

---

# RIO DE LOS ANGELES STATE PARK

## General Plan and Final Environmental Impact Report

Volume 2

SCH No. 2004091126

### Section 4 Recommended Changes to the General Plan



MAY 2005

***California State Parks Mission:***

*To provide for the health, inspiration and education of the people of California by helping to preserve the state's extraordinary biological diversity, protecting its most valued natural and cultural resources, and creating opportunities for high-quality outdoor recreation.*

---

## 4. RECOMMENDED CHANGES TO THE GENERAL PLAN

The following section describes the recommended changes to the General Plan and Draft EIR, as a result of comments on the Preliminary General Plan and Draft EIR, as well as errors, omissions, and clarifications noted by departmental staff.. These changes have been incorporated into the General Plan and Final Environmental Impact Report and are described below.

**Pages 1-10 through 1-13**, the following language and edits to **Section 1.1.3.3, Planning the Park** have been made to clarify the recent coordination with the City of LA and the public input process for the IPU and park plan as a result of comment letter 6:

... By the final public meeting, the park design had been refined to include a wide range of recreational uses, integrating the wide range of facilities while avoiding disjunctive management boundaries (See Figure 5). The park plan shown in Figure 5 constitutes a final plan for park facilities on the City's 20-acre portion, and a temporary, or Interim Public Use (IPU) plan on the State's 20-acre portion. This IPU allows the Department to provide a limited range of non-permanent facilities to allow public access and use of the site until the full General Plan and Environmental Impact Report (EIR) process has been completed. The Department's portion of the IPU will be developed as a traditional park with picnic areas, riparian and wetland, habitat restoration, an informal outdoor amphitheatre, and hiking and nature trails. These uses will be integrated with the City's plans for recreation, restrooms, and maintenance facilities. A number of facilities, including parking lots, lighting, and comfort facilities, will be jointly developed and/or managed...

Concurrent with development of the integrated park plan, the Department initiated a 25-year lease so the City could develop and manage recreation on 20 acres of Parcel D...

Following completion of the IPU plan, planning for a permanent park on the State's 20-acre portion commenced via initiation of the General Plan process. Furthermore, Parcel G-1 was purchased by the Department in late 2003, adding 17 acres of open space land to the park. The future of parcels D and G-1 has been planned through this General Plan and EIR

---

process, which entailed two further public meetings. The first public meeting for the General Plan was the California Environment Quality Act (CEQA) scoping meeting, which was held on September 27, 2004 at Glassell Park Elementary School. Following a presentation about the CEQA and General Plan processes, comments from the public regarding the future park were accepted. These ideas were synthesized into alternative park plans. A second public meeting was held on October 12, 2004, to present the preferred Park plan. In addition, this meeting also provided opportunity for public input on the naming the park, with the following alternatives suggested: La Reina del Rio State Park; Tongva Portola State Park; Taylor State Park; The Northeast State Park; and Tongva Portola Taylor State Park.

**Page 2-2**, the following edits to **Surrounding Land Uses** have been made to the General Plan as a result of information received in comment letter 3:

Much of the former rail yard complex has been converted to industrial and commercial uses (Figure 3). Within the Taylor Yard complex, Parcel A is an embankment and railroad line used by ~~MTA and UPRC~~ Metrolink, Amtrak, and Union Pacific Railroad (UPRR), which runs through the center of the complex. Parcel C is owned by the MTA and is used as a maintenance facility...

**Page 2-43**, the following language and edits to **Rail Service** have been added to the General Plan, as a result of information received in comment letter 3:

... The Antelope Valley and Ventura County lines pass through the Taylor Yard complex numerous times daily. As of April 2005, 54 Metrolink trains and 12 Amtrak trains pass through the Taylor Yard complex each weekday, in addition to a varying volume of freight traffic. Eight Metrolink and 12 Amtrak passenger trains pass through Taylor Yard on Saturdays, and 12 Amtrak trains on Sundays. The nearest stations to the Park are Union Station in downtown Los Angeles and the Glendale Station (Metrolink 2003).

**Page 2-49**, the following language and edits to **Section 2.2.2 Regional Planning Influences** have been added to the General Plan as a result of information provided in comment letter 6:

---

**Draft Program Environmental Impact Report/Environmental Impact Statement for the Proposed California High-Speed Train System (SCH 2001042045)**

The California High Speed Rail Authority issued the Draft Program EIR/EIS for the Proposed California High-Speed Train System for public review between February and August of 2004. The proposed statewide high-speed train system would include approximately 700 miles of track servicing San Diego, Los Angeles, Fresno, Bakersfield, Merced, Sacramento, and San Francisco Bay. The proposed alignment would pass through the Taylor Yard complex. Comments on the California High Speed Draft Program EIR/EIS were submitted by the Director of California State Parks on August 19, 2004.

**Page 2-49**, the following language and edits to **Section 2.2.2 Regional Planning Influences**, have been added to the General Plan as a result of information provided in comment letter 6:

**Integrated Resources Plan (IRP)**

Over 100 community leaders have joined engineers and planners from the City of Los Angeles to develop an Integrated Resource Plan (IRP) which outlines alternatives for wastewater, stormwater, and recycled water infrastructure for the year 2020 and beyond. The IRP is the second phase of the Integrated Plan for the Wastewater Program and builds on the initial conceptual planning phase to include a more detailed plan, EIR, and financial plan. The IRP intends to integrate the City's water, wastewater, and stormwater management service functions.

**Page 2-50**, the following language and edits to **Section 2.2.2 Regional Planning Influences, Other Planning Studies** have been added to the General Plan as a result of information provided in comment letter 6:

**California Department of Parks and Recreation, Office of Historic Preservation, Five Views: An Ethnic Historic Site Survey for California.**

This study was developed in 1988 by the Department to broaden the spectrum of ethnic community participation in historic preservation activities, and to provide better information on ethnic diversity.

---

**Pages 2-50 and 2-51**, the following language and edits to **Characteristics of the Local Community** have been added to the General Plan as a result of information provided in comment letter 6:

... By comparison, the land area within a 5-mile radius of Rio de Los Angeles State Park is approximately 1.9 percent of the land area in Los Angeles County, 27% of the population within a 5-mile radius of the Park does not have access to a vehicle. The surrounding community reflects the rich heritage of Los Angeles. When compared to the City of Los Angeles averages, the community surrounding the Park can be generally characterized by the following:...

added one bulleted item to the list:

- Limited access to a vehicle

**Page 2-52**, the following language has been added to **Section 2.2.4 Park Interest Groups** as a result of information provided in comment letter 6:

Interest groups associated with the Coalition include... Heal the Bay, LA County Bicycle Coalition, Latino Urban Forum, Lincoln Heights Neighborhood & Preservation Association, Reverend Eugene Williams and Los Angeles Metropolitan Churches, Mt. Washington Association, Natural Resources Defense Council, North East Trees, Northeast Renaissance Corp., PLAYS (Parks for Los Angeles Youth Soccer), People for Parks, Planning and Conservation League, The Advancement Project, Sierra Club, Southern CA Council on Environmental Development, St. Ann Church Youth Ministry, St. Bernard Glassel Park Youth Ministry, The Ad Hoc Committee for Safe Children, The River Project, Tree People, United Nations Youth Organization, and Wetlands Action Network.

**Page 2-53**, the following omitted language has been added to **Section 2.2.5 Expected Park Visitors**:

The expected park visitors include residents from surrounding neighborhoods as well as students and instructors from area schools and colleges...

**Page 3-2**, the following language and edits to **Section 3.1.2 Park Unit Connectivity & Cohesiveness** have been added to the General Plan as a result of information provided in comment letter 6:

---

**Issue:** At present, the two parcels (G-1 and D) that constitute the Park are separated by two railroad tracks and private property, which hamper development and use of the unit as a contiguous whole and contributing to perceptions about the Park's viability as a "River Community." Coordinating future partnerships with adjacent property owners (private and public) that separate the two parcels will require multi-agency cooperation. A partnership between the City of Los Angeles and California State Parks through a lease agreement was executed in November 2003 to develop and operate a seamless park on Parcel D. The partnership could be used as a model to acquire and operate adjacent property consistent with the mission of California State Parks. The Project Concept Statement for the combined California State Parks 20-acre Interim Public Use and the City of Los Angeles' long term development on the adjacent 20-acres is to "develop a seamless park design that fulfils the mission statements of the state and the city for the benefit of all stakeholders in a sustainable manner."

**Page 3-6**, the following language and edits to **Section 3.5.1, Diversity Over Time**, have been added to the General Plan as a result of information provided in comment letter 6:

...As the Los Angeles River Greenway is pursued and developed and the Los Angeles River begins to heal, the story of the Park's role and community's struggle to stop industrial development on the site in order to create the Park will become increasingly important to record and recall...

**Pages 4-1 and 4-2**, the following language and edits to **Section 4.1.2 Vision Statement** have been added to the General Plan as a result of information provided in comment letter 6:

... For the surrounding Park-deprived communities, the Park represents one of the most significant additions of urban green space developed in the past decade, and will be a vital component of the emerging Los Angeles River Greenway. The Park is a river community that supports riparian and upland vegetation ecosystems, flourishing along the Los Angeles River, and ~~The Park~~ will serve as a nursery for nesting native birds, mammals, and amphibians by enhancement of habitat and re-establishment of native plant communities, which contribute to the natural, aesthetic and ecological beauty of the region. The Park's recreational appeal also entices ~~another type of visitor~~ local residents who have fought for years to ensure that what was

---

once a blighted, industrial wasteland would be transformed into a beautiful park and enriching ecological asset for the entire City, ~~and region,~~ and state.

**Page 4-20**, the following language and edits to **Section 4.4.3, Education Interpretation**, have been added to the General Plan as a result of information provided in comment letter 6:

**Interpretation 2:** Integrate the ~~stories of the site's~~ industrial past to provide the public with a richer understanding of the environmental costs associated with land development and human occupation. Include the community's story regarding the acquisition and transformation of Taylor Yard.

**Page 4-38**, the following language and edits to **Section 4.4.10.4 Safety/Security** has been added to the General Plan as a result of comment letter 3:

**Safety 2:** Consult with the public, law enforcement, maintenance staff, Park professionals, and adjacent land owners in the design of facilities and landscape to achieve the safest environment possible. While planning, consider the use of such things as visual surveillance, lighting, security systems, patrol and vehicle accessibility, fencing, gates, location and visibility of Park facilities, and landscape design to enhance safety.

**Page 4-42**, the following change has been made to **Section 4.4.10.7 Hazardous Materials Safety** for clarification:

The potential for exposure to hazardous materials will be considered when planning new structures, roads, parking areas, multiple-use trails, or other facilities or improvements requiring ground disturbance within the Park. Potential Eexposures could occur both from potentially hazardous materials used during construction and from residual chemicals in soil and groundwater resulting from previous site use.