

5.12 UTILITIES AND SERVICE SYSTEMS

This section of the environmental analysis describes impacts to local utility services that are potential issues at the various project sites identified in the Los Angeles River Master Plan Final Report (Los Angeles County Departments of Public Works, Parks and Recreation, and Regional Planning 1996) including: the regulatory framework; existing conditions; thresholds for determining significance; impacts; and, if necessary, mitigation.

5.12.1 Regulatory Framework

The Sewerage Service Policy Map of the County of Los Angeles *General Plan* (Los Angeles County Department of Regional Planning 1993, 1991e, 1980a) includes objectives to provide the effective implementation of sewer service to the projects. The Los Angeles County Solid Waste Management Plan map of the County of Los Angeles *General Plan* (Los Angeles County Department of Regional Planning 1993, 1980a and d) provides objectives for effective solid waste management for the projects. The Water Service Policy Map of the County of Los Angeles *General Plan* (Los Angeles County Department of Regional Planning 1993, 1980a and f) includes objectives and methods to provide potable water services to the projects.

A direct connection to the County Sanitation Districts of Los Angeles County (Sanitation Districts) trunk sewer requires a Trunk Sewer Connection Permit.

The California Solid Waste Reuse and Recycling Access Act of 1991 requires each jurisdiction to adopt an ordinance by September 1, 1994 requiring each "development project" to provide an adequate storage area for collection and removal of recyclable materials.

Local jurisdictions including the Cities of Long Beach, Los Angeles, Vernon, Maywood, Bell Gardens, Bell, Commerce, Cudahy, South Gate, Lynwood, Paramount, Compton, Glendale, and Burbank, have their own permit requirements for connection to utilities within their jurisdiction, such as sewer, water and storm drain. Various special districts and private water companies also exist within the project areas, and have specific requirements for connection to their distribution systems. In addition, several of the local cities have joined together to implement a reclaimed water distribution system for non-potable water uses, such as irrigation. Special permits and requirements may be implemented in conjunction with the projects requiring irrigation water.

Gas service is provided by Southern California Gas Company. Telephone service is provided by either GTE or Pacific Bell. Electrical services are provided by either the Southern California Edison Company or the several municipal utilities, including the Cities of Los Angeles and Burbank.

5.12.2 Existing Conditions

All of the projects considered in the *Los Angeles River Master Plan* are in developed areas having infrastructure in place for water, sewer, telephone, gas, electrical, storm drainage and solid waste disposal. Many of the projects are within existing utility corridors.

5.12.3 Significance Thresholds

The threshold for determining if significant impacts on utilities and service systems would occur is based on Appendix G of the *California Environmental Quality Act Statutes and Guidelines*. The likelihood for significant impacts on utilities and service systems to occur was evaluated on the potential for the proposed project to result in:

- Breach of published national, state or local standards relating to solid waste or litter control;
- Extension of a sewer trunk line with capacity to serve new development; or
- Substantial alteration to utilities.

5.12.4 Impact Analysis

This section analyzes the potential for significant impacts on utilities and service systems that would occur from implementation of the *Los Angeles River Master Plan*. Electrical infrastructure sufficient to serve the proposed project exists in the area. Most of the projects proposed under the *Los Angeles River Master Plan* do not require electrical service, and those that do require relatively small services. An example would be service to a restroom facility or for concession stands at a park site. The proposed projects would not result in a need for new electrical infrastructure, nor would they substantially alter existing electrical facilities. Sufficient capacity exists in the electrical system to accommodate those projects requiring electrical service.

Landscaping and tree planting proposed within the existing electrical transmission facility easements will be required to conform to Southern California Edison, and City of Los Angeles Department of Water and Power requirements for tree height, and access.

Natural gas facilities also exist in the areas of the proposed *Master Plan* projects. Most of the projects will not require natural gas service. An example of a project which would require natural gas service is a food concession stand at a park site which cooks on the premises. The proposed projects would not result in a need for new natural gas infrastructure, nor would they substantially alter existing natural gas distribution facilities. Sufficient capacity exists in the natural gas distribution system to accommodate those projects requiring service.

Some of the proposed projects in the *Master Plan* will have telephone service provided by either Pacific Bell or GTE. Most of the proposed projects will not require telephone service. Some projects will have pay telephones for the public's convenience. An example of a project which would have telephone service is a park or concession stand. The proposed projects would not result in a need for new telephone infrastructure, nor would they substantially alter existing telephone facilities. Sufficient capacity exists in the telephone system to accommodate those projects requiring service.

Potable water distribution facilities exist within the areas of the proposed projects. Existing water distribution facilities are expected to be adequate to serve the proposed projects. The greatest impact to water utilities will be irrigation of new trees, landscaping, and restored habitats. Reclaimed water may become available for use as irrigation water on many of the proposed landscaping projects. Use of drought tolerant species in ornamental gardens is expected to reduce the irrigation water

requirement. Irrigation of native species and restored habitat will not extend beyond the establishment period of approximately 2 years. Potable water will be required for park and concession stand projects. However, demands are expected to be small.

Few of the projects proposed in the *Los Angeles River Master Plan* will require sewer service. These include some concession stands and park projects. Many of the proposed projects are associated with an existing facility where public restrooms are available.

The projects proposed in the *Los Angeles River Master Plan* will be located adjacent to existing flood control facilities. Existing storm drain facilities are being upgraded as part of the LACDA improvements. Construction of these improvements is expected to take place over seven to nine years, beginning in 1995. Runoff from most of the projects proposed in the *Master Plan* will not be different than presently exists. Some projects will require construction of small parking lots and bicycle trails which will be paved. Paved surfaces will generate increased runoff, but will not substantially alter the existing volume of runoff. The storm water from the parking lots will contain small quantities of grit, oil, dirt, and leaves which will settle in the gutters and catch basins.

Construction of some of the projects proposed may require minor relocation of utility infrastructure. These cannot be identified at present. Project specific CEQA documents will further address these issues. Mitigation measures would be proposed at that time, should they be required.

Table 5.12-1 presents a matrix of projects which require utility services.

Construction and operation of all of the projects in the *Los Angeles River Master Plan* will increase generation of solid waste which will contribute to cumulative impacts on solid waste management facilities in the County. The proposed project includes provisions for collection and removal of recyclable and green waste materials. Recycling and composting programs will be incorporated into the maintenance and operation of the recreation facilities.

5.12.5 Mitigation Measures

The projects proposed under the *Los Angeles River Master Plan* are not expected to result in the need for new systems or supplies, or substantial alteration to existing utilities, including natural gas, power, communications systems, local or regional water treatment or distribution facilities, sewer or septic tanks, solid waste disposal, or local or regional water supplies. The use of reclaimed water for irrigation is encouraged, when it becomes available. Solid waste generation from the proposed projects is not expected to exceed national, state or local standards related to solid waste or litter control. Therefore, there are no mitigation measures recommended.

**TABLE 5.12-1
AFFECTED UTILITIES**

Project	Utilities Affected
General Proposed Projects	
All environmental enhancement projects	Water for irrigation
All economic development projects	Water, sewer, telephone, electricity, natural gas
Reach Number 1	
Sheet No. 8: Demonstration project; trail enhancement of Wrigley Greenbelt and trail	Water for irrigation
Sheet No. 10: Plant trees north of Virginia Country Club	Water for irrigation
Sheet No. 15: Park/aesthetic improvements north of Artesia Boulevard	Water, sewer, telephone, electricity
Reach Number 2	
Sheet No. 22: 17 acre park site north of confluence of LAR and Rio Hondo	Water, sewer, telephone, electricity
Sheet No. 24: Park north of SPRR	Water, sewer, telephone, electricity
Sheet No. 25: Park north of SPRR	Water, sewer, telephone, electricity
Reach Number 3	
Sheet No. 41: Park and River overlook at Broadway Street and park at corn fields	Water, sewer, telephone, electricity
Reach Number 4	
Sheet Nos. 51, 52, and 53: Demonstration project at proposed Los Feliz Riverwalk	Water, sewer, telephone, electricity
Sheet No. 58: Recreation and aesthetic improvements at City of Los Angeles spreading grounds	Water, telephone, electricity
Reach Number 5	
Sheet No. 64: Vista point water feature art north of confluence of LAR and Tujunga Wash	Water, telephone, electricity
Sheet No. 70: Park south of LAR between Hazeltine and Murietta	Water, sewer, telephone, electricity
Sheet No. 81: Park north of LAR and west of Corbin	Water, sewer, telephone, electricity

Project	Utilities Affected
Sheet No. 82: Create park north of LAR and west of Osborne	Water, sewer, telephone, electricity
Reach Number 6	
Sheet No. 85: Vista point water feature art north of confluence of LAR and Tujunga Wash	Water, telephone, electricity
Sheet No. 92: Mini-park between Tujunga Wash and strip mall market	Water, telephone, electricity
Sheet No. 93: Staging area/parking/access between Alton Avenue and Tujunga Wash north of Sherman Way	Water, telephone, electricity

5.13 AESTHETICS

This section of the environmental analysis documents the potential impacts on visual and aesthetic resources. The explanation includes: description of the regulatory framework; description of the existing conditions of the visual resources, including scenic vistas, for the *Los Angeles River Master Plan Final Report* (Los Angeles County Departments of Public Works, Parks and Recreation, and Regional Planning 1996); significant thresholds for assessing the potential for the project to have an impact on aesthetics of the area; and documentation that the site-specific project recommendation identified in the proposed *Los Angeles River Master Plan* will not result in significant impacts on aesthetics.

5.13.1 Regulatory Framework

State

Southern California Association Of Governments (SCAG)

The Open Space and Conservation Chapter of the *Regional Comprehensive Plan and Guide* (SCAG 1995) encourages a "regional vision and (coordination of jurisdictions) to assess the adequacy of recreation and trail programs of jurisdictions, individually and collectively for both residents and tourists."

County

County of Los Angeles

The County of Los Angeles *General Plan* (Los Angeles County Department of Regional Planning 1993 and 1980a) describes the land use planning and guidelines for visual and aesthetic resources. The Conservation and Open Space Element of the County of Los Angeles *General Plan* includes the goal of preserving and protecting sites of scenic value. The Land Use Element of the County of Los Angeles *General Plan* has two relevant goals: (1) encourage more effective use of land, compatible with and sensitive to natural ecological, scenic, and open space resources; and (2) encourage high quality design in all development projects, compatible with and sensitive to the natural and manmade environment. The Scenic Highway System Map of the County of Los Angeles *General Plan* (Los Angeles County Department of Regional Planning; 1993, 1980a, and 1980e) indicates existing and proposed scenic highways within the County. Scenic highways are also shown on the Special Management Areas Map of the County of Los Angeles *General Plan* (Los Angeles County Department of Regional Planning; 1993, 1991f, and 1980a).

Local

City of Long Beach

The City of Long Beach's *General Plan* (City of Long Beach 1980, 1975a, 1975b 1973a, and 1973b) Scenic Routes Element advocates that "Whenever possible the same scenic corridor will include pedestrian paths, bikeways and navigation routes for small boats." Goals and Policies for scenic routes include the utilization of "public easements for a system of connecting corridors between major recreational facilities and open space" and the removal of, or

screening of "visual pollution from designated scenic route corridors." Regarding Bicycle Scenic Routes, "Safety is of particular importance in the selection of routes for bicycles, and therefore, the complete separation from motorized traffic is of the highest priority. In this regard 43.6 miles (84%) of the proposed Long Beach route is free of automotive traffic by utilizing flood control channels, beach and park easements, and railroad and utility rights-of-way" and "has taken into consideration the proposed bike routes of surrounding jurisdictions. The bike route follows the open space element linkage system and circumscribes the city via the Los Angeles and San Gabriel River Channels, the shoreline and a northern and central link." The Plan's Open Space Element goals include preservation and enhancement of "the open space opportunities offered by the inland waterways of the city through improved access and beautification."

City of Paramount

The City of Paramount's General Plan (City of Paramount 1990) Environmental Management Plan states that "Certain areas along the Los Angeles River berm and adjacent potential retarding basins offer an opportunity to cluster tree plantings and other landscape treatments to provide a "soft" western edge to the city. This could become a distinctive landmark tying into trail systems, Banana Park and adjacent residential areas." According to the General Plan's Resource Element, Open Space Conservation Component, there are no designated scenic highways nor any potential scenic highways in Paramount that may be affected by this. A relevant policy calls for the City to "Pursue a landscape program to improve the westerly edge of the City along the Los Angeles River."

City of Compton

The City of Compton's General Plan (City of Compton 1991) Conservation/Open Space/Parks and Recreation Element, Related Plans, Programs, and other Public Policies incorporates "...several existing plans and programs which apply directly to the goals and policies of the Conservation/Open Space/Parks and Recreation Element." These include the Los Angeles County General Plan which "...contains a county parks component which describes county wide parks and trails systems" which "...include two off-road trails along the Los Angeles River and the Southern California Edison right-of-way."

City of Lynwood

The City of Lynwood's General Plan (City of Lynwood 1990) Open Space Element identifies the Los Angeles River Channel (outside Lynwood's eastern boundary along the Long Beach Freeway) as nearby land with recreational potential and states that "...the Los Angeles River Channel, adjacent to the Long Beach Freeway and outside Lynwood's eastern boundary may provide open space opportunities if County funding becomes available."

City Of Bell Gardens

The City of Bell Garden's General Plan (City of Bell Gardens 1995) Open Space and Recreation Element states that the "Location between the Rio Hondo and Los Angeles Rivers offers a major opportunity to be a part of a system of connected recreation areas. In response to this opportunity, the city has joined with other jurisdictions of the East Central Area Planning Council in supporting the recommendation to develop the banks of these flood channels for open space as is reflected in the Rio Hondo/Los Angeles Rivers Beautification/Recreation

Report. This plan would connect Bell Gardens to the Whittier narrows regional recreation area through a series of riding and hiking trails and would provide a direct link to the John Anson Ford Park.”

City of Cudahy

The City of Cudahy’s General Plan (City of Cudahy 1992) Open Space and Recreation Element contains two relevant policies: (1) “Participate with the County of Los Angeles in the planning of regional parks and recreation facilities to serve City residents”; and (2) “Promote the use of hiking and bicycle trails along the Los Angeles River.” Cudahy’s Parks Master Plan states that “The City shall also post signs along roadways to identify access points to the Los Angeles River trail.”

City of Vernon

The City of Vernon’s General Plan (City of Vernon 1989) Natural Resources Element includes the goal and policy of cooperation “...with regional efforts to upgrade the appearance and open space value of the Los Angeles River Channel.”

Communities In Los Angeles City:

Northeast Los Angeles

The Northeast Los Angeles General Plan’s (City of Los Angeles 1979b) Recreation, Parks and Open Space Element calls for the provision of “facilities for specialized recreational needs within the district, with consideration given to utilizing existing public lands such as flood control channels, utility easements, Department of Water and Power property, etc. These recreational needs include equestrian facilities, hiking trails, bicycle trails and others.”

Silver Lake-echo Park

The Silver Lake-Echo Park General Plan’s (City of Los Angeles 1984a) Recreation and Parks, Programs Element calls for “a new Neighborhood Park to be developed on the vacant property at the south end of the Glendale Freeway.” Riverside Drive is a major scenic highway running alongside a portion of the Los Angeles River Project.

Sherman Oaks-studio City-toluca Lake

The Sherman Oaks-Studio City-Toluca Lake General Plan’s (City of Los Angeles; 1974) objectives include the encouragement of “open space for recreation uses including hiking, riding, and bicycle trails utilizing utility rights-of-way and other public lands where feasible.” Policy states: “The public facilities shown on the plan Map are consistent with previously approved and currently proposed Service System Elements of the General Plan. The Plan proposes landscaping of the flood control rights-of-way (in strips on either side of the channels) throughout the district. Where sufficient land is available, park facilities, riding, hiking and bicycle trails, etc. should be provided in these strips.”

Reseda-west Van Nuys

The Reseda-West Van Nuys District Plan (City of Los Angeles 1985) encourages the “Use of flood control channels and power line rights-of-way for recreational purposes.”

Canoga Park-winnetka-woodland Hills-west Hills

The Canoga Park-Winnetka-Woodland Hills-West Hills Plans (City of Los Angeles 1984b) propose "the landscaping and utilization of flood control and power line rights-of-way for open space purposes and for hiking, bicycling and equestrian trails where appropriate."

Other City of Los Angeles Communities

The following Communities of the City of Los Angeles have no specific objectives or policies relevant in evaluating the aesthetic effects of the proposed project: Boyle Heights, Central City North, Hollywood, and Encino-Tarzana.

City of Burbank

The City of Burbank's General Plan (City of Burbank 1988) Land Use Element Policy indicates that "The use of public school sites, landfill areas, reservoirs and other public facilities to augment the City's supply of open space facilities is to be encouraged and facilitated."

The following Cities have no specific objectives or policies relevant in evaluating the aesthetic effects of the proposed project: Glendale, Commerce, Maywood, Bell and South Gate.

5.13.2 Existing Conditions

The Los Angeles River Master Plan runs the length of the Los Angeles River from Tujunga Wash south to the Long Beach Harbor. The 51 mile section of the River and 9 mile section of the Tujunga Wash tributary flow through 13 cities and 9 Los Angeles City Council Districts. The cities include: Los Angeles, Burbank, Glendale, Vernon, Maywood, Bell, Bell Gardens, Cudahy, South Gate, Lynwood, Paramount, Compton and Long Beach. The Los Angeles City Council Districts include: Boyle Heights, Central City North, Northeast Los Angeles, Silver Lake-Echo Park, Hollywood, Sherman Oaks-Studio City-Toluca Lake, Encino-Tarzana, Reseda-West Van Nuys, Canoga Park-Winnetka-Woodland Hills.

Sections of the Los Angeles River are designated as Open Space in the Open Space Element of the *General Plan*, or Recreational Use in the Land Use Element of the City of Los Angeles. Sections of the River within the City of Los Angeles are being considered for designation as a Greenbelt Corridor, but that designation has not officially been incorporated into the Open Space Element of the City's General Plan.

The River is contained within a concrete flood channel for most of its path, with occasional areas of open bottom channel where natural vegetation occurs and wildlife habitats have established. Along the River channel are access roads for flood control, and public utility easements for power lines.

Land Use designations vary from city to city, with a predominance of industrial and recreational designations, although some areas such as the cities of Bell Gardens, Los Angeles, South Gate, Glendale and Long Beach have mixed density residential.

Several stretches along the River have active hiking, bicycle and equestrian trails usually along easements used for flood control purposes. Several scenic corridors cross the River, and the Long Beach Freeway which parallels the River for many miles is considered a scenic corridor and bikeway through the City of Long Beach.

5.13.3 Significance Threshold

The threshold for determining if significant impacts on aesthetics would occur is based on Appendix G of the *California Environmental Quality Act Statutes and Guide*. The likelihood for significant impacts on aesthetics to occur was evaluated on the potential for the proposed project to result in:

- Changes in the landscape that substantially degrade an existing viewshed or alter the character of the viewshed by addition of anomalous structures or elements.
- Changes in the character of the existing visual environment that would result in an incompatible setting with designated scenic areas.

5.13.4 Impact Analysis

The purpose of this project is to develop the potential for recreational, environmental and aesthetic improvements in conjunction with the Los Angeles River's and Tujunga Wash's primary function of flood control as they pass through the 13 jurisdictions and empty into the Pacific Ocean. The proposed *Los Angeles River Master Plan* identifies issues relevant to the River, seeks to develop a vision and set forth an implementation program intended to achieve a better river environment, and to create a recreational and aesthetic use for future generations.

Federal Wild And Scenic Rivers Act, As Amended

Los Angeles River and Tujunga Wash have undergone substantial alteration and flood control improvement within the last fifty to sixty years. The Los Angeles River and Tujunga Wash no longer retain the necessary scenic characteristics, wildlife values, recreation amenities suitable for designation under the Act.

Southern California Association Governments Regional Comprehensive Plan

The proposed project is consistent with the Southern California Association of Governments General Plan, Open Space and Conservation Chapter which "... encourages governmental agencies with trails and trail segments determined to be regionally significant to amend their land use plans to support such networks. In encouraging joint use of utility, transportation and other rights-of-ways, rivers, and biodiversity areas, open space and other appropriate components of local plans should have trail programs in common."

County of Los Angeles General Plan

The proposed project is consistent with the County of Los Angeles' Conservation and Open Space Element and the Land Use Element found in the *General Plan*, regarding viewshed and scenic areas. The Special Management Areas Map and the Scenic Highway System Map of the County of Los Angeles *General Plan* have been reviewed for the proposed Los Angeles River

Master plan to result in impacts on designated scenic vistas or scenic highways. It has been determined that there are no vistas or scenic highways that will be affected by the proposed improvements of the LA River Master Plan.

City of Long Beach

The proposed project is consistent with the Scenic Routes Element found in the City's General Plan regarding viewshed and scenic areas. The Scenic Routes Element of the General Plan has been reviewed for the proposed Los Angeles River Master Plan to result in impacts on designated scenic vistas or scenic highways. It has been determined that vistas of the Los Angeles River from the Long Beach Freeway, a major scenic highway will be visually enhanced by the proposed developments and improvements. Proposed landscaping will reduce glare from the concrete lined river and fulfill the policy requirement of screening visual pollution from designated scenic route corridors. The easement along the Los Angeles River through Long Beach is a scenic designated corridor and bikeway, and it has been determined that vistas and viewsheds will be aesthetically enhanced by the proposed developments and improvements. All improvements will reference the Scenic Routes Elements design guideline section.

City of Paramount

The proposed project is consistent with the City's General Plan regarding viewshed and scenic areas. The General Plan has been reviewed for the proposed Los Angeles River Master Plan to result in impacts on designated scenic vistas or scenic highways. It has been determined that there are no vistas or scenic highways that will be affected by the proposed developments and improvements. It has been determined that the Los Angeles River Master Plan meets the City's policy of a landscaped edge to soften and improve the western edge of the City.

City of Compton

The proposed project is consistent with the Conservation/Open Space/Parks and Recreation Element found in the City's General Plan regarding viewshed and scenic areas. The Conservation/Open Space/Parks and Recreation Element of the General Plan has been reviewed for the proposed Los Angeles River Master Plan to result in impacts on designated scenic vistas or scenic highways. It has been determined that there are no vistas or scenic highways that will be affected by the proposed developments and improvements.

City of Lynwood

The proposed project is consistent with the Open Space and Recreation Element found in the City's General Plan regarding viewshed and scenic areas. The Open Space and Recreation Element of the General Plan has been reviewed for the proposed Los Angeles River Master Plan to result in impacts on designated scenic vistas or scenic highways. It has been determined that there are no vistas or scenic highways that will be affected by the proposed developments and improvements.

City of South Gate

The proposed project is consistent with the Land Use Element found in the City's General Plan regarding viewshed and scenic areas. The Land Use Element of the General Plan has been reviewed for the proposed Los Angeles River Master Plan to result in impacts on designated

scenic vistas or scenic highways. It has been determined that there are no vistas or scenic highways that will be affected by the proposed developments and improvements.

City of Bell Gardens

The proposed project is consistent with the Open Space and Recreation Element found in the City's General Plan regarding viewshed and scenic areas. The Open Space and Recreation Element of the General Plan has been reviewed for the proposed Los Angeles River Master Plan to result in impacts on designated scenic vistas or scenic highways. It has been determined that there are no vistas or scenic highways that will be affected by the proposed developments and improvements.

City of Bell

The proposed project is consistent with the City's General Plan regarding viewshed and scenic areas. The General Plan has been reviewed for the proposed Los Angeles River Master Plan to result in impacts on designated scenic vistas or scenic highways. It has been determined that there are no vistas or scenic highways that will be affected by the proposed developments and improvements.

City of Cudahy

The proposed project is consistent with the Open Space and Recreation Element found in the City's General Plan regarding viewshed and scenic areas. The Open Space and Recreation Element of the General Plan has been reviewed for the proposed Los Angeles River Master Plan to result in impacts on designated scenic vistas or scenic highways. It has been determined that there are no vistas or scenic highways that will be affected by the proposed developments and improvements. The City's Parks Master Plan requirement that signs be posted along roadways to identify access points along the Los Angeles River Trail shall be incorporated at the time the project is implemented.

City of Maywood

The proposed project is consistent with the City's General Plan regarding viewshed and scenic areas. The General Plan has been reviewed for the proposed Los Angeles River Master Plan to result in impacts on designated scenic vistas or scenic highways. It has been determined that there are no vistas or scenic highways that will be affected by the proposed developments and improvements.

City of Vernon

The proposed project is consistent with the Natural Resources Element found in the City's General Plan regarding viewshed and scenic areas. The Natural Resources Element of the General Plan has been reviewed for the proposed Los Angeles River Master Plan to result in impacts on designated scenic vistas or scenic highways. It has been determined that there are no vistas or scenic highways that will be affected by the proposed developments and improvements. The Los Angeles River Master Plan meets or exceeds the City's goal and policy of cooperating in the effort to enhance the appearance and open space value of the Los Angeles River Channel.

City of Los Angeles

The proposed project is consistent with the Open Space Element of the City of Los Angeles' General Plan. It has been determined that the following scenic routes located within the project area in the following communities will not be negatively affected by the Los Angeles River Master Plan project. In Northeast Los Angeles (NELA) the proposed project travels under Colorado Boulevard, a Major Scenic Highway and under the Pasadena Freeway, a Scenic Divided Major Highway; in Hollywood, Forest Lawn, a major Scenic Highway, runs adjacent to the LA River in Griffith Park; and in Silverlake-Echo Park, Riverside Drive, a Major Scenic Highway, runs adjacent to and crosses the LA River at the western edge of Elysian Park. The Boyle Heights Plan, Central City North, Sherman Oaks-Studio City-Toluca Lake, Encino-Tarzana, Reseda-West Van Nuys, and Canoga Park-Winnetka-Woodland Hill-West Hills Plans do not indicate any scenic corridors located within or affecting the project area.

All Plans for the communities located within the City of Los Angeles designate that priority be given to use of flood control channels and powerline rights-of-way for recreational purposes with bikeway, equestrian, and hiking trails where appropriate. It has been determined that the Los Angeles River Master Plan meets or exceeds aesthetic requirements set forth in these community plans.

City of Glendale

The proposed project is consistent with the Land Use Element found in the City's General Plan regarding viewshed and scenic areas. The Land Use Element of the General Plan has been reviewed for the proposed Los Angeles River Master Plan to result in impacts on designated scenic vistas or scenic highways. It has been determined that there are no vistas or scenic highways that will be affected by the proposed developments and improvements.

City of Burbank

The proposed project is consistent with the Land Use Element found in the City's General Plan, regarding viewshed and scenic areas. The Land Use Element of the General Plan has been reviewed for the proposed Los Angeles River Master Plan to result in impacts on designated scenic vistas or scenic highways. It has been determined that there are no vistas or scenic highways that will be affected by the proposed developments and improvements.

5.13.5 Mitigation Measures

The proposed project will not have a substantial, demonstrable negative aesthetic effect on any of the 13 cities. Areas where murals will be placed will reduce glare from the concrete river channel and reduce areas subject to graffiti. Proposed tree plantings will be sensitive to existing views of the River from scenic corridors, and provide formal entry ways and shade to long exposed expanses of access roadway and bike trails.

5.14 CULTURAL RESOURCES

This section of the environmental analysis describes the potential impacts of the proposed project elements of the *Los Angeles River Master Plan Final Report* (Los Angeles County Departments of Public Works, Parks and Recreation, and Regional Planning 1996) on cultural resources including: the regulatory framework; existing conditions; thresholds for determining significance; impact analysis; and if necessary, mitigation measures.

5.14.1 Regulatory Framework

Federal

The Corps is bound by ER 1130-2-438, the regulation which established the Historic Preservation Program for construction, operations, and maintenance activities at civil works projects. In conjunction with other Corps regulations, it unifies historic preservation activities and makes explicit the policy to identify, evaluate, protect, and manage historic properties on civil works water resource project lands.

The National Historic Preservation Act of 1966 (80 STAT. 915), as amended, expressed a national policy of preserving prehistoric and historical resources, directed federal agencies to assume responsibility for considering cultural resources in their activities, set forth procedures, and established the National Register of Historic Places and the Advisory Council on Historic Preservation.

Compliance procedures outlined within Section 106 (16 U.S. Code 470f) of the National Historic Preservation Act require any agency involved with a federal undertaking or federally-licensed or assisted activity to take into account the effect of that activity on any district, site, building, structure, or object which is included or eligible for inclusion in the National Register of Historic Places. Under Title II, the Advisory Council on Historic Preservation is afforded opportunity to review, comment, and consult (36 Code of Federal Regulations, Part 800). In the orderly process, the requirements of Section 110 (16 U.S. Code 470h-2) will already have been satisfied prior to any acquisition, construction, or permit application. Essentially, this regulation requires the federal agency to inventory and evaluate cultural resources within its jurisdiction, nominate significant properties to the National Register of Historic Places, undertake planning and actions to minimize harm to any such landmark, and afford the Advisory Council the opportunity to comment on an undertaking.

State

The *California Environmental Quality Act (CEQA)* requires that identified cultural resources that could be affected by a project be evaluated to determine their importance. If found to be important, as defined by K of the *California Environmental Quality Act Statutes and Guidelines*, the resources should be preserved and avoided where feasible. Where avoidance is not feasible, data recovery must be planned and implemented by a qualified archaeologist.

The State of California protects prehistoric and historic cultural resources by making it a misdemeanor for any person to willfully destroy, disturb, or deface archaeological, paleontological or historic features on public lands.

5.14.2 Existing Conditions

The Los Angeles River and Tujunga Wash are located within the Los Angeles basin, which was occupied for at least 10,000 years of prehistory. At the time of historic contact, this region was occupied by the Tongva, a Takic-speaking people who were later known as the Gabrielino. Many of their villages, camps, workshops, and hunting and collecting sites were located on the banks of watercourses, such as the Los Angeles River and Tujunga Wash. The remains of these settlements are extant in the form of archaeological sites in the Hansen Flood Control Basin, but development has destroyed or buried most of the prehistoric sites along the Los Angeles River. Tongva culture and society were severely disrupted after the arrival of the Spanish and the establishment of the missions. Today, many of the Tongva or Gabrielino maintain an active interest in their traditional culture and sites.

The Los Angeles River was named by the expedition of Gaspar de Portola who arrived in what is now the Los Angeles area in 1769. The Mission San Gabriel was established two years later and the Pueblo of Los Angeles was established in 1781. The region was under Spanish control until 1822, and subsequently under Mexican rule until California was ceded to the United States by the Treaty of Guadalupe Hidalgo in 1848. The lands through which the Los Angeles River and Tujunga Wash flow include former lands of the San Fernando Mission and the Pueblo of Los Angeles, as well as ranchos dating from the period of Mexican land grants.

The majority of historic resources that have been identified within the project area are associated with either transportation or water control and date to the latter part of the American period. The transportation-related resources are primarily bridges, including both railroad and highway bridges. The project area includes portions of two flood control basins associated with historic dams. Van Wormer (1985) has proposed that the LACDA dam system as a whole may be a significant historic resource.

REACH NO. 1 - Southern Cities

Archaeological data for Reach No. 1 are derived from Romani (1994), who updated the Corps' record search data and conducted field surveys of selected areas within this reach. Two prehistoric archaeological sites, CA-LAN-693 and CA-LAN-696, have been recorded adjacent to the Los Angeles River in Long Beach. No evidence of either site was extant on the surface at the time of Romani's investigation, but buried deposits may be present. Hatheway (1986) evaluated two structures within this reach, the Union Oil Suspension Pipeline and the Southern Pacific "Horseshoe" Bridge, both in the Long Beach area. At that time, neither of these structures, which were built in the 1950s, met the criteria for National Register eligibility, but Hatheway recommended that they be re-evaluated on approaching 50 years in age.

REACH NO. 2 - Mid-Cities

Data for Reach No. 2 are derived from Romani (1994), who updated the Corps' record search data for this reach, and Hatheway (1986, 1987), who evaluated three bridges. One historic building, the Dominguez Ranch Adobe, which was built in 1826, has been recorded within the project area. This property, which is located at 18127 South Alameda, Compton, is listed in the National Register of

Historic Places and has been designated California Historical Landmark No. 152. One bridge, the Union Pacific Los Angeles River Bridge, built in 1932, is a significant historic resource (Hatheway 1986). It is located in South Gate. A second bridge that was evaluated is the Union Pacific Rio Hondo Bridge; Hatheway (1986) concluded it was not significant. Hatheway (1987) also evaluated the Atchison Topeka & Santa Fe Los Angeles River Bridge near Redondo Junction and concluded that it was not significant. Romani's search did not identify any archaeological sites within this reach. If archaeological sites existed in this area, they have been destroyed or buried by development.

REACH NO. 3 - Downtown Los Angeles

Data for Reach No. 3 are derived primarily from Van Wormer (1985), Hatheway (1987) and Cottrell et al. (1985). Cottrell's investigation consisted of an archaeological records search and a survey of part of the Arroyo Seco. She concluded that it was unlikely that archaeological resources were extant within this highly disturbed and developed area. Recent excavation for construction projects in downtown Los Angeles has revealed that historic archaeological resources are extant beneath the city.

California Historical Landmark No. 655, the Portola Trail Campsite No. 1, is located in the vicinity of this reach at the northwest corner of North Broadway and Elysian Park Drive (California Department of Parks and Recreation 1990). Van Wormer identified 11 historic structures within this reach. One of these is the Pasadena Freeway, which crosses the Los Angeles River. This structure, which was constructed between 1934 and 1941 has been determined eligible for the National Register and has been designated American Society of Civil Engineers Los Angeles Section Landmark No. 7. The remaining 10 resources identified by Van Wormer are bridges. One of these is the Figueroa Street Bridge built ca. 1926 - 1935 between Riverside Drive and San Fernando Avenue. The other bridges identified by Van Wormer have been evaluated either by Hatheway for the Corps of Engineers or by CALTRANS or by both. These are discussed in Hatheway (1987). Historic bridges within Reach No. 3 are listed below with their National Register status:

- The Atchison Topeka & Santa Fe Los Angeles River Bridge near Glendale Junction - not eligible (Hatheway 1987)
- The Main Street Bridge - eligible (Hatheway 1987; CALTRANS)
- The Southern Pacific Los Angeles River Bridge near Mission Junction - not eligible (Hatheway 1987)
- The Sixth Street Viaduct - eligible (Hatheway 1987; CALTRANS)
- The Seventh Street Viaduct - eligible (Hatheway 1987; CALTRANS)
- The Union Pacific Los Angeles River Bridge between Butte and Soto St. Junctions - potentially eligible (Hatheway 1987)
- The Washington Boulevard Bridge - eligible (Hatheway 1987; CALTRANS)
- The Buena Vista Viaduct - eligible (CALTRANS)
- The Spring Street Viaduct - eligible (CALTRANS)
- The Macy Street Viaduct - eligible (CALTRANS)
- The First Street Viaduct - eligible (CALTRANS)
- The Fourth Street Viaduct - eligible (CALTRANS)
- The Ninth Street Viaduct - eligible (CALTRANS)
- Figueroa Street Bridge - potentially eligible (Van Wormer 1985)

REACH NO. 4 - Glendale Narrows

Data for Reach No. 4 are derived primarily from Van Wormer (1985), Hatheway (1987) and Cottrell et al. (1985). Portions of this reach have also been surveyed by Corps of Engineers archaeologists, but no report is currently available. Cottrell's research identified no prehistoric sites in this reach. Both Cottrell and Van Wormer (1985) note the presence of historic site CA-LAN-797, a lime kiln located in Griffith Park. Van Wormer's literature search also identified Universal Studios as a historic resource. His field investigation identified 2 additional historic resources that fall within this reach. The Los Angeles Deep Galley Spreading Grounds, which have been in use since the turn of the century, are located on Forest Lawn Drive in Griffith Park on the south side of the Los Angeles River. The Glendale-Hyperion Viaduct, which was constructed in 1928, is located between Riverside Drive and Greensward Street. This bridge is included in the CALTRANS inventory of historic bridges that are eligible for the National Register of Historic Places (Hatheway 1987).

REACH NO. 5 - San Fernando Valley

Data for Reach No. 5 are derived from Cottrell et al. (1985), Martz (1977) and Van Wormer (1985). Two archaeological sites, CA-LAN-111 and CA-LAN-345, existed at one time within the Sepulveda Flood Control Basin. Both were recorded in 1952, but have apparently been destroyed or buried by subsequent construction. A survey of the flood control basin by Martz (1977) yielded negative results. The Sepulveda Dam, which was constructed in 1941, is listed by Van Wormer (1985) as a potentially significant historic structure. Most of this reach is highly developed, but, as noted by Cottrell et al. (1985:88), intact archaeological sites have been found beneath developed areas within one mile of the project area.

REACH NO. 6 - Tujunga Wash

Data for Reach No. 6 are derived from Brock et al. 1993, Cottrell et al. 1985, Romani et al. 1994 and Van Wormer 1985. Within the Hansen Dam Flood Control Basin, which is located at the northern terminus of the project area, seven cultural resources sites have been recorded and assigned trinomial designations. Four of these, CA-LAN-2090H, CA-LAN-2073H, CA-LAN-2087 and CA-LAN-300, are within 0.5 mile of Tujunga Wash where it exits from the flood control basin. In addition, Hansen Dam itself, which was constructed in 1940, is a potentially significant historic resource (Romani et al. 1994; Van Wormer 1985). Site CA-LAN-2090H consists of five surface features associated with buildings and roads which date to the 1930s. Site CA-LAN-2073H consists of the remnants of a 1920s-1930s subdivision. Both of these sites represent historic features that were removed in connection with construction of the dam. Site CA-LAN-2087H is the ruins of a sand and gravel processing facility dating to the 1920s and 1930s. It includes a railroad spur/dyke that may have been constructed as early as 1911, washed out in 1916 and rebuilt in 1917. The site is potentially eligible for the National Register of Historic Places. Site CA-LAN-300 represents a prehistoric Gabrielino settlement; documentation and a request for a determination of eligibility for the National Register of Historic Places were submitted to the California Office of Historic Preservation in 1990.

Corps of Engineers reports and data files do not list any known archaeological resources for the remainder of Reach No. 6, which is within urbanized areas of Los Angeles County. The investigation by Cottrell et al. (1985) did not include survey or recommend survey of any of this area.