. General Plan Land Use Designations by Frame

Total Acres	Frame 1 Estuary		Frame 2 South Plain		Frame 3 Central Plain		Frame 4 North Plain		Frame 5 Heights		Frame 6 Narrows		Frame 7 East Valley		Frame 8 Mid Valley		Frame 9 West Valley		Grand Total ¹	Overall % ²
	7,577.03		6,079.85		7,482.16		6,992.75		6,097.55		10,864.07		7,039.38		7,047.54		11,033.54		70,213.87	
Land Use	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%		
Residential	--	--	--	--	--	--	429.14	6.14%	--	--	--	--	--	--	--	--	--	--	429.14	0.61%
Single-Family Residential	1,084.88	14.32%	1,459.54	24.01%	1,697.37	22.69%	89.55	1.28%	37.97	0.62%	2,179.37	20.06%	2,500.82	35.53%	3,604.13	51.14%	3,850.33	34.90%	16,503.96	23.51%
Multi-Family Residential	285.91	3.77%	1,696.13	27.90%	2,109.04	28.19%	471.55	6.74%	936.94	15.37%	1,359.43	12.51%	567.43	8.06%	723.44	10.27%	1,004.09	9.10%	9,153.96	13.04%
Mixed Residential	245.26	3.24%	201.20	3.31%	749.50	10.02%	308.46	4.41%	--	--	--	--	--	--	--	--	--	--	1,504.42	2.14%
General Commercial	293.88	3.88%	4.71	1.37%	61.08	0.82%	98.08	1.40%	96.33	1.58%	197.70	1.82%	142.34	2.02%	137.18	1.95%	147.05	1.33%	1,178.35	1.68%
General Office Use	--	--	--	--	--	--	--	--	15.93	0.26%	17.56	0.16%	15.14	0.22%	86.24	1.22%	96.94	0.88%	231.81	0.33%
Retail & Commercial Services	69.31	0.91%	108.80	0.08%	218.53	2.92%	55.69	0.80%	60.62	0.99%	93.19	0.86%	472.12	6.71%	162.36	2.30%	248.01	2.25%	1,488.63	2.12%
Regional Shopping Center	1.63	0.02%	31.50	1.79%	0.77	0.01%	70.99	1.02%	239.70	3.93%	20.34	0.19%	75.51	1.07%	79.25	1.12%	167.17	1.52%	686.86	0.98%
Public Facilities	183.37	2.42%	236.44	0.52%	212.21	2.84%	81.01	1.16%	538.87	8.84%	394.06	3.63%	95.52	1.36%	115.55	1.64%	959.56	8.70%	2,816.59	4.01%
Education K-12	--	--	--	--	85.74	1.15%	34.80	0.50%	--	--	--	--	24.32	0.35%	--	--	--	--	144.86	0.21%
General Industrial	--	--	7.06	0.12%	259.84	3.47%	2,833.23	40.52%	0.75	0.01%	--	--	--	--	--	--	--	--	3,100.88	4.42%
Light Industrial	55.03	0.73%	134.08	2.21%	0.34	0.00%	--	--	634.57	10.41%	20.84	0.19%	44.73	0.64%	23.78	0.34%	206.41	1.87%	1,119.78	1.59%
Light Manufacturing	273.27	3.61%	534.05	8.78%	84.59	1.13%	6.86	0.10%	156.52	2.57%	528.12	4.86%	0.26	0.00%	21.77	0.31%	189.51	1.72%	1,794.95	2.56%
Heavy Industrial	0.28	0.00%	594.65	9.78%	--	--	650.69	9.31%	0.03	0.00%	--	--	--	--	--	--	--	--	1,245.65	1.77%
Heavy Manufacturing	17.12	0.23%	--	--	--	--	5.17	0.07%	1,420.77	23.30%	204.94	1.89%	--	--	5.39	0.08%	--	--	1,653.39	2.35%
Transportation, Communications & Utilities	--	--	--	--	168.66	2.25%	--	--	--	--	--	--	--	--	--	--	--	--	168.66	0.24%
Transportation	1,533.43	20.24%	159.76	2.63%	20.23	0.27%	0.31	0.00%	0.01	0.00%	--	--	2.36	0.03%	0.90	0.01%	--	--	1,717.00	2.45%
Utility Facilities	--	--	--	--	94.11	1.26%	166.82	2.39%	--	--	--	--	--	--	--	--	--	--	260.93	0.37%
Mixed Commercial & Industrial	--	--	--	--	815.81	10.90%	122.63	1.75%	41.03	0.67%	190.77	1.76%	300.51	4.27%	4.83	0.07%	1.49	0.01%	1,477.07	2.10%
Mixed Residential & Commercial	559.43	7.38%	69.45	1.14%	410.07	5.48%	122.08	1.75%	--	--	225.81	2.08%	0.02	0.00%	--	--	--	--	1,386.86	1.98%
Open Space & Recreation	403.45	5.32%	700.76	11.53%	232.48	3.11%	85.04	1.22%	211.97	3.48%	3,276.65	30.16%	1,419.81	20.17%	413.97	5.87%	1,915.47	17.36%	8,659.60	12.33%
Local Parks & Recreation	--	--	--	--	23.35	0.31%	7.05	0.10%	--	--	--	--	--	--	--	--	--	--	30.40	0.04%
Water	--	--	58.47	0.96%	238.45	3.19%	240.43	3.44%	--	--	--	--	--	--	--	--	--	--	537.35	0.77%
Unallocated	2,570.78	33.93%	1,459.54	24.01%	1,697.37	22.69%	1,113.16	15.92%	1,705.54	27.97%	2,142.02	19.72%	1,378.50	19.58%	1,668.75	23.68%	2,247.51	20.37%	15,983.17	22.76%
Cemeteries	--	--	--	--	--	--	--	--	--	--	13.26	0.12%	--	--	--	--	--	--	13.26	0.02%

¹ Total acreages for general plan land use designations may differ slightly from the acreages shown for existing land uses.
-- No land use designation for this frame.

Land Use Zoning Designated by Applicable Municipal Codes

While general plans for the jurisdictions along the river's extent contain land use maps that illustrate the vision for distribution of land uses, each jurisdiction along the river's extent relies on zoning for implementation of the general plan. Zoning defines and provides parameters for various types of land uses in a community, such as commercial, residential, industrial, etc. These zoning districts benefit the community by establishing design/development standards such as allowable uses, setbacks, height limits, and massing for land uses (City of Glendale 2020).

Table 3.10-5 summarizes existing zoning for each of the nine frames along the river's extent.¹

Planned land uses in the study area vary from jurisdiction to jurisdiction but, overall, planned residential composes the greatest percentage (nearly 50 percent). Each municipality has a process for environmental and design review as well as review of projects for consistency with its general plan and zoning. In a few cases, zoning and general plan land use designations may be changed on a project-by-project basis, but in general the zoning maps are representative of the uses that will be likely in the future.

¹ For clarity and ease of reading, similar categories have been combined where appropriate.

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Table 3.10-5. Existing Zoning by Frame

Total Acres	Frame 1 Estuary		Frame 2 South Plain		Frame 3 Central Plain		Frame 4 North Plain		Frame 5 Heights		Frame 6 Narrows		Frame 7 East Valley		Frame 8 Mid Valley		Frame 9 West Valley		Grand Total	Overall % ¹
	7,576.96		6,079.81		7,482.15		6,992.75		6,097.55		10,863.94		7,039.37		7,047.54		11,033.54		70,213.59	
Zoning	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%		
Agriculture	--	--	6.24	0.10%	--	--	87.00	1.24%	--	--	323.79	2.98%	858.82	12.20%	30.93	0.44%	56.99	0.52%	1,363.77	1.94%
Commercial-Retail	103.06	1.4%	255.88	4.21%	291.21	3.89%	369.92	5.29%	349.55	5.73%	297.45	2.745	409.98	5.82%	396.32	5.62%	347.86	3.15%	2,821.23	4.02%
Commercial-Office	--	--	--	--	11.34	0.15%	--	--	--	--	--	--	12.24	0.17%	--	--	--	--	23.58	0.03%
Industrial	1,767.63	23.32%	1,243.29	20.45%	1,236.09	16.52%	2,061.12	29.48%	557.76	9.15%	867.61	7.99%	83.82	1.19%	50.91	0.72%	--	--	7,868.23	11.21%
Cemeteries	--	--	--	--	--	--	--	--	1,389.27	22.78%	13.28	0.12%	--	--	--	--	--	--	1,402.55	2.00%
Mobile Homes And Trailer Parks	39.69	0.52%	57.87	0.95%	19.68	0.26%	--	--	--	--	1.22	0.01%	--	--	--	--	8.57	0.08%	127.03	0.18%
Residential-Single-Family	999.76	13.17%	1,621.27	26.67%	2,135.69	28.54%	107.93	1.54%	217.09	3.56%	2,519.13	23.19%	2,640.89	37.52%	3,601.83	51.11%	3,962.35	35.19%	17,805.94	25.36%
Residential-Multi-Family	329.61	4.35%	297.90	4.90%	1,280.46	17.11%	989.36	14.15%	772.01	12.66%	2,810.33	25.87%	2,014.92	28.62%	3,978.62	56.45%	4,738.52	42.95%	17,211.73	24.51%
Mixed Use	--	--	6.23	0.10%	337.00	4.50%	679.11	9.71%	363.36	5.96%	386.22	3.56%	288.21	4.09%	4.80	0.07%	1.70	0.02%	2,066.63	2.94%
Improved Flood Waterways and Structures	--	--	--	--	60.64	0.81%	0.001	0.00%	--	--	--	--	--	--	--	--	--	--	60.641	0.09%
Railroads	--	--	--	--	3.68	0.05%	--	--	--	--	52.39	0.48%	2.36	0.03%	--	--	--	--	58.43	0.08%
Non-Attended Public Parking Structures	--	--	--	--	4.56	0.06%	--	--	2.47	0.04%	0.42	0.00%	8.33	0.12%	48.44	0.69%	67.73	0.61%	131.95	0.19%
Open Space And Recreation	59.61	0.79%	110.15	1.81%	155.09	2.07%	14.57	0.21%	226.79	3.72%	2,958.77	27.23%	405.12	5.76%	395.51	5.61%	1,868.02	16.93%	6,193.63	8.82%
Public Facilities	167.03	2.20%	294.89	4.85%	139.012	1.86%	35.66	0.51%	482.45	7.91%	249.01	2.29%	57.12	0.81%	116.04	1.65%	994.14	9.01%	2,535.35	3.61%
Educational Institutions	--	--	--	--	29.17	0.39%	--	--	--	--	--	--	--	--	--	--	--	--	29.17	0.04%
Military	--	--	--	--	--	--	39.85	0.57%	--	--	--	--	--	--	--	--	--	--	39.85	0.06%
Transportation, Communication, and Utilities	123.42	1.63%	577.62	9.50%	65.24	0.87%	779.03	11.14%	0.37	0.01%	--	--	--	--	--	--	--	--	1,545.68	2.20%
Water	--	--	--	--	219.48	2.93%	142.56	2.04%	--	--	--	--	--	--	--	--	--	--	362.04	0.52%
No Photo Coverage	973.03	12.84%	124.16	2.04%	70.741	0.95%	97.33	1.39%	0.20	0.00%	--	--	--	--	--	--	275.48	2.50%	1,540.94	2.19%
(blank)	3,014.67	39.79%	1,484.03	24.41%	1,749.19	23.38%	1,272.96	18.20%	1,775.28	29.11%	2,139.31	19.69%	1,714.94	24.36%	1,667.40	23.66%	2,525.19	22.89%	17,342.97	24.70%

¹ May not total 100% due to rounding.
-- No applicable zoning designation.

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3.10.4 Impact Analysis

3.10.4.1 Methods

This analysis evaluates whether the proposed Project would physically divide an established community and the consistency or compliance of the Project with relevant land use plans, policies, and regulations, based on the 18 jurisdictions in the study area. The analysis consisted of a two-step process: consistent with the program-level approach of this PEIR, rather than addressing each individual policy of the local jurisdictions' general plans, similar policies are grouped and analyzed against the Project for consistency. The groupings include: (1) compatibility with adjacent land uses; (2) avoidance of out-of-scale development; (3) ensuring diversity of land uses; (4) protection of existing residential neighborhoods from encroachment; (5) enhanced active and passive park and recreation opportunities for all users; and (6) improved accessibility and connectivity to a comprehensive trail system including rivers, greenways, and community linkages. Consistency with regional plan policies is addressed individually in tabular format.

Local plans and policies (including general plans, specific plans, zoning ordinances, land use and zoning maps, etc.) were reviewed to analyze the consistency of the proposed Project with such plans in accordance with the approach described above. The analysis determines if there is the potential for physical incompatibilities between the *2020 LA River Master Plan* and adjacent land uses based on potential conflicts. Despite some land use differences across Frames 1 through 9, land use impacts would be substantially the same for all frames and an individual analysis by frame is not necessary. Therefore, the analysis that follows applies to Frames 1 through 9 collectively.

This analysis is focused specifically on land use plans, policies, and regulations. As described above under Section 3.10.3, *Regulatory*, plans, policies, and regulations governing specific resources such as air quality, greenhouse gas emissions, noise, hazards and hazardous materials, etc., are identified in the relevant resource chapters of this PEIR. Furthermore, secondary effects (e.g., noise generated outside allowable zoning ordinance timeframes) associated with inconsistencies between the Project and applicable plans, policies, and regulations are discussed within the specific applicable resource chapters.

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. Furthermore, construction and operations impacts are presented together where they largely overlap and it would not be meaningful to discuss them separately to address a specific criterion.

3.10.4.2 Criteria for Determining Significance

Thresholds of Significance

For the purposes of 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:

- 3.10(a)** Physically divide an established community.
- 3.10(b)** Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

3.10.4.3 Impacts and Mitigation Measures

Impact 3.10(a): Would the proposed Project physically divide an established community?

The LA River as it exists today physically divides the communities through which it passes. Access to the river is restricted to limited areas; bridges are located intermittently along the river corridor to connect the land uses on both sides of the river. While some frames have fewer existing connections across the river than others, the proposed Project would improve connectivity across all nine frames; therefore, the effects with regard to physical division of an established community relevant to land use would be substantially similar along all 51 miles of the study area. As such, the analysis that follows would apply to each of the nine project frames.

Typical Projects

Common Elements

Construction

The LA River currently provides a physical barrier within the communities along its length. Construction of the Common Elements Typical Project, regardless of size and extent, would not further physically divide established communities. The LA River ROW includes the entirety of the river channel (bank to bank) as well as landside areas immediately adjacent to the channel banks that facilitate continuous operations and maintenance access by LACFCD and USACE. Construction of the Common Elements Typical Project would occur off-channel (outside of the bank) between the top of the levee and the fenceline and would not provide long-term physical barriers to the community (construction would last no more than 10 months). Although construction of the Common Elements Typical Project could require temporary closure of some roadway lanes, all lanes would not be closed at the same time. Staging areas for construction equipment would be located within the fenceline and on the ROW. As part of the demolition/construction permitting process, the project proponent would coordinate road closures or detours with the local fire and police departments to ensure that access would not be restricted. Construction workers would be required to park in designated areas so as not to block access in the community. Therefore, there would be a less-than-significant impact with regard to physical division of an established community during construction of the Common Elements Typical Project.

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

Specific amenities of the Common Elements Typical Project, such as pavilions, cafés, hygiene facilities, restrooms, benches, water fountains, bike racks, environmental graphics, lighting, planting, stairs/ramps, guardrails, fences and gates, and art/performance spaces, would provide new and enhanced recreational facilities such as outdoor seating, water fountains, and performing arts space, and opportunities for gathering and eating spaces for the visitors and neighborhoods along the river's extent. The Common Elements Typical Project would decrease the physical division of the community that the LA River presents by incorporating enhanced recreational uses that would connect communities. The Common Elements Typical Project would provide increased access and connections along the river to the adjacent communities and neighborhoods through ramps and stairs. Therefore, the Common Elements Typical Project would result in no impacts with regard to physical division of an established community.

Impact Determination

No impacts would occur.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

No impacts would occur. No mitigation is required.

Multi-Use Trails and Access Gateways**Construction**

Impacts from construction of the Multi-Use Trails and Access Gateways Typical Project would be similar to those of the Common Elements Typical Project described above. Construction work would occur off-channel (outside of the bank) between the top of the levee and the fenceline and would not provide long-term physical barriers to the community (construction would not last more than 10 months). Staging areas for construction equipment would be located within the fenceline and on the ROW. Construction workers would be required to park in designated areas so as not to block access in the community. As part of the permitting process, the subsequent project proponent would coordinate road closures or detours with the local fire and police departments to ensure that access would not be restricted.

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

As noted for the Common Elements Typical Project, the Multi-Use Trails and Access Gateways Typical Project would provide new and enhanced access to the LA River and opportunities for community engagement by increasing connectivity between recreational opportunities. The Multi-Use Trail and Access Gateways Typical Project would provide additional entrances to the river through the installation of river gateways and access points. This enhanced access and the increased connectivity between recreational opportunities would reduce the physical barrier that the LA River presents and allow greater connectivity with adjacent neighborhoods. Therefore, there would be no impacts with regard to physical division of an established community from operation of the Multi-Use Trails and Access Gateways Typical Project.

Impact Determination

No impacts would occur.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

No impacts would occur. No mitigation is required.

2020 LA River Master Plan Kit of Parts

Certain design components of the Trails and Access Gateways KOP (KOP Category 1) inform the Multi-Use Trails and Access Gateways Typical Project analyzed above in more detail. Therefore, for potential construction and operation impacts of these design components, see above. The design components analyzed in this section include those listed in Section 2.5 for KOP Category 1. 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 5***

Construction activities for KOP Categories 1 through 5 would be similar, as would construction equipment. The larger subsequent projects would involve the use of cranes and jackhammers to break concrete. Staging areas for construction equipment would be within the fenceline in the ROW; however, depending on the location, staging could be located on other local jurisdiction areas, accordingly. Staging would occur on appropriate vacant areas for in-channel or off-channel subsequent projects. Construction workers would be required to park in designated areas so as not to block access in the community.

The LA River currently provides a physical barrier within the communities along its length, with intermittent access points and roadway crossings. Staging and construction worker parking under KOP Categories 1 through 5 would be managed based on the location of subsequent projects and

would not be expected to further divide the community in which the construction occurs. There could be temporary off-channel impacts due to road closures or detours during construction. During the permitting process, the project proponent would coordinate any road closures or detours with the local fire and police agencies to ensure that there would be no substantial physical obstruction in the community. It is not anticipated that construction of KOP Categories 1 through 5 would physically divide an established community.

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

Off-channel land asset design components would likely entail greater levels of construction than the other five KOP categories and would occur outside the ROW. KOP Category 6 design components would be anticipated to be considerably larger than the other KOP categories' design components, resulting in more extensive environmental effects during construction. This KOP category could occur within established neighborhoods and could result in temporary road closures and obstructions to community facilities, which could divide an established community. Site-specific and project-specific design details of subsequent projects would determine their construction schedules and would ultimately be driven by the County's needs or the needs of any other jurisdictions implementing these subsequent projects under the *2020 LA River Master Plan*. For these larger KOP Category 6 design components, a potentially significant impact could occur as a result of physical division of an established community.

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

If staging or construction activities for subsequent projects under KOP Category 6 occur outside of the fenceline or ROW of LACFCD or USACE, the implementing agency would implement the following mitigation measures on a project-by-project basis, depending on location and construction conditions.

Mitigation Measure LU-1: Construction Management Plan.

The implementing agency will require a construction management plan (CMP) be prepared that will include the following elements:

- No construction staging will be allowed within residential neighborhoods.

- Construction workers will park in a specified off-site location and be shuttled to and from the construction site. Local residential neighborhoods will not be used for construction worker parking under any circumstances.
- The CMP will provide a traffic control plan that identifies the location and timing of temporary closures and detours of public streets with the goal of maintaining traffic flow, especially during peak travel periods. The CMP will be site specific and include, at a minimum, signage to alert drivers to the construction zone, traffic control methods, traffic speed limitations, and alternative access and detour provisions during road closures. Local police and fire departments will be consulted during preparation of the CMP.
- Any temporary closure or removal of parking areas or roadways during construction will be temporary and will be restored upon completion of construction. Efforts will be made to minimize their removal or shorten the length of time that these facilities are inoperable to the extent possible.
- Construction hours and parking for construction vehicles will be implemented; freight and passenger rail services will be protected; and truck routes and construction for special events during project construction, bicycle and pedestrian access, and transit access will be maintained. Screening will be provided for all construction equipment to the maximum extent feasible.
- Alternative access to community facilities and neighborhood-serving commercial uses will be provided if access is obstructed by construction activities.

Mitigation Measure LU-2: Consultation

During the site selection process, the implementing agency will consult with the applicable municipality to determine whether the site is suitable for the proposed development and whether the project would physically divide an established community. This will be determined through aerial or site reconnaissance and comparison with the jurisdiction's planned and existing land uses in the project area, which will then be confirmed, in writing, by the applicable jurisdiction. If it is determined that a significant impact could result, the implementing agency will take one or more of the following actions:

- Select an alternate site that is more appropriate for the proposed use and not likely to result in a significant impact.
- Revise the project features to avoid the impact.

Significance after Required Mitigation

Impacts would be significant and unavoidable.

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. These components would, when constructed in or adjacent to the river, reduce the physical barrier presented by the LA River. If these design components occur within 1 mile on either side of the river, no physical divisions of communities would be anticipated.

Operations would not provide barriers to community connectivity; rather, connectivity would be improved that would reduce the physical barrier the LA River currently presents. Therefore, there would be no impacts from operation of KOP Categories 1, 2, and 3.

Impact Determination

No impacts would occur.

Mitigation Measures

No mitigation is required.

Significance after Required Mitigation

No impacts would occur. No mitigation is required.

KOP Categories 4 and 5

Side channels under KOP Category 4 could result in a localized barrier but this would not be substantial enough to physically divide an established community. Some diversions could occur outside the ROW or be underground (like diversion pipes or underground gallery), but they would not be anticipated to physically divide an established community; residential neighborhoods would be avoided. Channel diversion projects, when operational, would not present a physical barrier that would divide an established community.

Subsequent projects under KOP Category 5 would include both ecological and recreational uses. Recreational uses such as recreation fields would be expected to be located in vacant areas and would bring communities together. Ecological uses would similarly be sited on vacant or underutilized sites. Therefore, operation of KOP Categories 4 and 5 would not result in physical division of an established community.

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

KOP Category 6 could occur within established neighborhoods considering they would be located off-channel and occur outside of the ROW. As it is unknown the location and extent of subsequent projects that could operate under KOP Category 6, in the absence of specific details (e.g., type of project, detailed design, location, size), it cannot be stated with certainty whether there would be physical division of an established community. Permanent road closures or other barriers such as walls could physically divide a community if alternative connectivity is not provided.

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Apply the following mitigation measure, which is described above.

Mitigation Measure LU-2: Consultation.

In addition, Mitigation Measure LU-3: Alternative Connectivity would be implemented on a site-specific basis if physical division of an established community could occur.

Mitigation Measure LU-3: Alternative Connectivity.

During the subsequent project design process, determination will be made whether the project design would result in a physical barrier to the community in the form of road closures, walls, or other project features that could disrupt connectivity within the community. If it is determined that physical barriers would result, the implementing agency will do one or more of the following:

- Redesign the project to avoid the impact.
- Provide alternative connections that maintain connections across the community. This may include constructing off-site street connections, including alleys and other roadways, that maintain community connectivity and access.

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 and Operations***

All of the projects envisioned in the *2020 LA River Master Plan* would improve connectivity across the river, providing gateways and additional recreational uses and trails. Many of the projects include bridges and overcrossings that would connect both sides of the river. These projects would reduce the effects of the physical barrier the LA River presents and would not further divide an established community; rather, the *2020 LA River Master Plan* would result in no impact or less-than-significant impact with the exception of projects under KOP Category 6. Depending on the size and extent of projects under KOP Category 6, there could be a significant impact with respect to division of an established community without mitigation.

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Apply the following mitigation measures, which are described above.

Mitigation Measure LU-2: Consultation.**Mitigation Measure LU-3: Alternative Connectivity.***Significance after Required Mitigation*

Impacts would be less than significant for KOP Category 6 for later activities when carried out by the County.

Impacts would be significant and unavoidable for KOP Category 6 for later activities when not carried out by the County.

For all other KOP Categories, no impacts would occur.

Impact 3.10(b): Would the proposed Project cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

This section discusses whether the proposed Project would cause a significant environmental impact due to a conflict with applicable land use policies and objectives or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Applicable recreation policies are also discussed. As noted in Section 3.10.4.1, *Methods*, the analysis consisted of a two-step process: rather than addressing each individual policy of the local jurisdictions' general plans, similar policies are grouped and analyzed against the Project for consistency. These include: (1) compatibility with adjacent land uses; (2) avoidance of out-of-scale development; (3) ensuring diversity of land uses; (4) protection of existing residential neighborhoods from encroachment; (5) enhanced active and passive park and recreation opportunities for all users; and (6) improved accessibility and connectivity to a comprehensive trail system including rivers, greenways, and community linkages. As described above under Section 3.10.4.1, *Methods*, other sections in this section describe potential adverse impacts (including air quality, aesthetics, biological resources, noise, cultural resources, geology and soils, hazards and hazardous materials, public services, utilities, and transportation/traffic) in the vicinity of the project site and any conflicts with the applicable regulations governing those impacts. Policies relevant to land use of the various jurisdictions along the river's extent are identified in Table 3.10-1 and Table 3.10-2.

As described above, the LA River passes through numerous different municipalities over its 51 miles. While each of the 18 jurisdictions along the study area (17 cities in addition to unincorporated County areas) contain discrete adopted land use policies, these policies are similar across all applicable land use plans and generally pertain to ensuring compatible uses for all development and redevelopment within the jurisdiction as well as avoiding out-of-scale development and protecting existing residential neighborhoods from encroachment by incompatible uses. These goals and policies also promote a diversity of land uses, including increased opportunities for open space and recreation. There are no land use policies that are substantially different for each frame along the river's extent; therefore, the analysis that follows applies to all nine frames.

Typical Projects

Common Elements

Construction

The Common Elements Typical Project would be relatively small and would occur within the existing ROW between the top of levee and fenceline (no work in the channel). The Common Elements Typical Project would not require additional land acquisition, as it would occur completely within the ROW and would thus be consistent with applicable land use designations. The Common Elements Typical Project would be subject to design guidelines of applicable jurisdictions and could follow recommended *2020 LA River Master Plan Design Guidelines* (Design Guidelines; as described in Chapter 2, *Project Description*, and included in Appendix B), as applicable. The Design Guidelines for fences, guardrails and walls, structure architecture, signage, and landscaping, including buffers, would help visually integrate the new use with existing adjacent uses. Furthermore, projects would be expected to follow design guidelines of the applicable jurisdiction.

As noted, construction activities, staging, and construction worker parking of the Common Elements Typical Project would occur within the fenceline and on the ROW. No incompatibilities with adjacent land uses or inconsistencies with applicable land use plans, policies, and regulations adopted for the purpose of avoiding an environmental impact would result from construction with respect to land use. For a discussion of effects of noise, air emissions, and other resource topics, please see the other sections in this section that identify topic-specific goals and policies relevant to the Common Elements Typical Project.

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

Operation of the Common Elements Typical Project would provide beneficial recreational uses and result in increased access to the river and connectivity to adjacent neighborhoods. While the Common Elements Typical Project would be within the ROW, it could be adjacent to residential uses. The Common Elements Typical Project would include a café with indoor and outdoor seating, site lighting, and a performing arts area, which could result in periodic amplified noise (noise impacts are addressed in Section 3.12, *Noise*). The café would be low-profile at one story and lighting would be designed to avoid spillover into adjacent neighborhoods (lighting impacts are addressed in Section 3.1, *Aesthetics*). There are often small recreational facilities such as parks and outdoor lit playing areas sited within residential areas. The Common Elements Typical Project would be consistent with land use and recreation policies that promote accessibility to trails and other open space. The Common Elements Typical Project would not be incompatible with residential neighborhoods, intrude into existing neighborhoods, or be out-of-scale with existing development,

and would provide additional recreational opportunities that would be available to the adjacent neighborhoods.

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 3.10-6 summarizes the consistency of the Common Elements Typical Project with the six overarching themes of the 18 jurisdictions' general plans.

Table 3.10-6. Consistency of Common Elements Typical Projects with Land Use/Recreation Goals and Policies

Goal/Policy	Consistent?
Compatibility with adjacent land uses	Yes. The recreational uses of the Common Elements Typical Project would be compatible with adjacent land use, including residential neighborhoods.
Avoidance of out-of-scale development	Yes. The structures of the Common Elements Typical Project (e.g., café, restroom facilities) would not exceed one story.
Ensuring diversity of land uses	Yes. The Common Elements Typical Project would provide additional recreational uses that would benefit the surrounding communities.
Protection of existing residential neighborhoods from encroachment	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	Yes. The Common Elements Typical Project would include trails, but would not be inconsistent with this goal.

Multi-Use Trails and Access Gateways

Construction

Similar to the Common Elements Typical Project, the Multi-Use Trails and Access Gateway Typical Project would be subject to design guidelines of applicable jurisdictions and could follow recommended Design Guidelines, which identify connective elements such as trail dimensions, path materiality, lighting, artwork, and signage, as applicable. Trail guidelines would facilitate a degree of consistency in experience from one segment of the LA River Trail to the next. In addition, following the recommended Design Guidelines for fences and guardrails, lighting, and trail design would help integrate the new use into the existing environment.

The Multi-Use Trails and Access Gateways Typical Project would be larger than the 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. Staging and construction worker parking would occur within the fenceline and ROW. No incompatibilities with adjacent land uses or inconsistencies with applicable land use plans, policies, and regulations adopted for the purpose of avoiding an environmental impact would result from construction with respect to land use.

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 impact discussion above for operation of the Common Elements Typical Project would also apply to the Multi-Use Trails and Access Gateway Typical Project.

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 3.10-7 summarizes the consistency of the Multi-Use Trails and Access Gateways Typical Project with the six overarching themes of the 18 jurisdictions' general plans.

Table 3.10-7. Consistency of Multi-Use Trails and Access Gateways Typical Projects with Land Use/Recreation and Policies

Goal/Policy	Consistent?
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.
Avoidance of out-of-scale development	Yes. The Multi-Use Trails and Access Gateways Typical Project would be at ground level.
Ensuring diversity of land uses	Yes. The Multi-Use Trails and Access Gateways Typical Project would provide additional recreational uses that would benefit the surrounding communities.

Goal/Policy	Consistent?
Protection of existing residential neighborhoods from encroachment	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-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

Each of the 18 jurisdictions through which the river passes has adopted land use plans that include goals, objectives, and policies related to land use in addition to the *Los Angeles County General Plan* and other relevant land use plans such as the LARRMP and *Long Beach RiverLink*. While policies across jurisdictions may have different wording, six main land use themes emerge that are consistent for all land use plans (in addition to multiple goals and policies related to other resource topics, such as air quality and recreation). These include:

- Compatibility with adjacent land uses
- Avoidance of out-of-scale development
- Ensuring diversity of land uses
- Protection of existing residential neighborhoods from encroachment
- Enhanced active and passive park and recreation opportunities for all users
- Improved accessibility and connectivity to a comprehensive trail system including rivers, greenways, and community linkages

The analysis that follows considers these six main policy themes and applies them equally to all nine frames.

KOP Categories 1 and 2

Construction

Projects under KOP Categories 1 and 2 could include a variety of flood management improvements, recreational uses, trails, light towers, water towers, lookouts, boardwalks, channel access points, vehicular access for maintenance and operations, underpasses and overpasses, and habitat corridor. Impacts during construction would be substantially similar to those identified for the Multi-Use Trails and Access Gateways Typical Project. No incompatibilities with adjacent land uses or inconsistencies with applicable land use plans, policies, and regulations adopted for the purpose of avoiding an environmental impact would result from construction with respect to land use.

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

Minor inconsistencies with applicable land use policies could occur, such as if a subsequent project under KOP Categories 1 and 2 would conflict with planned land uses on adjacent parcels, be incompatible with adjacent land uses, or result in out-of-scale development. A project is not required under CEQA to be consistent with each and every policy of a general or specific plan to be approved but should be generally consistent with the overarching goals of the applicable plan. Because subsequent projects under KOP Categories 1 and 2 could consist of multi-use trails, a recreational use, or a range of flood management, recreation, and ecological functions. These subsequent projects would not be located within residential neighborhoods and would provide additional recreational uses serving visitors and residents. KOP Categories 1 and 2 would not be expected to result in inconsistency with these goals, but the potential remains for a significant impact to occur.

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Apply Mitigation Measure LU-4 as needed as specific sites are identified.

Mitigation Measure LU-4: Site Selection Process.

To avoid potential project inconsistency with applicable land use plans, the following will be implemented:

- During the site selection process, as specific projects under the KOP category are developed, the implementing agency will consult with the affected jurisdiction to determine if potential inconsistencies with land use plans and policies could occur.
- Results of the consultation could include:
 - Selection of an alternative site
 - Revision or substitution of specific project components (alternative design)
 - Reduction in size of the project
 - Abandonment of the project

The results of the consultation will be documented in writing, with written concurrence from the affected jurisdiction, and incorporated into the County's project file.

Significance after Required Mitigation

Impacts would be significant and unavoidable.

Table 3.10-8 summarizes the consistency of KOP Category 1 and 2 projects with the six overarching themes of the 18 jurisdictions' general plans.

Table 3.10-8. Consistency of KOP Category 1 and 2 with Land Use/Recreation and Policies

Goal/Policy	KOP Category	Consistent?
Compatibility with adjacent land uses	1	No. It is possible that equestrian facilities or towers could be sited adjacent to residential neighborhoods, which could result in incompatibilities.
	2	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.
Avoidance of out-of-scale development	1	No. There is the potential that certain structures under KOP Category 1 would be out of scale with adjacent development if structures are incongruous or result in a use (such as equestrian) that may be incompatible with residential development.
	2	No. There is the potential that certain flood management structures under KOP Category 2 would be out of scale with adjacent development.
Ensuring diversity of land uses	1	Yes. KOP Category 1 would provide additional recreational uses that would benefit the surrounding communities.
	2	Yes. KOP Category 2 would provide additional recreational uses that would benefit the surrounding communities in addition to improving flood management.
Protection of existing residential neighborhoods from encroachment	1	Yes. KOP Category 1 would not encroach on residential neighborhoods.
	2	Yes. KOP Category 2 would not encroach on residential neighborhoods.
Enhanced active and passive park and recreation opportunities for all users	1	Yes. KOP Category 1 would provide additional recreational uses that would benefit the surrounding communities.
	2	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	1	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.
	2	Neutral. KOP Category 2 would not include trail connections but would not be inconsistent with this goal.

KOP Categories 3, 4, and 5***Construction***

Construction impacts would be substantially similar to those identified for KOP Categories 1 and 2. Construction activities and construction equipment used would be similar to those utilized for KOP Categories 1 and 2.

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 recreational uses under KOP Category 3 would be compatible with adjacent land uses, including residential neighborhoods. There would be no anticipated incompatibilities with adjacent land uses or out-of-scale development. There would be no conflict with goals and policies aimed at ensuring a diversity of land uses and avoiding intrusion into residential neighborhoods. Subsequent projects under KOP Category 3 would not be expected to be within residential neighborhoods.

The subsequent projects under KOP Category 4 would consist of either tunnel or naturalized channel adjacent to the river channel at ground level. These would not result in incompatible land uses or out-of-scale development. This KOP category could provide additional recreational opportunities like educational exhibits near side channels during the dry season and would not be inconsistent with goals and policies related to ensuring diversity of land uses. The subsequent projects under KOP Category 4 would not occur within residential neighborhoods. Diversions would not be expected to result in inconsistencies with applicable land use plans and policies.

Floodplain reclamation projects would consist of boardwalks, naturalized banks, and a farmer's market. These uses would not be incompatible with adjacent land uses, including residential neighborhoods, and would be small in scale. The KOP Category 5 design components would provide additional recreational opportunities and would not be sited within residential neighborhoods. Therefore KOP Category 5 would not be expected to result in inconsistencies with applicable land use plans and policies.

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 3.10-9 summarizes the consistency of KOP Category 3 with the six overarching themes of the 18 jurisdictions' general plans.

Table 3.10-9. Consistency of KOP Category 3, 4, and 5 with Land Use/Recreation and Policies

Goal/Policy	KOP Category	Consistent?
Compatibility with adjacent land uses	3	Yes. Recreational components under KOP Category 3 would be compatible with adjacent land uses.
	4	Yes. KOP Category 4 would occur adjacent to the existing channel and would consist of ground-level or underground tunnel or naturalized channel.
	5	Yes. The proposed recreational uses and floodplain reclamation would be compatible with adjacent land uses.
Avoidance of out-of-scale development	3	No. There is the potential that certain structures under KOP Category 3 would be out of scale with adjacent development.
	4	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.
	5	Yes. The proposed recreational uses and floodplain reclamation would be compatible with adjacent land uses.
Ensuring diversity of land uses	3	Yes. KOP Category 3 would provide additional recreational uses that would benefit the surrounding communities in addition to improving flood management.
	4	Neutral. While KOP Category 4 would not provide many additional recreational uses that would benefit the surrounding communities in addition to improving flood management, water quality, and some habitat features, it would not be inconsistent with this overarching goal.
	5	Yes. KOP Category 5 would provide additional recreational uses that would benefit the surrounding communities.
Protection of existing residential neighborhoods from encroachment	3	Yes. KOP Category 3 would not encroach on residential neighborhoods.
	4	Yes. KOP Category 4 would not encroach on residential neighborhoods.
	5	Yes. KOP Category 5 would not encroach on residential neighborhoods.
Enhanced active and passive park and recreation opportunities for all users	3	Yes. KOP Category 3 would provide additional recreational uses that would benefit the surrounding communities.
	4	Neutral. While KOP Category 4 would not provide many additional recreational uses that would benefit the surrounding communities in addition to improving flood management, water quality, and some habitat features, it would not be inconsistent with this overarching goal.
	5	Yes. KOP Category 5 would provide additional recreational uses that would benefit the surrounding communities.

Goal/Policy	KOP Category	Consistent?
Improved accessibility and connectivity to a comprehensive trail system including rivers, greenways, and community linkages	3	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.
	4	Neutral. While KOP Category 4 would not include trails or provide many additional recreational uses that would benefit the surrounding communities in addition to improving flood management, water quality, and some habitat features, it would not be inconsistent with this overarching goal.
	5	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. Subsequent projects under KOP Category 5 would include connection points/access gateways to the LA River.

KOP Category 6

Construction

Larger off-channel land asset projects such as affordable housing and museums would entail greater levels of construction than the other five KOP categories. As it is unknown the location and extent of subsequent projects under KOP Category 6, there could be inconsistencies with applicable land use plans, policies, and regulations, a potentially significant impact.

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Apply the following mitigation measures, which are described above.

Mitigation Measure LU-1: Construction Management Plan.

Mitigation Measure LU-2: Consultation.

Significance after Required Mitigation

Impacts would be significant and unavoidable.

Operations

As it is unknown the location and extent of subsequent projects that could operate under KOP Category 6, in the absence of specific details (e.g., type of project, detailed design, location, size), it cannot be stated with certainty whether there would be inconsistencies with applicable land use plans, policies, or regulations.

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Apply the following mitigation measure, which is described above.

Mitigation Measure LU-4: Site Selection.*Significance after Required Mitigation*

Impacts would be significant and unavoidable.

Table 3.10-10 summarizes the consistency of KOP Category 6 with the six overarching themes of the 18 jurisdictions' general plans.

Table 3.10-10. Consistency of KOP Category 6 with Land Use/Recreation and Policies

Goal/Policy	Consistent?
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. These inconsistencies could result in significant environmental impacts.
Avoidance 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. These inconsistencies could result in significant environmental impacts.
Ensuring diversity of land uses	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 subsequent projects are multi-benefit, addressing multiple needs.
Protection of existing residential neighborhoods from encroachment	Potentially No. As it is unknown the extent and location of subsequent projects under KOP Category 6, they could encroach on existing residential neighborhoods and result in a significant environmental impact.
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**

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. It is possible that construction activities, including roadway closures, could result in temporary incompatibility with adjacent uses or inconsistencies with applicable land use plans, policies, or regulations for the same reasons as outlined for the KOP categories. Therefore, the impact is potentially significant.

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Apply the following mitigation measures, which are described above.

Mitigation Measure LU-2: Consultation.

Mitigation Measure LU-3: Alternative Connectivity.

Mitigation Measure LU-4: Site Selection Process.

Significance after Required Mitigation

While temporary inconsistencies with land use plans and policies could occur during construction, these would be minimized with implementation of Mitigation Measures LU-1 and LU-2, which would reduce the impact to less-than-significant levels for KOP Categories 1, 2, 4, and 5 for later activities when carried out by the County, but would be significant and unavoidable for later activities when not carried out by the County. Subsequent projects under KOP Category 3 could result in out-of-scale development despite implementation of Mitigation Measure LU-4, which would result in significant and unavoidable impacts. For KOP Category 6, impacts would be significant and unavoidable.

Operation

Operation of projects pursuant to the *2020 LA River Master Plan* would provide increased access to the LA River as well as additional recreational opportunities. Furthermore, the projects would encourage community interaction. Operation of the projects would promote interconnectivity with adjacent neighborhoods and would further the goals and policies of the applicable land use plans.

Table 3.10-11 provides a brief consistency analysis of the overall *2020 LA River Master Plan* with the policies of the *Los Angeles County General Plan*, SCAG's Connect SoCal Plan, and other regional plans. Specific policies of the other jurisdictions' general plans are not called out, as the preceding analysis considers the overarching themes that have been identified as common across all plans.

Table 3.10-11. Consistency with Los Angeles County General Plan, SCAG Connect SoCal Plan, and other Regional Plan Policies

Plan	Policies and Objectives	Consistent?
<i>Los Angeles County General Plan</i>		
Land Use Element	<ul style="list-style-type: none"> Policy LU 2.2: Ensure broad outreach, public participation, and opportunities for community input in community-based planning efforts. 	<p><i>Typical Projects</i></p> <p>Yes. The County has engaged in substantial public outreach during development of the <i>2020 LA River Master Plan</i>. The County has</p>

Plan	Policies and Objectives	Consistent?
	<ul style="list-style-type: none"> • Policy LU 2.3: Consult with and ensure that applicable County departments, adjacent cities and other stakeholders are involved in community-based planning efforts. • Policy LU 2.8: Coordinate with the Los Angeles County Department of Public Works and other infrastructure providers to analyze and assess infrastructure improvements that are necessary for plan implementation. • Policy LU 5.2: Encourage a diversity of commercial and retail services, and public facilities at various scales to meet regional and local needs. • Policy LU 6.2: Encourage land uses and developments that are compatible with the natural environment and landscape. • Policy LU 10.1: Encourage community outreach and stakeholder agency input early and often in the design of projects. • Policy LU 10.4: Promote environmentally sensitive and sustainable design. 	<p>also consulted with all applicable County departments regarding infrastructure needs. The Project would provide recreational opportunities and neighborhood connectivity benefits and Design Guidelines would minimize incompatibility with the natural environment and adjacent land uses.</p> <p>KOP Categories 1, 2, 4, and 5 Yes. Please see discussion above for Typical Projects.</p> <p>KOP Categories 3, 6 Potentially No. Subsequent projects under KOP Category 3 could result in localized incompatibilities with adjacent land uses or out-of-scale development.</p> <p>2020 LA River Master Plan Yes. The County has engaged in substantial public outreach during development of the <i>2020 LA River Master Plan</i>. The County has also consulted with all applicable County departments regarding infrastructure needs. The Project would provide recreational opportunities and neighborhood connectivity benefits and Design Guidelines would ensure compatibility with the natural environment and adjacent land uses.</p>
Mobility Element	<p>Policy M 2.6: Encourage the implementation of future designs concepts that promote active transportation, whenever available and feasible.</p>	<p>Typical Projects, 6 KOP categories, and the overall 2020 LA River Master Plan Yes. The <i>2020 LA River Master Plan</i> includes design concepts for multi-use trails and access gateways that promote pedestrian-, bicycle-, and equestrian-friendly activities.</p>
Open Space Element	<ul style="list-style-type: none"> • Policy C/NR 1.3: Support the acquisition of new available open space areas. Augment this strategy by leveraging County resources in concert with the compatible open space stewardship actions of other agencies, as feasible and appropriate. • Policy C/NR 1.4: Create, support and protect an established network of dedicated open space areas that provide regional connectivity, between the southwestern extent of the Tehachapi Mountains to the Santa Monica Mountains, and from the 	<p>Typical Projects, 6 KOP categories, and the overall 2020 LA River Master Plan Yes. The <i>2020 LA River Master Plan</i> would utilize existing ROW to provide additional recreational and community benefits that would increase neighborhood connectivity. Design Guidelines would ensure sensitivity to the natural environment and sustainable design.</p>

Plan	Policies and Objectives	Consistent?
	<p>southwestern extent of the Mojave Desert to Puente Hills and Chino Hills.</p> <ul style="list-style-type: none"> • Policy C/NR 1.5: Provide and improve access to dedicated open space and natural areas for all users that considers sensitive biological resources. • Policy C/NR 2.2: Encourage the development of multi-benefit dedicated open spaces. • Policy C/NR 2.3: Improve understanding and appreciation for natural areas through preservation programs, stewardship, and educational facilities. 	
Parks and Recreation Element	<p>Goal P/R 1: Enhanced active and passive park and recreation opportunities for all users.</p> <ul style="list-style-type: none"> • Policy P/R 1.1: Provide opportunities for public participation in designing and planning parks and recreation programs. • Policy P/R 1.2: Provide additional active and passive recreation opportunities based on a community's setting, and recreational needs and preferences. • Policy P/R 1.3: Consider emerging trends in parks and recreation when planning for new parks and recreation programs. • Policy P/R 1.4: Promote efficiency by building on existing recreation programs. • Policy P/R 1.5: Ensure that County parks and recreational facilities are clean, safe, inviting, usable and accessible. • Policy P/R 1.6: Improve existing parks with needed amenities and address deficiencies identified through the park facility inventories. • Policy P/R 1.7: Ensure adequate staffing, funding, and other resources to maintain satisfactory service levels at all County parks and recreational facilities. • Policy P/R 1.8: Enhance existing parks to offer balanced passive and active recreation opportunities through more efficient use of space and the addition of new amenities. 	<p>Typical Projects, 6 KOP categories, and the overall 2020 LA River Master Plan</p> <p>Yes. The County has engaged in substantial public outreach during development of the <i>2020 LA River Master Plan</i>. The County has also consulted with all applicable County departments regarding infrastructure needs. The Project would provide recreational opportunities and neighborhood connectivity benefits and Design Guidelines would minimize incompatibility with the natural environment and adjacent land uses.</p>

Plan	Policies and Objectives	Consistent?
	<ul style="list-style-type: none"> • Policy P/R 1.10: Ensure a balance of passive and recreational activities in the development of new park facilities. • Policy P/R 1.11: Provide access to parks by creating pedestrian and bicycle-friendly paths and signage regarding park locations and distances <p>Goal P/R 2: Enhanced multi-agency collaboration to leverage resources.</p> <ul style="list-style-type: none"> • Policy P/R 2.5: Support the development of multi-benefit parks and open spaces through collaborative efforts among entities such as cities, the County, state, and federal agencies, private groups, schools, private landowners, and other organizations. <p>Goal P/R 3: Acquisition and development of additional parkland.</p> <ul style="list-style-type: none"> • Policy P/R 3.1: Acquire and develop local and regional parkland to meet the following County goals: 4 acres of local parkland per 1,000 residents in the unincorporated areas and 6 acres of regional parkland per 1,000 residents of the total population of Los Angeles County. • Policy P/R 3.3: Provide additional parks in communities with insufficient local parkland as identified through the gap analysis. <p>Goal P/R 4: Improved accessibility and connectivity to a comprehensive trail system including rivers, greenways, and community linkages.</p> <ul style="list-style-type: none"> • Policy P/R 4.1: Create multi-use trails to accommodate all users. 	
SCAG Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy)		
	<ol style="list-style-type: none"> 1. Encourage regional economic prosperity and global competitiveness 2. Improve mobility, accessibility, reliability, and travel safety for people and goods 3. Enhance the preservation, security, and resilience of the regional transportation system 4. Increase person and goods movement and travel choices within the transportation system 	<p>Typical Projects, 6 KOP categories, and the overall 2020 LA River Master Plan</p> <p>Yes. The Project would provide recreational opportunities and neighborhood benefits and Design Guidelines would ensure compatibility with the natural environment and adjacent land uses. The <i>2020 LA River Master Plan</i> would utilize existing ROW to provide additional recreational and community benefits that would increase neighborhood connectivity. Design Guidelines would ensure sensitivity to the natural environment and sustainable design.</p>

Plan	Policies and Objectives	Consistent?
	<ol style="list-style-type: none"> 5. Reduce greenhouse gas emissions and improve air quality 6. Support healthy and equitable communities 7. Adapt to a changing climate and support an integrated regional development pattern and transportation network 8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel 9. Encourage development of diverse housing types in areas that are supported by multiple transportation options 10. Promote conservation of natural and agricultural lands and restoration of habitats 	
Other Relevant Land Use Plans		
<i>Los Angeles River Revitalization Master Plan (2007)</i>	<ul style="list-style-type: none"> • Revitalize the Los Angeles River through enhanced flood storage, water quality, public safety, and ecosystem. • Green the neighborhoods with a continuous Los Angeles River greenway, extended open space and recreation, and public art along the Los Angeles River. • Capture community opportunities by making the Los Angeles River the focus of activity, providing opportunities for educational and public facilities, and celebrating the cultural heritage of the Los Angeles River. • Create value with improved quality of life, focused attention on underused areas and disadvantaged communities, and increased employment, housing, and retail space opportunities. 	<i>Typical Projects, 6 KOP categories, and the overall 2020 LA River Master Plan</i> Yes. Please see above consistency discussion for SoCal Connect policies.
<i>Lower Los Angeles River Revitalization Plan (2018)</i>	<ul style="list-style-type: none"> • Prevent gentrification and resulting residential and commercial displacement through comprehensive community-driven and informed policies and programs such as, but not limited to affordable housing, rent stabilization, enhanced infrastructure financing districts (EIFDs), community land trusts, city housing policies, thoughtfully planned commercial development, and additional LA River 	<i>Typical Projects, 6 KOP categories, and the overall 2020 LA River Master Plan</i> Yes. Please see above consistency discussion for SoCal Connect policies.

Plan	Policies and Objectives	Consistent?
	<p>multi-use trail and bikeway access points to avoid real estate hot spots.</p> <ul style="list-style-type: none"> • Address homelessness by preventing residential displacement, supporting regional initiatives such as increasing the affordable housing stock, long-term homelessness interventions and incorporating support services for the homeless into river revitalization projects. • Increase equitable community river access and assets through smart acquisitions of river adjacent properties to address the community and users' needs. These spaces must be safe, accessible by the community and meet the needs of a diverse range of users. • Support existing local businesses and workforce through coordination with organizations, development of park space and housing areas along the Lower LA River and support of locally owned businesses. Environmental remediation, green space development and revitalization efforts should directly engage the community and create job opportunities while providing workforce training and provisions for worker safety. • Promote health, equity, wellness and physical activity in communities along the lower LA River by providing access to safe and interconnected complete streets, parks and open spaces that promote an active lifestyle, and by increasing access to and promoting healthy food. • Increase community green infrastructure in communities along the Lower LA River in order to protect and improve air and water quality, increase outdoor activity, improve mental health, and increase social cohesion by creating community gathering spaces. • Enhance connectivity by improving and expanding the network of connections including streets, pathways, bikeways, and multi-use trails that connect communities, cities, and public assets to the LA River Bikeway and Trail. 	

Plan	Policies and Objectives	Consistent?
	<ul style="list-style-type: none"> • Enhance and create diverse, vibrant public spaces by creating new and improving existing public spaces at and around the river that support diverse experiences, public enjoyment, health, and local community identity. • Improve user experience and equitable access by providing a consistent, high-quality experience along the river, in surrounding public spaces, and in the connections in between, that is welcoming, accessible, and safe for all users. 	
<i>Long Beach RiverLink (2007)</i>	<ul style="list-style-type: none"> • Identify areas for the acquisition of additional open space. As previously mentioned, the City is seeking to provide eight acres of recreational open space for each 1,000 residents of the city. To achieve this, approximately 1,100 acres needs to be added to the current inventory of 2,855 acres. • Identify ways to connect city residents to the Los Angeles River. This is primarily oriented toward improving physical access to the bicycle and pedestrian trails on the levees and open spaces along the River. • Identify locations along the Los Angeles River where the native habitats could be restored. This is to preserve the scarce remnants of Long Beach's biological heritage, and to allow that heritage to recover to the point that its existence will no longer be threatened. Furthermore, this is to provide places of contact where residents can understand and value that heritage. • Improve the aesthetics of the Los Angeles River and the City. 	<p>Typical Projects, 6 KOP categories, and the overall 2020 LA River Master Plan Yes. Please see above consistency discussion for SoCal Connect policies.</p>
<i>Gateway Cities and Rivers Urban Greening Master Plan (2015)</i>	<ul style="list-style-type: none"> • Protect open space for people and wildlife • Support water conservation and ecosystem improvement • Inspire environmental stewardship in diverse communities and among recreational users • Expand public access to existing and new recreation opportunities Through the Gateway Cities and Rivers Urban Greening Master Plan, the WCA is working to improve conditions through the "missing middle" study area, which 	<p>Typical Projects, 6 KOP categories, and the overall 2020 LA River Master Plan Yes. Please see above consistency discussion for SoCal Connect policies.</p>

Plan	Policies and Objectives	Consistent?
	includes the cities along the Lower Los Angeles River, Rio Hondo, Lower San Gabriel River and Coyote Creek. The plan takes a holistic approach by integrating several regional plans and leveraging a joint-powers authority (JPA) between the Los Angeles County Flood Control District and the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy.	
<i>Common Ground from the Mountains to the Sea: Watershed and Open Space Plan San Gabriel and Los Angeles Rivers (2001)</i>	<ul style="list-style-type: none"> • Create, expand, and improve public open space throughout the region. • Improve access to open space and recreation for all communities. • Improve habitat quality, quantity, and connectivity connect open space with a network of trails. • Promote stewardship of the landscape encourage sustainable growth to balance environmental, social, and economic benefits. • Maintain and improve flood protection. • Establish riverfront greenways to cleanse water, hold floodwaters and extend open space. • Coordinate watershed planning across jurisdictions and boundaries. • Encourage multi-objective planning and projects. 	Typical Projects, 6 KOP categories, and the overall 2020 LA River Master Plan Yes. Please see above consistency discussion for SoCal Connect policies.

Sources: Los Angeles County 2015; SCAG 2020; City of Los Angeles 2007; Lower Los Angeles River Working Group 2018; Long Beach Department of Parks, Recreation and Marine 2007; WCA and North East Trees 2015; California Resources Agency et al. 2001

As noted, CEQA does not require consistency with each and every policy contained in an applicable land use plan. While there may be some inconsistencies with individual policies of different jurisdictions, the proposed Project would be generally consistent with the overarching themes of these land use policies. The Project would be designed to be consistent and compatible with adjacent land uses, provide more diversity in land uses, and provide greater access to the river from neighborhoods along the river, and would not encroach on existing residential neighborhoods. Any land use inconsistencies will have been addressed during the site selection process and there would be a less-than-significant impact during operation with regard to policy consistency.

Impact Determination

Impacts would be potentially significant.

Mitigation Measures

Apply the following mitigation measure, which is described above.

Mitigation Measure LU-4: Site Selection Process.

Significance after Required Mitigation

Impacts would be significant and unavoidable.

Cumulative Impacts

As the LA River extends over 51 miles, the geographic context for a consideration of cumulative impacts is the County, which is the planning area within which the Project resides and encompasses all 18 jurisdictions. This context allows consideration of consistency across the affected jurisdictions. 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 land use and planning, if, in combination with other projects within the greater Los Angeles region, it would be inconsistent with adopted land use goals, objectives, or policies of applicable lands use plans or create incompatible land uses with the immediate surrounding land uses. The cumulative growth and development in the greater Los Angeles region is expected to be largely consistent with the plans that have been established to guide and regulate growth patterns and infrastructure improvements. Regional planning documents, such as SCAG's Regional Comprehensive Plan (RCP) and the 2020–2045 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), are used for planning within the greater Los Angeles area. However, some strategies may not be consistent with the general plans of city and County areas when it comes to land use patterns and densities. On a local level, goals and policies in the local jurisdictions' general plans would supersede strategies in the 2020–2045 RTP/SCS.

Cumulative Condition

The development patterns encouraged by the 2020–2045 RTP/SCS, where implemented by local jurisdictions, would influence the distribution of growth in existing urbanized areas or suburban town centers and opportunity areas such as in high-quality transit areas, including livable corridors and neighborhood mobility areas. To accommodate growth, the 2020–2045 RTP/SCS includes transportation and land use strategies that encourage higher densities in areas with infill potential and existing infrastructure; emphasizes an increase in transportation mode choice such as transit, walking, and biking; promote diverse housing choices; support implementation of sustainability policies; and promote a green region and other benefits.

As noted in the PEIR for the 2020–2045 SCAG RTP/SCS, physical division of an established community could occur as a result of real or perceived barriers to pedestrians, bicyclists, and motorists. Long-term impacts could result from the completion of new or expanded roadways or transit facilities in existing communities. The PEIR found that land use impacts could be significant and unavoidable even with implementation of mitigation on a regional basis.

Local land use plans and policies guide development within a particular jurisdiction. Past, present, and reasonably foreseeable development within the applicable jurisdictions along the river's extent may have resulted in some site-specific physical division of an established community or inconsistencies with land use plans and policies; however, all local jurisdictions require design review for all projects and consideration of consistency with its land use plans. Therefore, the impact with regard to land use would not be cumulatively significant. On a local level, there is no

cumulative condition with regard to land use. Therefore, the proposed Project would not make a cumulatively considerable contribution to land use and planning.

Local land use plans and policies guide development within a particular jurisdiction. Past, present, and reasonably foreseeable development within the applicable jurisdictions along the river's extent may have resulted in some site-specific physical division of an established community or inconsistencies with land use plans and policies; however, all local jurisdictions require design review for all projects and consideration of consistency with its land use plans. Therefore, the impact with regard to land use would not be cumulatively significant. On a local level, there is no cumulative condition with regard to land use.

Contribution of the Project to Cumulative Impacts

The proposed Project would not physically divide an established community. Project impacts with regard to land use compatibility would be less than significant, and the Project would be generally consistent with land use plans and policies. As there is no cumulative condition with regard to land use, the proposed Project would not make a cumulatively considerable contribution to land use and planning impacts.