

SECTION 3.0

ALTERNATIVES

The County of Los Angeles Department of Public Works, Department of Parks and Recreation, and Department of Regional Planning, the U.S. Army Corps of Engineers, and the Los Angeles River Advisory Committee preferred plan is to proceed as proposed in the Project Information Sheet (Section 1) and Project Description (Section 2).

Alternatives, including the No-Action and City of Los Angeles Greenbelt Corridor, were considered during formulation of the *Los Angeles River Master Plan*. The Planning Team attempted to integrate specific activities identified by local jurisdictions and other interested parties into the *Master Plan*. However, requests that were inconsistent with the River's primary purpose of flood control, the scope of the study, or specific objectives, such as use of public right of ways were not considered for detailed analysis.

In the initial Statement of Purpose, the Los Angeles River Advisory Committee stated that "It is critical that the proposals presented in the Plan are compatible with the goal of maintaining or improving the flood control capacity of the River." The potential for alternative designs and flood control solutions was raised during public workshops on the Master Plan that were held in October through November 1993. Included among those concepts was the proposed "naturalizing" of all or portions of the Los Angeles River. Such alternatives were not carried forward for detailed consideration in the *Los Angeles River Master Plan* but may in the future where a channel has inadequate capacity and there exists sufficient right of way.

3.1 NO-ACTION ALTERNATIVE

Pursuant to the California Environmental Quality Act, this alternative would consist of limiting use of the Los Angeles River to existing authorized uses. Pursuant to the National Environmental Policy Act, this alternative would consist of no coordinated efforts towards the proposed *Los Angeles River Master Plan* which would require that the potential for impacts and public benefits be considered individually for each site-specific project recommendation.

The No-Action alternative is inconsistent with the direction provided by the County of Los Angeles Board of Supervisors and most of the basic objectives for the proposed project. Specifically, the No-Action alternative fails to provide additional facilities in the Los Angeles Metropolitan Center which has only twenty-five to fifty percent the open space per capita associated with other major metropolitan centers. More specifically, the No-Action alternative fails to provide increased opportunities for recreation in the five Regional Planning Areas designated in *A Parks and Recreation Strategic Plan for the 2010* as being 62 to 100 percent deficient in recreation areas to meet projected need for parklands in the year 2010. The failure to provide sufficient area and opportunities to participate in stress-reducing exercises denies portions of the population the benefits of better health and lower medical expenditures. The inability to implement site-specific aesthetic enhancement projects precludes opportunities to enhance property values and contribute to partial remediation of regional air and water pollution through the development of parks, greenways, and open space enhancements that encourage

people to ride bicycles, run, jog, or walk instead of driving cars. The No-Action alternative would not provide enhanced opportunities for outdoor science classrooms and urban wildlife viewing which is a goal of the County of Los Angeles *General Plan*. In its existing condition, the site does not provide for physical access consistent with the requirements of the *Americans with Disabilities Act*.

3.2 CITY OF LOS ANGELES RIVER GREENBELT CORRIDOR

The *Los Angeles River Greenbelt Corridor Study* (City of Los Angeles Departments of Planning and Recreation and Parks 1990) was published in response to a 1987 request by the Recreation, Library, and Cultural Affairs Committee of the Los Angeles City Council to the City of Los Angeles Department of Recreation and Parks and City Planning Department. As envisioned by the City of Los Angeles study, the Greenbelt Corridor would be initiated with a demonstration project. The City of Los Angeles Bureau of Engineering would be directed to complete cost and design studies for bikeway and landscaping in increments, as funding became available. Bikeway improvements within the City of Los Angeles and associated landscape improvements would be implemented incrementally as funding became available. The Los Angeles River right-of-way would be zoned to Open Space. The Planning and Zoning Code would be amended to provide incentives or requirements for owners of adjacent land to provide open space and/or amenities in connection with development of their properties. A Specific Plan would be developed for the entire length of the Los Angeles River that is within City Limits and which includes sufficient river frontage parcels (publicly and privately owned) for development of the Greenbelt Corridor, in coordination and consistent with the Community Plan Revision Program for the Planning Department. The Specific Plan would provide the City Planning Department with a mechanism for Site Plan Review of proposed activities adjacent to the Los Angeles River. Such development projects would be subject to discretionary approval by the City. The Specific Plan would provide development and use standards to be considered as guidelines or requirements for discretionary approval process so that urban development adjacent to the Los Angeles River could be accomplished in a manner that enhances the potential for beneficial use and enjoyment, public and private, of a riverine environment. The Specific Plan would address proposed extensions, if any, of the existing equestrian trail, which presently follows the river in the vicinity of Griffith Park.

The City of Los Angeles River Greenbelt Corridor would accomplish many of the objectives defined for the proposed project. However, benefits associated the City of Los Angeles River Greenbelt Corridor would be limited to that portion of the Los Angeles River that lies within the jurisdictional boundaries of the City of Los Angeles and would serve only a fraction of the County's residents. While accomplishment of this portion of the project area would be beneficial it would not accomplish the overall objective of providing a regional trail system between the San Gabriel Mountains and the ocean, that provides recreational, aesthetic, and economic benefits to meet the diverse needs of County's residents. In addition, by limiting improvements strictly to a "corridor" along the Los Angeles River, it would fail to integrate the Los Angeles River with other public amenities located in close proximity to the River in the other twelve local jurisdictions through which it passes. The City of Los Angeles Greenbelt Corridor has the same environmental issues associated with the preferred plan identified by the Los Angeles River Advisory Committee.

This City of Los Angeles Greenbelt Corridor was not carried forward for detailed consideration because of the more limited scope of public benefits associated with this alternative and the failure of this alternative to avoid any environmental issues associated with the preferred plan.