

PACOIMA WASH VISION PLAN:

Imagining a new multipurpose greenway for the Northeast San Fernando Valley



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TABLE OF CONTENTS

1	VISION STATEMENT.....	1-7
2	DESCRIPTION OF PROJECT AREA	8-14
	2.0 DESCRIPTION OF STUDY AREA.....	8
	2.1 CURRENT CONDITIONS.....	8-12
	2.2 COMMUNITY HEALTH.....	13
3	OUTREACH.....	15-17
	3.0 COMMUNITY OUTREACH.....	15-17
	3.1 TECHNICAL ADVISORY GROUP.....	17
4	ANALYSIS OF OTHER DOCUMENTS RELATING TO THE PACOIMA WASH	18-20
	4.0 LARPD COMMUNITY-WIDE NEEDS ASSESSMENT:	18-19
	4.1 CITY OF LOS ANGELES BIKE PLAN	20
5	VISION PLAN	21-42
	5.0 GENERAL DESIGN ELEMENTS	21-24
	5.1 SYLMAR.....	24-32
	5.2 PACOIMA.....	32-41
6	NEXT STEPS.....	43
7	REFERENCES.....	44
8	APPENDICES.....	45-92
	8.0 APPENDIX A.....	45
	8.1 APPENDIX B.....	46
	8.2 APPENDIX C.....	47
	8.3 APPENDIX D.....	48
	8.4 APPENDIX E.....	49
	8.5 APPENDIX F.....	50-58
	8.6 APPENDIX G.....	59-64
	8.7 APPENDIX H.....	65-72
	8.8 APPENDIX I.....	73-74
	8.9 APPENDIX J.....	75-83
	8.10 APPENDIX K.....	84-92

1. Vision Statement

To revitalize the Pacoima Wash as a vital community asset that will improve wildlife habitat, provide access to new recreational amenities and create a healthier, more sustainable community.

Background

The Pacoima Wash Vision Plan Initiative is funded through the Los Angeles County Department of Public Health by a competitive grant awarded to Pacoima Beautiful in 2008. The initiative focuses on a four-mile stretch of the Pacoima Wash running through the Sylmar and Pacoima neighborhoods of the City of Los Angeles. The goal of the grant is to create policies and a physical project that improves health by promoting active living. Pacoima Beautiful partnered with the Mountains Recreation and Conservation Authority (MRCA) and Initiating Change in Our Neighborhoods Community Development Corporation (ICON CDC) to meet the goals of the grant.

In September of 2008, the Pacoima Wash project was awarded technical assistance from the National Park Service Rivers, Trails and Conservation Program. This grant has provided integral support and assistance to the initiative. Additional partnerships were formed with the Office of City Councilman Richard Alarcon who represents the 7th District, the Los Angeles Planning Department, the Los Angeles County Flood Control District and the County of Los Angeles Service Planning Area 2 Health Office.

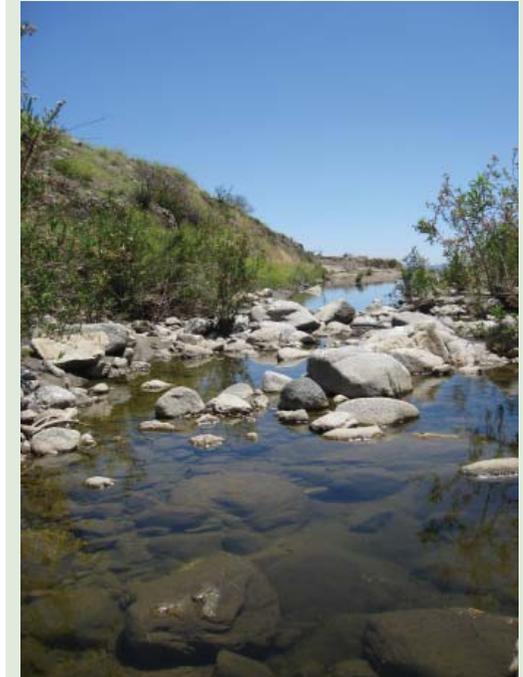
Purpose of the Document

The Pacoima Wash Vision Plan was prepared to generate ideas and community-based action toward

the creation of new recreational amenities and a multi-use path along the length of the Pacoima Wash through the communities of Sylmar and Pacoima. The document: provides ideas that emerged from comprehensive dialogue with community leaders and residents for transforming the Wash into a vibrant multi-use trail; provides specific input for the City of Los Angeles, which can be incorporated into the Community Plan updates for the communities of Sylmar and Pacoima; and will aid in the effort to develop the improvements laid out in this plan. This plan also elaborates on previous plans created for the Wash, such as the City of San Fernando Pacoima Wash Greenway Plan, and the Pacoima-Tujunga Watershed plan by specifically focusing on the areas of the Wash located within the communities of Pacoima and Sylmar.

The vision plan takes a systematic, holistic approach to the Pacoima Wash corridor by incorporating and considering movements that occur adjacent to the Wash and throughout the study area. The plan recognizes that a multi-benefit approach and design can achieve a variety of goals, including improvements in public health, recreation, wildlife habitat, water quality, transportation, and community building. This approach creates a cohesive vision that identifies, preserves, and enhances the area's unique character.

The Pacoima Wash Vision Plan is neither rigid nor static. It is a flexible document that can change as additional opportunities arise. Input from stakeholders, further design development during the creation of specific elements and funding opportunities will change potential options. The Pacoima Wash Vision Plan is a document that reflects the community's goals and serves as a framework from which ideas and projects will evolve.



Sylmar Portion



Pacoima Portion



GOALS & OBJECTIVES

The following goals and objectives guided the Vision Plan and were developed through a collaborative process between initiative partners, community residents and stakeholders, and the Technical Advisory Group.

1. **Promote community health by creating connections that provide active living opportunities.**
2. **Develop multi-purpose greenway and expand park space.**
3. **Protect, enhance, and restore the Pacoima Wash as a natural area.**
4. **Improve water quality.**
5. **Maintain or improve existing levels of flood protection.**



GOALS & OBJECTIVES

Promote community health by creating connections that provide active living opportunities

An enhanced Pacoima Wash will provide a trail network and new local parks along the Pacoima Wash, increase opportunities for active and passive recreation and create a community focal point that promotes healthy lifestyles and addresses public health and environmental issues. The project will provide opportunities for healthy activity and contribute to reductions in the rates of obesity, Type 2 Diabetes, heart disease, stroke and certain forms of cancer.

Develop multi-purpose greenway and expand park space

The multi-use greenway trail will create a recreation and open space corridor that connects people, parks and natural areas. Undeveloped parcels or industrial sites along the Wash can be converted to natural and park space. The greenway will provide a non-motorized transportation path and recreation trail connecting schools, local services, employment centers, transit and the regional trail network. The greenway will also serve users of varying abilities and connect the communities of the Northeast San Fernando Valley (Sylmar, San Fernando, Pacoima and Arleta) with greater Los Angeles.

Protect, enhance, and restore the Pacoima Wash as a natural area

Improving the Pacoima Wash into a natural and recreational amenity will improve the quality of the urban environment by augmenting ground water

supply, adding value to natural resources and promoting public use and enjoyment of the Wash. The project will enhance undeveloped areas by protecting the remaining open and natural spaces along the Wash and re-introducing native plants. It will provide connections between wild areas necessary for genetic diversity, recovery and long-term survival of native species.

Improve water quality

Enhanced green and open space along the Pacoima Wash will improve water quality by capturing, treating, and detaining storm water where possible. It is important to identify multi-benefit opportunity areas for water quality improvement within and near Pacoima Wash Greenway.

Maintain or improve existing levels of flood protection

An enhanced Pacoima Wash can only be feasible if the project maintains or improves the current level of flood control protection. Reducing the amount of impermeable surfaces will reduce storm water runoff. Creating areas that detain storm water runoff and allow infiltration will also help recharge natural underground water levels and reduce the potential for flooding downstream.

Vision

The strategic locations of the Pacoima Wash, as well as its unique characteristics, make it an ideal location to develop a new greenway connecting future and current parks and recreational uses. This new corridor would transform the Wash from a highly-engineered utilitarian flood control device into a recreational and natural amenity. It would serve as a gateway between the Angeles National Forest, Rim of the Valley Trail, and the urbanized areas of the San Fernando Valley.

Sylmar Segment

The Pacoima Wash enters the City of Los Angeles in Sylmar at the North East Corner of the San Fernando Valley from the mountains of the Angeles National Forest. This area marks the border between the highly urbanized city and the foothills. In this portion the Pacoima Wash is un-channelized, giving it a natural appearance and scenic character while retaining a degree of natural function. The characteristics of the Pacoima Wash in this area allow for enhancements that can transform this urban waterway into a natural scenic corridor with habitat for many types of native plants and animals. Such enhancements will allow Riparian, Oak Woodland, and other plant communities to thrive along a greenway. Native trees, shrubs, and plants will provide shade for trail users and habitat for birds and other species.

Educational and recreational facilities located in and around the Sylmar segment of the Pacoima Wash make the area an important community focal point. A new greenway will link together existing and planned recreational facilities along the Pacoima Wash including the Sylmar Hang Gliders property, El Cariso Park, the 8th Street Park, the Sylmar Independent Baseball League (SIBL) fields, and planned L.A. Mission College recreational facilities.

The right-of-way along the Sylmar segment of the Pacoima Wash is for the most part uninterrupted by streets or other barriers typical in urban areas. With a few modifications it can be converted into a greenway for activities such as biking, walking, and jogging. Connections can be made between this greenway and the adjacent neighborhoods through new bike lanes, green streets, and trails, linking residents to open space and helping to create a healthier and more sustainable community. The greenway will not only be a recreational amenity, but will improve non-motorized access to educational facilities in the area, including Mission College, several elementary schools, and the new LAUSD Valley Regional High School #4 being built along the Wash in San Fernando, which will draw students from Sylmar.

As the Pacoima Wash greenway continues through San Fernando, it will connect with the new 8th Street Park being developed by the Mountains Recreation and Conservation Authority for the City of San Fernando as well as the San Fernando Aquatic Center. The natural environment and the rich concentration of educational and recreational facilities make the Sylmar portion of the Pacoima Wash a great opportunity for a future greenway. This will not only be a valuable asset for nearby residents but also for residents of Pacoima and the entire Northeast San Fernando Valley.

By creating linkages through this new greenway, physical activity opportunities will dramatically increase, improving the health of nearby residents. Participation in activities, such as biking, walking, and jogging, can alleviate some of the serious public health conditions found in local residential communities, including obesity, diabetes, and heart disease; many of these health conditions are partially due to a lack of physical activity. A new greenway will also bolster park acreage for one of the most park



SIBL Fields



Hang Gilders Flag



Mission College PE Building



Sylmar Section



Pacoima Section

poor regions of the city. Currently, only 54 acres of park exist to serve the nearly 100,000 residents of Pacoima.

Pacoima Segment

The Pacoima segment of the Pacoima Wash has a tremendous potential to connect the surrounding neighborhoods with a vital new green space. The areas around this portion of the Wash are disconnected from each other by several imposing barriers to local transportation including Interstate 5 and the 118 Freeway, the San Fernando Road railroad tracks, and the Pacoima Wash itself. These features separate the neighborhood into several disconnected pockets, forcing pedestrians to either risk their lives by crossing these features illegally or to go significantly out of their way to cross at the congested few passages that exist. By creating an unimpeded greenway along the Wash, residents will have a beautiful and safe new way to move through the neighborhood and bypass these barriers. The greenway will connect people to the many schools and recreational features that lie adjacent to the Wash, to the natural area and amenities in Sylmar, or to simply enjoy the Wash itself as a new recreational feature.

Creating a greenway along the Pacoima Wash will refocus the neighborhoods around a vital new public space. Currently lending an air of blight to the urban landscape, hidden away behind the backs of residential neighborhoods, the Wash will become a place for neighbors to relax, play, and commute. Property owners adjacent to the greenway corridor are encouraged to re-orient building and activities to the Wash to provide “passive surveillance” that reduces crime or other problems. Unused areas, portions of parking lots, or other low intensity uses could be re-purposed to add additional visual green space and shade trees benefiting greenway users.

For businesses, the greenway will be useful for employees to get to and from work while re-purposed private areas would provide places to take lunch breaks, potentially improving worker satisfaction. Home and business owners would benefit by having visually appealing landscaping adjacent to them that could improve property values.

The Pacoima Wash flood control channel right of way will provide a multi-use trail with landscaping and shade trees along its full extent. The multi-use trail will provide access to a variety of experiences and connections by linking together existing and potential park areas and recreation resources. The multi-use greenway trail could initially be constructed on one side of the Wash, but both sides should eventually be developed to provide maximum access with a variety of experiences. Development of safe crossings and trails along both sides with crossings will allow users to create loops that are particularly useful to fitness and integral training.

The Pacoima Wash greenway will cross under major streets when possible and have enhanced vehicle safety signage at all street crossings. Street crossing will also have Pacoima Wash identification and information signage to inform the community about the location and access points into the greenway. Signage on the pathway will assist user with way-finding. Way-finding signage also encourages users to explore and “discover” places or amenities that are accessible from the greenway.

Pedestrian/bicycle bridges should be installed at potential connections or nodes of activity such as parks to prevent the Pacoima Wash channel from functioning as a barrier to access. Pedestrian/ bicycle bridges should also be used to repair

disruptions in street network linkages. A pedestrian/bicycle bridge at Telfair Avenue, for example, would link two neighborhoods together and provide access to the park planned at El Dorado Avenue on the west side of the Wash.

Day-lighting storm drains and adding detention and infiltration basins with vegetation will improve aesthetics and visual interest. These features will also provide habitat, improve water quality, add storm water storage, recharge groundwater supplies, and reduce flooding downstream.

Public art will provide interest as well as wayfinding cues to greenway users. Public art can also be used to engage trail users about the local history, wildlife, the Pacoima Wash, or other themes. Participation by local residents and artist may lead to a unique community-based style or theme development.

The greenway trail would also connect with the bike way on San Fernando Road (under construction). The San Fernando bike way connects to commercial activities, as well as the Metrolink commuter rail network at the Sylmar Station. This rail link provides a non-automotive transportation alternative for those who are unable or choose not to drive. The station is served by several MTA lines including Rapid and local service. The rail line connects to Union Station with a high number of local and inter-city connections. Some of the connections include Amtrak, most of Metrolink's commuter rail lines, MTA Red, Purple and Gold lines and many bus services including MTA, Dash, Commuter Express, Foothill Transit, FlyAway (connection to LAX), and others.

The Sylmar station has been identified as a potential stop for the partially funded California high speed rail network as well as a terminus of a new Bus Rapid Transit line along Van Nuys Boulevard funded through Measure R.

Several opportunities have been identified with the potential to create park space to serve the passive and active recreation needs of area residents. A privately owned parcel at Brownell Street, on the east side of the Wash, is currently vacant and adjacent to many homes. The City of Los Angeles asphalt recycling facility is also located on the east side of the Wash from Bradley Avenue to San Fernando Road. This facility could be relocated to create a park of substantial size. Currently, the asphalt facility is in active use and is expected to continue to operate into the foreseeable future.

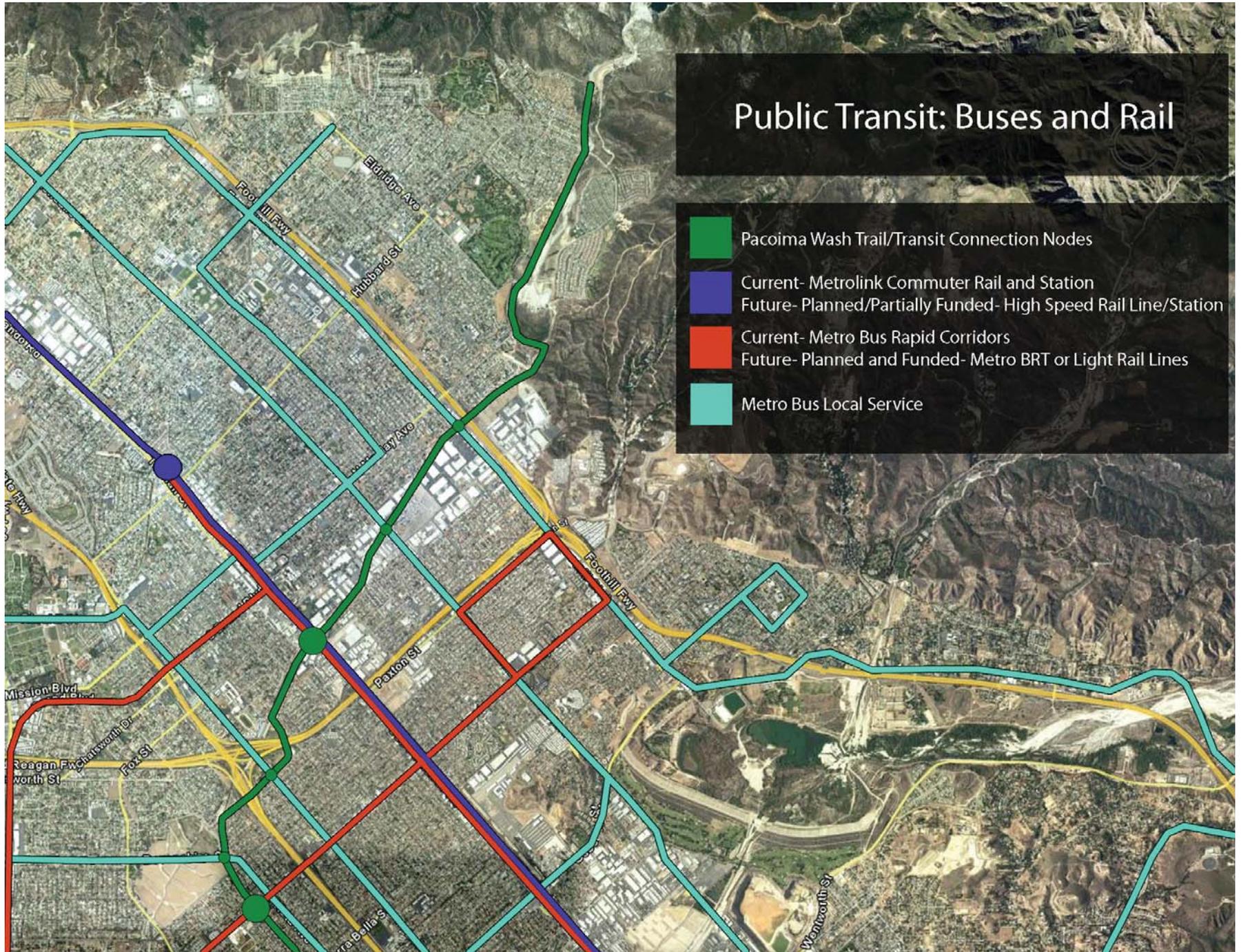
To the south, on the west side of the Pacoima Wash, the City of Los Angeles (Department of Recreation and Parks) recently acquired a parcel that extends from El Dorado Avenue to Telfair Avenue to be used as park space. Just south of this parcel at Telfair Avenue is a narrow strip of land owned by the adjacent homeowner association that could be integrated into the greenway.

Located adjacent to the Wash, Ritchie Valens Park could be incorporated within the greenway, providing multiple access points and improved landscaping. Where the Pacoima Wash passes the park, it enters a tunnel and crosses beneath the interchange of Interstate 5 and the 118 Freeway. Because of this insurmountable obstruction, the greenway trail would leave the Wash here and proceed to the south and west through an existing pedestrian tunnel under the 118 Freeway. As the greenway trail diverges from the Pacoima Wash channel, way finding and trail landscaping would need to reinforce the greenway corridor location. The greenway trail would enter the southern portion of Ritchie Valens Park through the tunnel and then travel along Paxton Street, rejoining the Pacoima Wash at the Arleta Spreading Grounds.

Currently, the Arleta Spreading Grounds is solely used to recharge groundwater supplies. The area



Pacoima Section



could potentially support more uses, such as recreation loop trails and natural areas open to the public outside of flood conditions. Water is diverted from the Pacoima Wash and slowly circulated through the site, providing a unique opportunity to develop wetlands and aquatic habitat areas that are now very rare in the region. Trails should allow for wildlife viewing, fitness areas, and other activities.

In addition to potential new resources, many existing resources are within proximity of the Pacoima Wash. A greenway corridor on the Wash would be an obvious way to connect people to those resources. In the south of the Pacoima Section, Ritchie Valens Park would actually serve as a connection around Interstate 5 and the 118 Freeway interchange where the Pacoima Wash enters a tunnel. Ritchie Valens Park hosts a number of active and passive uses including swimming, soccer, tennis, basketball, softball, handball, skateboard park, indoor gymnasium, picnic areas, children's play areas, community meeting areas, and classes such as karate, aerobics, and others.

Two high schools are in close proximity to the Pacoima Wash. San Fernando High School would be connected to the Pacoima Wash at Haddon Avenue. An existing pedestrian bridge at that location also connects to the northern section of Ritchie Valens Park. Farther to the north, Valley Regional School #4 (under construction) is immediately adjacent to the Wash just north of Glenoaks Boulevard. Linking the two high schools to the Pacoima Wash Greenway will improve the students' ability to commute from home to their school, as well as opportunities to access recreation, parks, employment, and other options.

The Pacoima Section of the greenway would link to the north with the City of San Fernando bikeway (final alignment to be determined). This linkage would connect to the recently completed City of San

Fernando Regional Pool Facility and the 8th Street Park (under construction). This trail in turn would link to the Sylmar Section of the greenway to the north with connections into the Angeles National Forest.



Pedestrian Bridge



Sylmar Existing Condition

2. Description of Project Area

2.0 Description of Study Area

Sylmar

The study area of the Sylmar segment of the Pacoima Wash Vision Plan is the undeveloped area immediately adjacent to the Wash running from Gavina Street to Foothill Boulevard. This area includes the undeveloped hillsides in the northern segment, the Lopez Debris Basin, the right of way along the channelized portion of the Wash, and the spreading grounds adjacent to the Wash in the southern section. The study area also includes the Pacoima Wash channel itself.

In addition to the Wash, the Vision Plan includes recommendations for the area surrounding the study area. The area is mostly residential, with a large regional park and several educational facilities. The surrounding neighborhood was included in the Vision Plan because it will have direct impact on the Wash -- both environmentally and through people using it as a recreational amenity.

The Sylmar Section of the Pacoima Wash must be put in a regional context. Its location, linking the San Gabriel Mountains to the communities of the Northeast Valley, makes it a gateway for wildlife to move from the mountains to the lower watershed and for people to access recreational amenities such as the Rim of the Valley Trail.

Pacoima

The Pacoima Segment of the Pacoima Wash Vision plan stretches for 2.3 miles from the City of San Fernando border in the north to the Pacoima

Spreading grounds in the south. The study area includes the east side of the Wash from Bradley Avenue to San Fernando Road, the east side of the Wash is part of the City of San Fernando and is not included in the study area. The study area then follows the Wash south and takes in the entire spreading grounds. From the spreading grounds, which is the southern terminus of the study area, the Wash connects to the Tujunga Wash, then the Los Angeles River, which eventually flows into the Pacific Ocean.

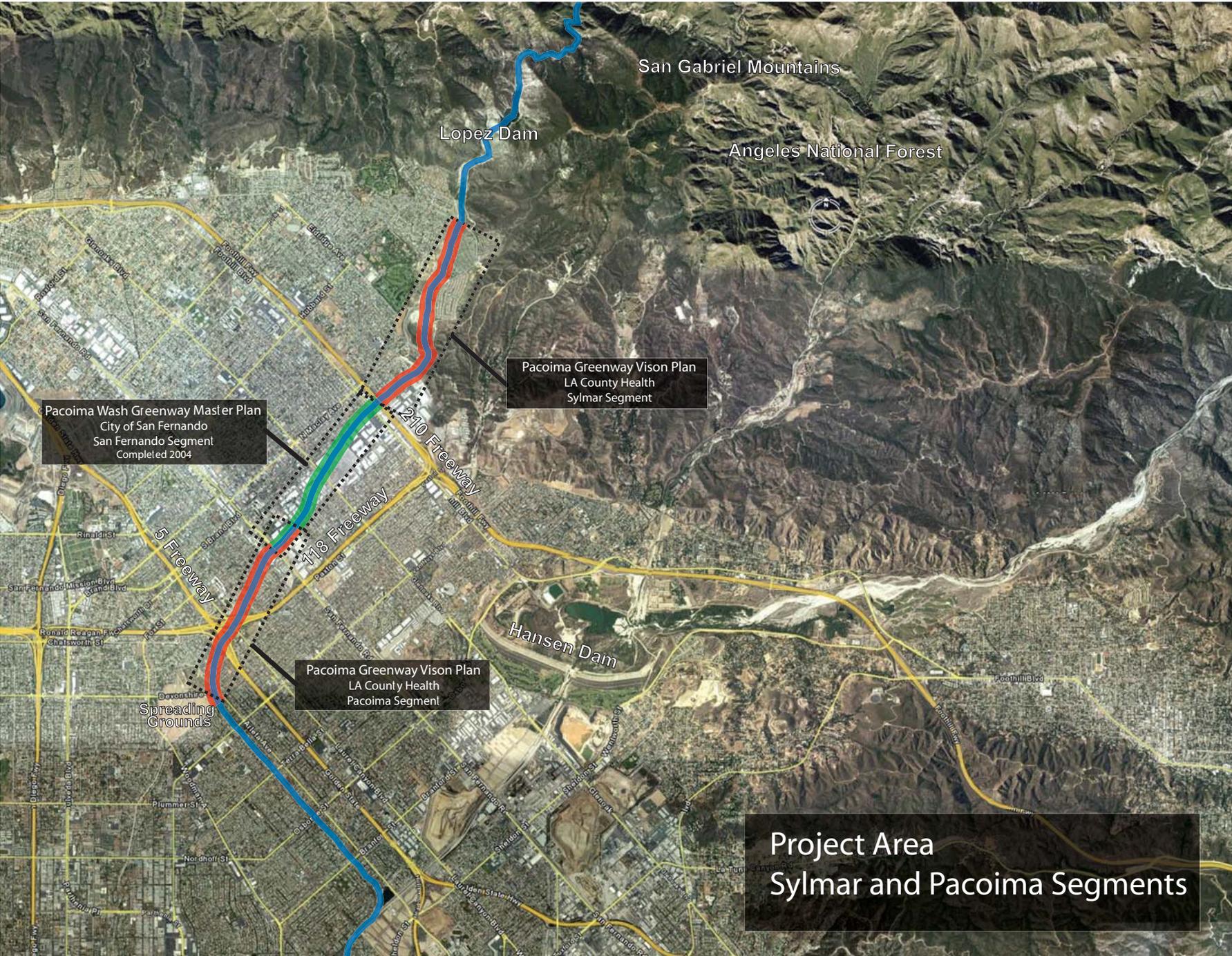
The adjacent areas on the west and east side of the Wash have also been included into the study area. The interface between these neighborhoods and the Wash greenway is particularly important because the majority of the users will likely come from and enter the Wash through these neighborhoods.

2.1 Current Conditions

Sylmar

The Sylmar Section of the Pacoima Wash runs from Gavina Street in the north to Foothill Boulevard in the south and can be separated into two distinct areas based on their dramatically different characteristics.

The upper area of the Wash lies between the Gavina Street Bridge and the Maclay Street Bridge. This portion acts as a transitional zone between the rugged slopes of the San Gabriel Mountains and the urban environment of the City of Los Angeles and the City of San Fernando. Recently built housing tracts line the upper edges of the canyon on both sides of the Wash. Large portions of land next to the stream bed remain undeveloped. The upper area of the Wash is also adjacent to large expanses of the Angeles National Forest to the north and east. Recreation and educational facilities in this segment include Mission College, El Cariso Park, the Sylmar Independent



DESCRIPTION OF PROJECT AREA
PACOIMA WASH VISION PLAN



Baseball League (SIBL) baseball fields and the Sylmar Hang Gliding Association.

This upper portion of the Wash is not channelized and has a natural appearance and fairly natural stream flow. Erosion and deposition of soils, rocks, and alluvium is constantly taking place over time, changing the Wash's appearance and flow. Unlike the channelized Wash downstream, the changing conditions here create small micro habitats that support wildlife adapted to those niches.

Unlined or soft-bottomed portions of the Pacoima Wash allow water to seep into the porous stream bed and recharge the underlying groundwater. This recharge provides an important source of potable water for the region. Channelized sections of the Pacoima Wash – lined downstream with concrete and cobble - preclude groundwater recharge.

The current course of the Pacoima Wash is identified on maps in this document. It is important to note that the seasonal flow of Pacoima Wash meanders through this upper section. Its alignment fluctuates with major storms and fluvial cycles of erosion and deposition. The changing flow, however, is ultimately constrained by the upland areas adjacent to the Wash.

The lower portion of the Wash assumes a highly developed, engineered form in contrast the upper portion. Below the Maclay Street Bridge the Wash enters the Lopez Debris Basin, which traps sediment and regulates the water volume as it passes into a concrete-lined channel. The straight, smooth-walled channel causes the water to move quickly through residential neighborhoods, protecting homes and property while doing little to provide wildlife habitat or groundwater recharge.

Just south of the Lopez Debris Basin and east of the channel is a spreading ground for water infiltration. Some of the water is diverted from the Wash

to spreading grounds managed by Los Angeles County Public Works. Non-diverted flow proceeds underneath the 210 Freeway and Foothill Boulevard and enters the City of San Fernando. Here the Pacoima Wash becomes significantly more urban, passing adjacent housing and industries.

Pacoima

The Pacoima Segment of the Pacoima Wash is generally more confined and urban when compared to the Sylmar segment. In this area, the majority of the corridor is confined by roads, houses, and industrial uses. There is little green or undeveloped space. The intensity and types of uses vary greatly and can change from block to block. Industrial uses, ranging from small workshops to large factories, and residential uses, which are predominantly single family homes, many of which house multiple families, exist sometimes across the street from one another. Most of the residential areas are single-family homes and virtually no apartments abut the Wash directly. Some areas have parking lots, storage yard, or other relatively undeveloped uses. The actual right-of-way is significantly more flat than the Sylmar Segment and has access roads on both sides of the channel.

The street network pattern of the area is primarily a modified grid that, conceptually, would be easy to understand and navigate. The Pacoima Wash, in reality, acts as a barrier and disrupts the street network pattern legibility. This disruption makes walking or biking difficult since an unfamiliar user can never be certain which street connects across the Wash. This difficulty in navigation makes walking or biking impractical because of the potential of getting lost or the possibility of wasted time attempting multiple routes to get to a destination.

The channel structure is an engineered v-shaped structure with rock cobble concreted in place. The channel corridor is fenced at potential entry



Pacoima Existing Condition



points and many of adjacent property owners have constructed block walls. The fenced right-of-way and some of the areas adjacent have become “no-man’s lands” with obvious evidence of illegal dumping, vandalism, and graffiti. Despite the unwelcoming nature of the existing conditions, it is not uncommon to see children and young adults walking within the Pacoima Wash right-of-way, many choosing this option to avoid the otherwise long, circuitous path to get from school or work back to their homes.

While the actual physical Pacoima Wash corridor is not attractive, its north-south orientation does provide scenic views of the undeveloped mountains and natural areas of the Angeles National Forest.

Urban surface water runoff enters the Pacoima segment of the Pacoima Wash from numerous culverts tied to adjacent neighborhoods. This untreated water carries litter, sediment from construction sites, nutrients and bacteria from pet waste and fertilizers, heavy metals from automobile parts and household building materials, and other pollutants that affect the water throughout the Los Angeles River watershed, sometimes affecting the ocean and beaches.

2.2 Community Health

The obesity epidemic does not impact all communities equally; in some LA County cities, for example, fewer than 5% of children are obese. A correlation exists between a community’s access, or lack of access, to physical activity, and health. Therefore, communities with less park acreage and access to recreational activity tend to have higher rates of obesity than areas that do.

In the Sylmar Community Plan Area, only 59.3 percent of adults and 41.3 percent of children get recommended amounts of exercise each week. Some individuals get almost no physical activity at

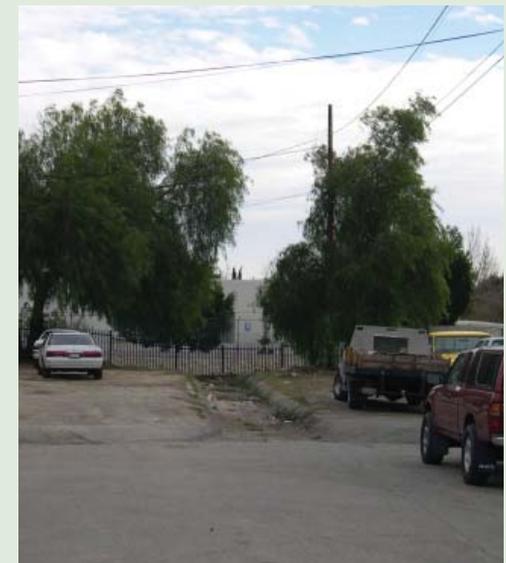
all, with 32.1 percent of adults and 10.6 percent of children almost completely inactive. Regular physical activity helps maintain a healthy body weight and provides protection against chronic disease as well as improving mental health and overall wellness. Ten minutes of moderate activity, such as brisk walking several times each day, can play an important role in promoting good health.

Several severe health factors exist in the Sylmar area which can be partially alleviated by allowing for greater physical activity. Obesity, defined by a BMI of 30 or more, in the Sylmar Community Plan Area poses serious health threats, such as a potential for residents to develop Type 2 Diabetes, heart disease, stroke, and some forms of cancer. Rates of fitness testing in Sylmar public schools in 2007 indicate that over 26% of children in the Sylmar Community Plan Area are obese (California Department of Education 2008). An additional 21% of children are overweight, defined as having a BMI exceeding the healthy range, for a total of 47% of children who are overweight or obese. Many adults in the San Fernando Health District, which includes Sylmar, are at risk as well, with 14.2 percent obese and 37.5 percent overweight (Los Angeles County Health Survey 2007).

Obesity in the Pacoima Community Plan Area poses a serious health threat, as it puts people at risk for Type 2 Diabetes, heart disease, stroke, and some forms of cancer. In fact, heart disease, cancer, stroke, and chronic lower respiratory disease have been the top leading causes of death in this community for the past ten years (Thomson-Reuters Market Expert, 2009).

Rates of fitness testing in Pacoima public schools in 2009-10 school year indicated that over 41 percent of children in these schools are either overweight or obese, with two in every five 5th graders, almost half of 7th graders, and two in five 9th graders not being within a Healthy Fitness Zone for Body Composition,

Pacoima Existing Conditions



Sylmar Outreach



El Cariso Park Focus Group



Mission College Focus Group

as reported by the California Department of Education (California Dept of Education, Standards and Assessment Division. 2009-10 California Physical Fitness Report.).

In the Pacoima zip code 91331, there are only 6.26 acres of park and open space per 1,000 people (Healthycity.org: Health and Safety Data, Neighborhood and Community Characteristics for Zip Code 91331.). In the San Fernando Health District, only 55.3 percent of adults and 41.3 percent of children, age 6-17 years, get recommended amounts of exercise each week. Some individuals get almost no physical activity at all, with 32.1 percent of adults and 10.6 percent of children being minimally to completely inactive. Regular physical activity helps maintain a healthy body weight and provides major protection against chronic disease as well as improving mental health and overall wellness. The 2008 Physical Activity Guidelines for Americans recommend at least one hour of physical activity daily for children and adolescents, and between 1 hour 15 minutes and 2 hours 30 minutes of exercise for adults, time depending upon the type of exercise performed (U.S. Department of Health and Human Services. 2008 Physical Activity Guidelines for Americans. October 2008). Even 10 minutes of moderate activity, such as brisk walking, several times each day can play an important role.

Creating opportunities for physical activity is essential to preventing obesity and the chronic diseases that result from it. The potential that exists for accessible, attractive open space along the Pacoima Wash make it an invaluable asset toward improving the health situation in Sylmar and Pacoima. Increasingly, research has demonstrated that access to parks and open space improve health by encouraging physical activity (Centers for Disease Control and Prevention 2001). Given the high rates of child and adult obesity in the Pacoima and Sylmar Community Plan areas,

increasing physical activity opportunities along the Pacoima Wash is an important strategy for improving community health.

3. Outreach

Great efforts were made to create a Vision Plan that reflects the goals and concerns of the surrounding community, while respecting the managerial constraints and restrictions that affect the Pacoima Wash. An extensive, multi-faceted outreach effort sought input from the diverse groups of Northeast San Fernando Valley residents that live or work near the Pacoima Wash. Community leaders were recruited as respondents on the basis of recommendations by local agencies and elected officials. Summaries of comments from the focus group and Technical Advisory Group are included as appendices at the end of this document.

3.0 Community Outreach

Sylmar Outreach

Development of the Vision Plan for the Sylmar portion of the Pacoima Wash involved an outreach effort conducted throughout the community from January to June 2009. Sylmar was the initial focus of outreach that the portion of the Vision Plan focusing on that area could be inputted into the Sylmar Community Plan update that was being prepared at the time by the Los Angeles City Planning Department. The planning team held focus groups with organizations including parents at local schools, youth groups, the Sylmar Neighborhood Council, the Sylmar Hang Gliding Association, and a general community meeting held at the Sylmar branch library. Spanish language translations were provided by an interpreter.

Sylmar Outreach Meetings

January 23, 2009	L.A. Mission College Parent Center
January 28, 2009	Options for Youth
February 6, 2009	El Cariso Park
February 12, 2009	Sylmar Hang Gliding Association
February 19, 2009	Sylmar Youth Council
March 26, 2009	Mission College
March 26, 2009	Sylmar Neighborhood Council
April 2, 2009	Olive Vista Parent Center
June 11, 2009	Sylmar Community Meeting

For detailed descriptions of each focus group meeting please see Appendix H.

Pacoima Outreach

First round of outreach:

Two rounds of outreach took place for the Pacoima segment of the Vision Plan. The first occurred from August to October of 2009. Outreach consisted of a series of focus groups with various community groups. The outreach then culminated in a large “mobile charette” event along the Pacoima Wash in October 2009. During the outreach process a diverse group of community stakeholders were engaged in the vision process. These groups included students, parent groups from parent centers at local schools, neighborhood councils(City charter recognized bodies representing 90 communities within the City of Los Angeles), and government officials. Focus groups specifically targeted community residents and stakeholder groups likely to use park and open space such as local youth and their parents.

Pacoima Outreach



Bridge charette

Technical Advisory Group



First Round Pacoima Outreach Meetings

August 12, 2009	Pacoima Neighborhood Council
August 13, 2009	Youth Policy Institute Class
August 15, 2009	Youth Policy Institute Class
August 19, 2009	Youth Policy Institute Class
September 16, 2009	Pacoima Elementary Parent Center
September 18, 2009	Pacoima Elementary Parent Center
September 29, 2009	Los Angeles Police Department - Foothill Division - Lead Officer
October 16, 2009	Pandaland School Parent Center
October 24, 2009	Mobile Charette Event

For a detailed description of each focus group please see Appendix F.

Mobil Charette:

The mobile charette event took place on Saturday, October 24, 2009 at Ritchie Valens Park. This event gave residents and community stakeholders the opportunity to actually walk inside the fenced area of the Pacoima Wash, which is normally restricted to the public. MIG, a planning, design and communications consultant, assisted in the facilitation of the event as a project advisor to the PLACE initiative.

An extensive month-long outreach effort was undertaken to publicize the event. Staff from Pacoima Beautiful, ICON CDC and volunteers went door to door in the area around the Pacoima Wash, inviting residents to the event. Fliers were left at community centers around Pacoima, recreation facilities, schools, and libraries. Youth and staff involved in Pacoima Beautiful's programs phoned individuals from focus groups and other outreach efforts. Due to this

extensive outreach effort, more than 100 community residents and stakeholders attended the charette event.

For a detailed summary of the charette event as well as a summary of participants suggestions please see Appendix J.

Second Round of Focus Groups:

A second round of focus groups took place from March to June 2010. The purposed of these focus groups was to give community stakeholders an update on the Pacoima Wash Vision Plan process and to gather input on a site-specific physical project along the Pacoima Wash.

Second Round Pacoima Outreach Meetings

March 17, 2010	San Fernando High School
April 9, 2010	San Fernando High School Environment Club
April 22,, 2010	Pacoima Beautiful Members
June 10, 2010	Physical Project Charette Event.

The physical project was made possible through funds from the Los Angeles County Department of Public Health, PLACE Program. The physical project consisted of improvements to a pedestrian bridge spanning the Pacoima Wash at Haddon Avenue. This bridge connects San Fernando High School and Pacoima. It is heavily used by community residents. A pedestrian count conducted in 2010 found that over 200 people, the vast majority students, cross the bridge every day. (See Appendix for more information on the pedestrian counts). The bridge's design and state of disrepair made it a blight on the community and an intimidating and potentially unsafe area for pedestrians around the Pacoima Wash. The deck and side fencing were badly vandalized. An excessive number of bollards on either side of the bridge hindered or restricted access by wheelchairs, strollers,

and bikes. At the west end of the bridge was accessed by a landscaped path running between two houses. Two bare concrete block walls, which were heavily graffitied, separated the path from the adjacent homes. The landscaping along the path had become overgrown with weeds.

The physical project improved this pedestrian bridge as well as the area around it. Graffiti was removed from all bridge surfaces and the adjacent area. The bridge fence was repainted, and the barbed wire was removed. The bollards were replaced with more aesthetically pleasing ones that allowed wheelchairs and strollers to access the bridge. New native and drought tolerant landscaping was placed along the path, including vines to cover the concrete walls, and around the adjacent area including large shade trees.

For a detailed description of the each focus group and event please see Appendix G.

3.1 Technical Advisory Group

A Technical Advisory Group (TAG) was established to advise the Pacoima Wash Vision Plan Initiative. The TAG was composed of individuals and agencies with jurisdiction, custodial duties, or other responsibilities along the Wash. The TAG included individuals with expertise on flood protection, park and trail development, river management, and wildlife protection.

The TAG meeting was held on May 21, 2009, at the Pacoima Community Center with a focus on the Vision Plan for the Sylmar Segment of the Pacoima Wash. TAG participants provided a number of comments and suggestions regarding the scope of the project, roles of each agency, and the planning approach.

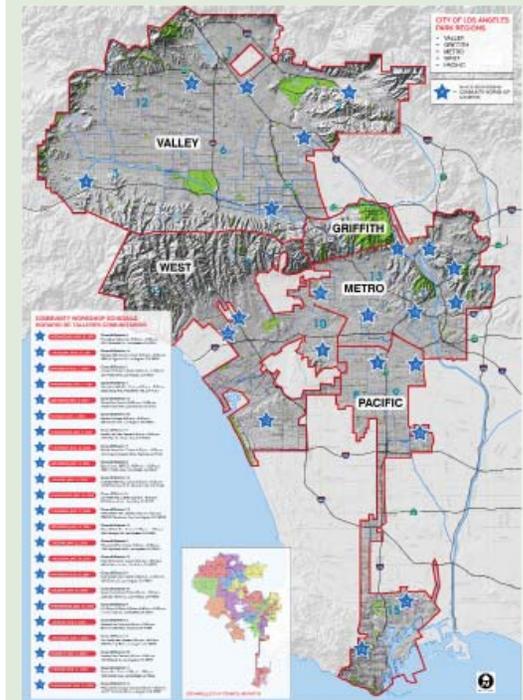
The Technical Advisory Group participants:

- U.S. Army Corps of Engineers
- U.S. Department of Interior
 - Bureau of Reclamation
 - National Park Service
- Los Angeles County
 - Department of Public Works
 - Flood Protection
 - Department of Public Health
- City of Los Angeles
 - City Planning Department
 - Community Redevelopment Agency
 - Council District 7
 - Department of Transportation
 - Department of Recreation and Parks
 - Los Angeles Police Department
- City of San Fernando
 - City Engineer
 - City Council members
- Mountains Recreation and Conservation Authority
- Initiating Change in Our Neighborhoods Community Development Corporation (ICON CDC)

For a detailed description of the TAG meeting please see the Appendix I.



Community-Wide Needs Assessment Public Workshop

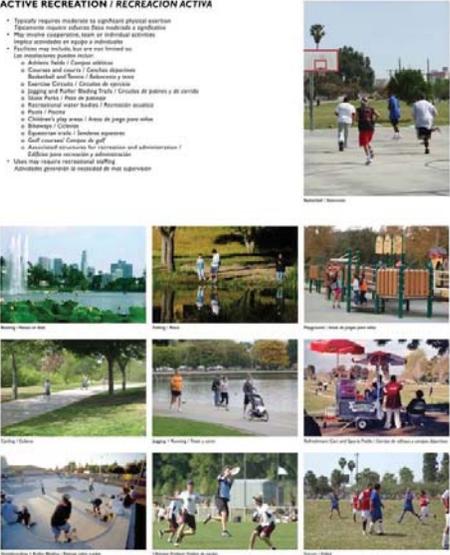


Community-Wide Needs Assessment Public Outreach Map

ACTIVE RECREATION POSSIBILITIES

ACTIVE RECREATION / RECREACION ACTIVA

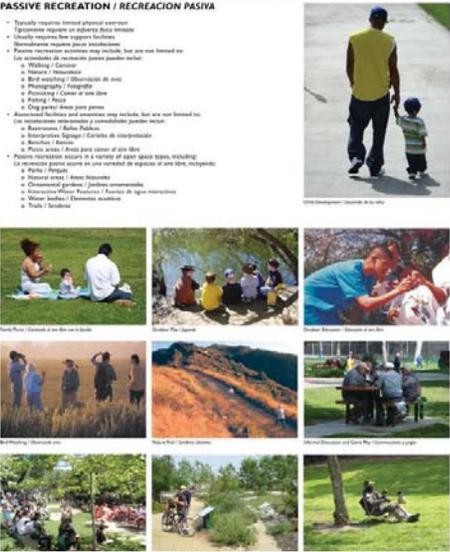
- Typically requires moderate to significant physical exertion
- Equipment requires regular maintenance & replacement
- May require supervision, team or individual activities
- Requires investment in space & infrastructure
- Activities may include, but are not limited to:
 - Los instrumentos pueden incluir:
 - Deportes de pelota / Deportes de pelota
 - Deportes de cancha / Deportes de cancha
 - Deportes de campo / Deportes de campo
 - Deportes de fuerza / Deportes de fuerza
 - Deportes de resistencia / Deportes de resistencia
 - Deportes de velocidad / Deportes de velocidad
 - Deportes de precisión / Deportes de precisión
 - Deportes de estrategia / Deportes de estrategia
 - Deportes de habilidad / Deportes de habilidad
 - Deportes de coordinación / Deportes de coordinación
 - Deportes de equilibrio / Deportes de equilibrio
 - Deportes de flexibilidad / Deportes de flexibilidad
 - Deportes de resistencia / Deportes de resistencia
 - Deportes de fuerza / Deportes de fuerza
 - Deportes de velocidad / Deportes de velocidad
 - Deportes de precisión / Deportes de precisión
 - Deportes de estrategia / Deportes de estrategia
 - Deportes de habilidad / Deportes de habilidad
 - Deportes de coordinación / Deportes de coordinación
 - Deportes de equilibrio / Deportes de equilibrio
 - Deportes de flexibilidad / Deportes de flexibilidad
- May not require traditional settings
- Activities can be conducted in a variety of settings



PASSIVE RECREATION POSSIBILITIES

PASSIVE RECREATION / RECREACION PASIVA

- Typically requires minimal physical exertion
- Equipment requires no or minimal maintenance
- Usually requires little or no supervision
- May require minimal investment in space & infrastructure
- Activities may include, but are not limited to:
 - Los instrumentos pueden incluir:
 - Deportes de pelota / Deportes de pelota
 - Deportes de cancha / Deportes de cancha
 - Deportes de campo / Deportes de campo
 - Deportes de fuerza / Deportes de fuerza
 - Deportes de resistencia / Deportes de resistencia
 - Deportes de velocidad / Deportes de velocidad
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 - Deportes de estrategia / Deportes de estrategia
 - Deportes de habilidad / Deportes de habilidad
 - Deportes de coordinación / Deportes de coordinación
 - Deportes de equilibrio / Deportes de equilibrio
 - Deportes de flexibilidad / Deportes de flexibilidad
- Activities can be conducted in a variety of settings



Community-Wide Needs Assessment Public Workshop Boards

4. Analysis of Other Documents Relating to the Pacoima Wash

4.0 Los Angeles Recreation and Parks Department Community-Wide Needs Assessment

In 2008 Mia Lehrer and Associates conducted a city-wide needs assessment of city parks and recreational opportunities. A community outreach process was conducted consisting of 26 key leadership interviews, 24 focus groups, and 23 community workshops/public forums. The outreach was conducted in different locations around the City including the North Valley (MLA, 2008). A city-wide survey was also conducted assessing residents' current park usage, needs, and concerns. The assessment also evaluated the infrastructure and recreational amenities at existing parks as well as a demographic analysis.

The assessment ranked the top 30 facilities and amenity priorities citywide identified during their outreach. Many of the top-ranked facilities and amenities are ones called for in the Pacoima Wash Vision Plan including:

- Walking and biking trails (ranked 1)
- Small neighborhood parks (ranked 2)
- Nature trails (ranked 5)
- Shelters and picnic areas (ranked 6)
- Community gardens (ranked 12)
- Pocket parks (ranked 13)
- Nature/environmental center (ranked 14) (MLA, 2008)

(See full list of rankings in Appendix B.)

The assessment also ranked the top 23 program priorities city-wide as identified during their outreach. Many of the top ranked program priorities could be established along a revitalized Pacoima Wash including:

- Nature/environmental programs (ranked 3)
- Walking/biking groups (ranked 4)
- Family programs (ranked 5)
- Outdoor adventure programs (ranked 13) (MLA 2008)

(See full rankings in Appendix C.)

The rankings were also broken down by area. For the North Valley many amenities found in the Pacoima Wash Vision Plan ranked high including:

- Walking and biking trails (ranked 1)
- Small neighborhood parks (ranked 2)
- Shelters and picnic areas (ranked 4)
- Nature trails (ranked 5)
- Community gardens (ranked 13)

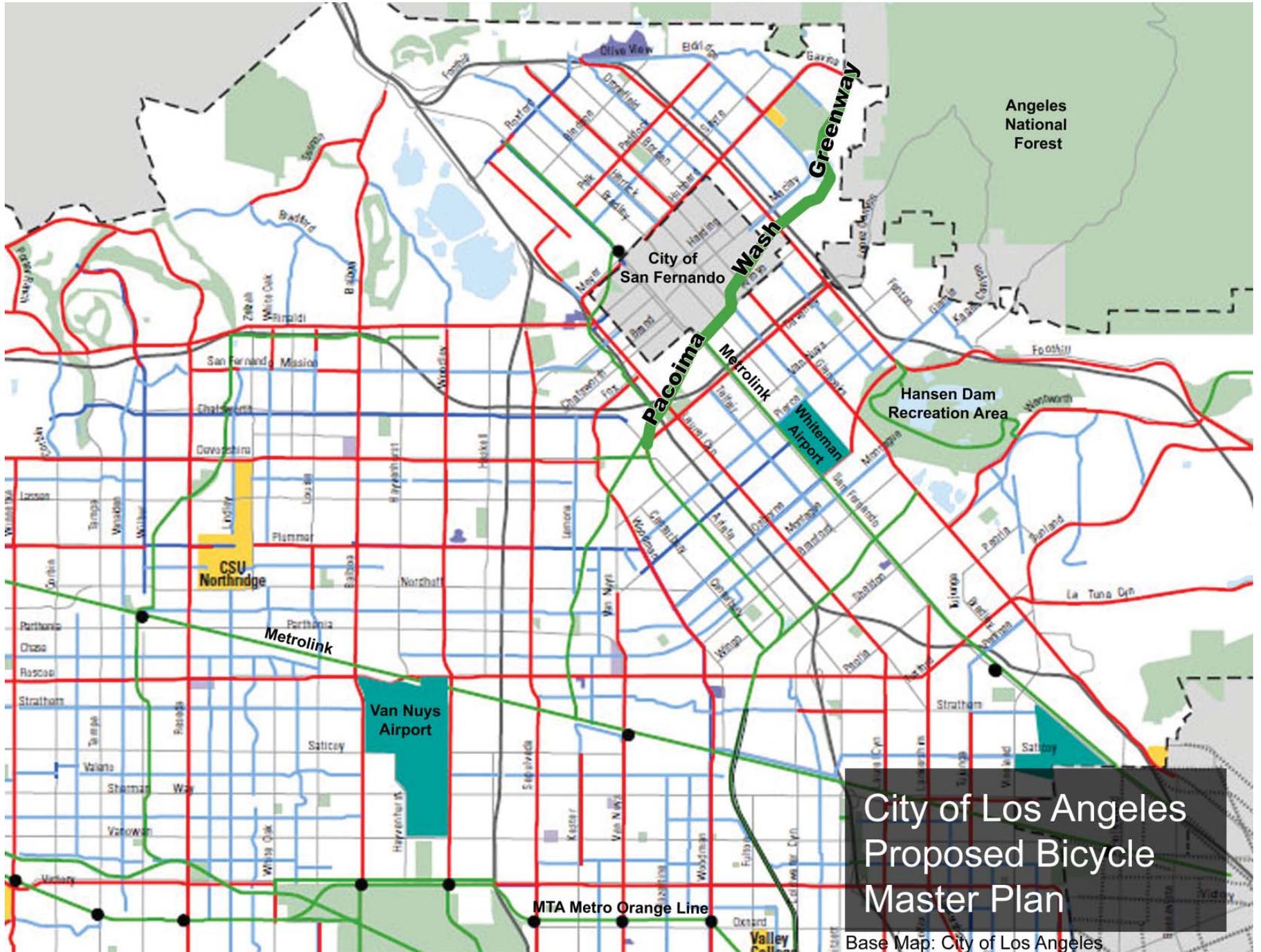
(See full rankings in Appendix D.)

The North Valley Program priority rankings also corresponded with programs that could be included in a revitalized Pacoima Wash including:

- Family programs (ranked 2)
- Nature/environmental programs (ranked 5)
- Walking/biking groups (ranked 9)
- Outdoor adventure programs (ranked 12)

(See full rankings in Appendix E.)

During outreach several key issues arose from the community that were most often mentioned as needing to be addressed:



- The City lacks appropriate levels of neighborhood and community parks that are within proximity to people's homes, and existing parks are not equally distributed.
- The amount of park land was originally planned for a low level of residential density. More mini-parks, neighborhood parks, and community parks are needed. Brownfields and redevelopment areas should be investigated as options for new park land.
- Sustainable landscapes are an important design element and should be incorporated into park and public land design standards.
- Walkability of surrounding neighborhoods and inside parks should be improved to help eliminate obesity and promote good health. Loop trails were cited as a way to improve this.
- The Los Angeles River and its tributaries should be improved as a park and recreation area.

These are the issues that are specifically addressed by the Pacoima Wash Vision Plan (MLA, 2008).

The demographic analysis also identified the major deficits among certain types of park and recreational space.

- Currently there are 0.013 acres of mini parks per 1,000 residents. In order to meet a desired ration of 0.10 acres per 1,000 residents, 340 acres of mini parks will need to be added over the next five years (2008 to 2013).
- Currently there are 0.198 acres of neighborhood parks per 1,000 residents. To achieve a desired ratio of 1.5 acres per 1,000 residents, 5,089 acres of new neighborhood parks will need to be added over the next five years.
- Currently 0.759 acres of community parks exist per 1,000 residents. In order to achieve an ideal ratio of 2 acres per 1,000 residents, 4,581 acres will need to be added over the next five years.

The Pacoima Wash Vision Plan calls for new park

space in all of these three categories (MLA, 2008).

The analysis also identified serious deficits in recreational assets and amenities in the City.

- Currently a ratio of 1 play structure per 10,205 residents exists. To achieve an ideal ratio of one structure per 7,500 residents 138 structures will have to be added in the next five years.
- Currently 1 picnic site exists per 13,666 residents. To achieve an ideal ratio of 1 site per 7,500 residents 235 sites will need to be added over the next five years.

The analysis of the Pacoima Wash Vision Plan has thusly determined that the number of parks and recreation facilities is deficient in local neighborhoods of the City of Los Angeles (MLA, 2008).

4.1 City of Los Angeles Bike Plan

In 2011 the Los Angeles City Council approved the City of Los Angeles Bicycle Plan. On this plan, the Wash is designated a future bike corridor. This plan is important because it will affect how cyclists access a future Pacoima Wash Greenway. As part of the vision plan process Pacoima Beautiful hired transportation planning firm Ryan Snyder and Associates (RSA) to analyze the document and come up with recommendations for improving bicycle connectivity to the Pacoima Wash.

The full report is available in Appendix K.

5. Vision Plan

The design elements of the Pacoima Wash Vision Plan stem from the initiative’s goals and objectives, and were developed through the public outreach process. In order to determine where site interventions could be made most effectively, initiative partners made several site visits to the Pacoima Wash and created maps and diagrams describing the environment of the Wash. The interaction between design elements and the Wash are based on the environmental and topographic features of the Wash. The Vision Plan does not compel or mandate that all these elements be implemented along the Wash, but simply demonstrates a range of possibilities for the benefit of local communities.

The design elements as well as the section diagrams and renderings correspond with the elements in the legends of the greenway maps.

5.0 General Design Elements

Best Management Practices

Best Management Practices (BMP) are interventions that capture, treat, and potentially infiltrate storm water runoff that would otherwise enter the storm system untreated. BMPs should be designed for multiple uses if possible, since they are mostly used during and immediately after storm events.

There are a variety of pollutants in storm water including trash, nutrients, bacteria, and sediments. The best method to reduce pollution in storm water runoff is to prevent its introduction at the source. BMPs should be used in tandem with pollution reduction efforts.

BMPs are often integrated within larger parks or green street projects and can take on a variety of

designs depending on volume of water to be treated and area available. BMPs often exist as a “treatment train” or sequence of related projects with multiple processes through which water moves through a system. Simple BMPs are vegetated swales through which storm water flows. A depression in the soil slows the flow of water and vegetation treats some of the pollutants. Microbes in the soil and sub-surface are able to treat pollutants further. Other more mechanical features include screens to remove trash and sediment capture devices to remove sediment caused by erosion or construction upstream.

Because southern California weather patterns and large amounts of paved or impervious surfaces lead to flooding downstream, BMPs often incorporate storm water detention features. Areas with sandy permeable soil, like those adjacent to the Pacoima Wash, are frequently suitable for infiltration and recharging the diminishing supplies of groundwater. Ground water is an important part of the City of Los Angeles’ water supply. Upstream areas of the Los Angeles Basin such as the Pacoima Wash have the best soils for infiltrating water.

Examples of BMPs that could be established along Pacoima Wash:

Physical Improvements

- Permeable pavement
- French drains
- Creating landform grading guidelines to retain water on site
- Curb depressions
- Street edge alternatives or “green streets”
- Catch basin inserts (for trash)
- Continuous deflection separator (CDS) units (for trash)

Policy guidelines

- Reduction in the use of fertilizers (especially quick release non-organic)

DESIGN ELEMENTS

- Best Management Practices
- Wayfinding
- Green Streets
- Trails
- Open Space
- Habitat
- Multi-Use Trails
- Enhanced Crossings
- Pedestrian Bridges



Permeable Paving



Bioswales



Multi Use Trails

Encourage native or California friendly landscaping
Use of mulch as a topper and to control weed growth and retain moisture
Removal of pet wastes

Wayfinding/Interpretive

Wayfinding and interpretive elements will help people navigate the Wash and enrich users' experience by providing valuable educational information. These elements will consist of signs and informational installations with a unified design and logo that are easily identifiable. They will be placed along the Wash and in surrounding areas. Access points will be identified and marked.

Wayfinding elements should be installed to make the community aware of and lead them to the Pacoima Wash and important points of interest. Key intersections in the areas surrounding the Wash have been identified as gateways where signs should be located to direct people to the Wash. Wayfinding signs should also be placed to give cyclists, pedestrians, and equestrian users information on distances and connections along the Wash. Designating paths that have loop connections can provide circuits for people to exercise.

Interpretive elements can provide information on the ecology, wildlife, and history of the Pacoima Wash and surrounding area. Interpretive areas can also be set up to provide information on water pollution, storm water, and watersheds. Information could also be provided that discusses the cultural history of the Pacoima Wash, such as the Tataviam people that once inhabited the area. These could include exhibits on their lifestyle, dwellings, and relationship to the Pacoima Wash.

Green Streets

While it is important to enhance the Pacoima Wash

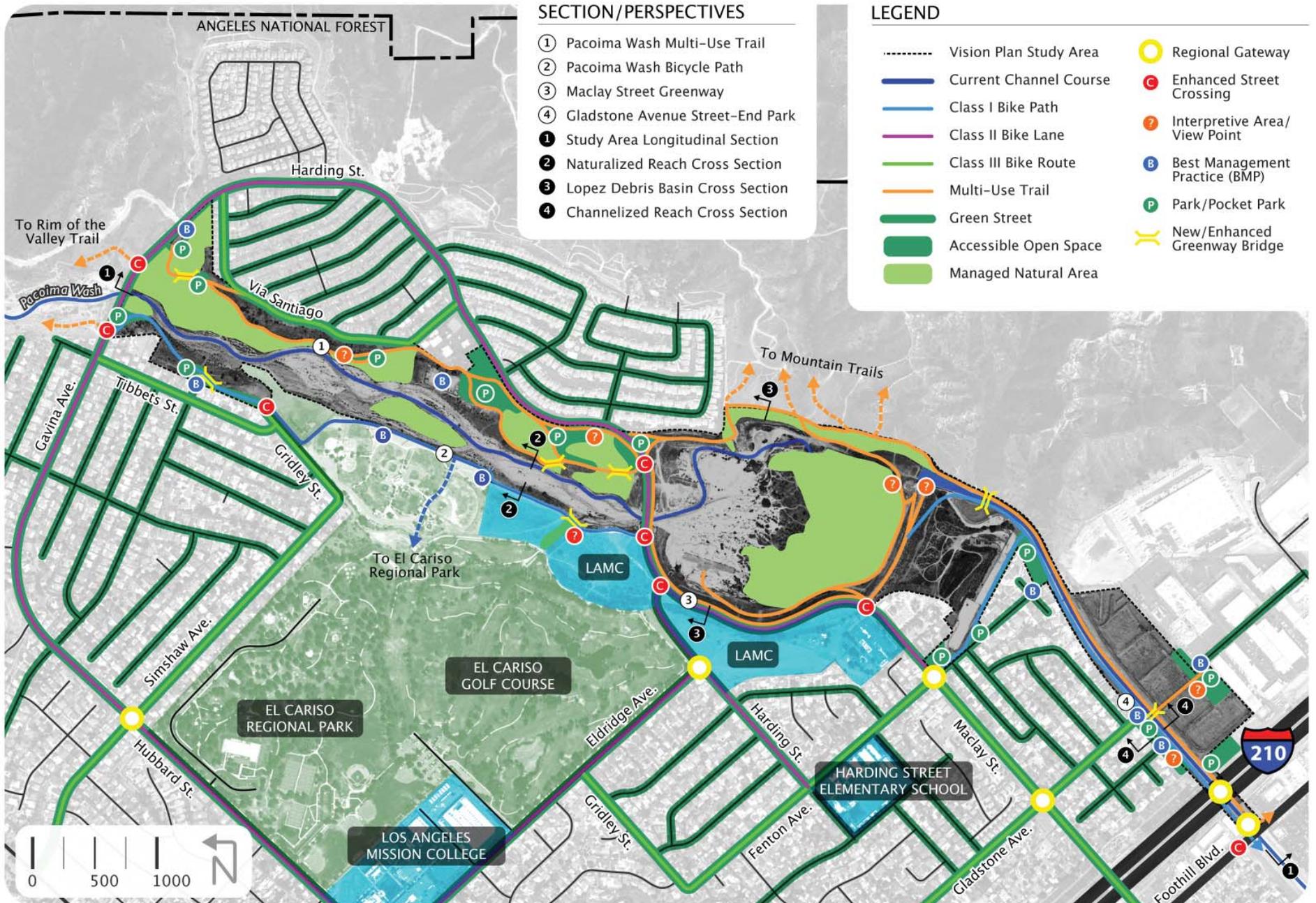
as a recreational and natural area, it is also important to improve the area surrounding the Wash in order to protect natural resources and make Sylmar a more sustainable community. One approach is to turn nearby residential streets into green streets which capture and treat storm water and clearly connect the Wash and surrounding residential areas. Making the connections obvious will help demonstrate cause and effect.

Many of the streets in upstream residential districts currently carry storm water runoff, trash, and sediment directly to the Wash. By converting these streets into green streets with BMPs, much of this pollution could be captured before it is able to enter the Wash. Green streets have vegetated swales, consisting of native and drought resistant plants, along the sidewalk as well as deciduous shade trees at regular intervals of street frontage, which reduces the urban heat island effect.

Hardscapes can be converted into permeable materials to further capture storm water and reduce runoff. Not only will green streets improve water quality, but they create a more pleasant street environment.

Where streets terminate at the Wash, pocket parks with water retention and quality features can be established to further treat water and remove trash before it enters the Wash. Pocket parks provide opportunities to include interpretive element and teach about water quality issues.

Green streets are also a way to improve the surrounding community's connection to the Wash by enhancing pedestrian features. Sidewalks should provide adequate capacity and safe street crossings. This, combined with the improved aesthetics of the green street, will give pedestrians a safe and pleasant link to the Wash from surrounding neighborhoods.



Sylmar Greenway Map



Way Finding



Interpretive



Crosswalks

Trail/Path Amenities

The multi-use trail with a Class I bike path will be landscaped primarily with native drought-tolerant plants. Deciduous shade trees like Western Sycamores, Cottonwoods and Canyon Oaks will provide shade during hot weather and allow warming sunlight in cooler seasons. Shade trees should be sited close enough together to provide maximum shade, preferably on the south or west side of the Wash.

Benches and water fountains will be located along the trail at intervals useful to greenway users. Lighting is an element to consider but should only be placed in areas where it will not disturb wildlife or surrounding homes. Restrooms should also be considered for certain key areas.

To create a cohesive look and sense of place, similar and unified elements should be determined upon collaboration of the various jurisdictions and established by a set of design guidelines.

5.1 Sylmar

Accessible Open Space

The Sylmar Segment of the Pacoima Wash, being left in a semi-natural state and lying adjacent to the San Gabriel Mountains, is one of the more scenic areas of the Northeast Valley. The Vision Plan designates certain parts of this area as accessible open space for people to enjoy. These locations are most suitable for passive recreation, planted with grasses, shrubs and other vegetation. Many of the open spaces are located at scenic viewpoints along the Pacoima Wash greenway and are appropriate locations for interpretive signs.

The channelized portion of the Wash below the Lopez Debris Basin and a spreading ground has

many opportunities for new pocket parks. Many of these sites, such as the vacant lots near Gladstone Street, an area south of the spreading grounds, and the portion of the spreading grounds not used for water infiltration can be characterized as blighted, or bleak. Currently, these areas attract dumping, urban encampments, and gathering places that harbor drug use, gang activity, and vandalism due to their privacy and isolation from the community. Creating new parks at these locations will significantly improve the surrounding area by reclaiming this portion of the Wash for recreational use, promoting community-based policing and introducing positive uses. New open space in this area also represent opportunities to incorporate BMPs that can improve the quality of the runoff from the surrounding neighborhood and provide habitat for wildlife.

Thoughtfully designed open space will become an important community asset, attracting community residents and other local visitors to the Pacoima Wash.

Habitat Restoration Areas

While all parks should have places for nature and people, Habitat Restoration Areas are places that specifically meet the needs of wildlife and habitat. These areas will primarily provide space for native vegetation and should experience minimal human impact in order to keep natural systems as intact as possible. Riparian habitats and other areas with high levels of species diversity are priority areas existing in few other places, having largely disappeared from the region.

Habitat Restoration Areas will be connected to each other with wildlife corridors or will be close enough together to act as islands that the wildlife can use as “stepping stones” to other habitat zones. This allows for genetic variety and sufficient populations to maintain species diversity. Avian species are



Class I bike path near SIBL baseball field in Sylmar section of wash

Sylmar Existing Conditions



particularly adapted to this type of movement involving discrete habitat clusters.

Habitat Restoration Areas will benefit wildlife and provide beneficial uses to humans as well. These areas will offer a scenic escape from the hectic, unrestful, and noisy urban areas surrounding them. They will give residents and visitors places for hiking and walking, which promoting good health. Habitat Restoration Areas provide places to learn about nature, hydrology, and pollution. Learning about such topics and enjoying these natural spaces will help people develop a connection and a sense of stewardship.

A Multi-Use Path and Bike Lanes

The Pacoima Wash has potential to become a bicycle transportation and recreation corridor that will connect the communities of the Northeast Valley to one another and to the foothills of the San Gabriel Mountains. Users traveling from the south will be able to connect to El Cariso Regional Park, a variety of mountain hiking trails in the Angeles National Forest, and to the Rim of the Valley Trail further to the north. The regional Tujunga-Pacoima Watershed Management Plan suggests a recreation trail connection between the Pacoima spreading grounds and the Tujunga Wash greenway. The Draft Los Angeles Bike Master Plan has designated the Pacoima Wash as a bike corridor. Because of this designation it is a high priority for the Sylmar Segment of the Pacoima Wash to provide a Class I bike path for the entire length of the Wash (See Class designations in Appendix A.) This path will create maximum connectivity and enhance the area's potential as a transportation corridor.

A Class I bike path consisting of a minimum 10 feet wide right-of-way with a paved surface can extend along the west side of the Wash from Gavina Street to the Lopez Debris Basin. This path will directly

link the multiple recreational amenities in this area such as the Sylmar Hang Gliding facility, the SIBL baseball fields, a path to El Cariso Park, and recreational facilities at Mission College. The path will accommodate pedestrians and will provide a paved, gradually graded alternative for walkers and joggers than a hiking and equestrian trail on the east side of the Wash.

Near the Lopez Debris Basin, cyclists will be able to access a Class II bike lane on Harding Street and Maclay Streets. Cyclists will have the option of reconnecting to a Class I path running along the Pacoima Wash channel right of way below the Debris Basin. An alternate option is to remain on the Class II lane, proceed down Maclay Street and reconnect with a Class I path on the Pacoima Wash via Foothill Blvd.

A network of Class III lanes built on residential streets around the Wash will further augment the Class I and II bike lanes running directly adjacent to the Wash. These lanes could potentially run on lightly traveled residential streets and have signage designating them as bike routes. This Class III bike path network could serve as a connector to the trail along the Wash, giving additional importance to the Pacoima Wash corridor as a bike route.

Hiking and Equestrian Trails

A hiking and equestrian multi-use trail will run from Gavina Street to the Debris Basin. The multi-use trail will primarily run along the east side of Pacoima Wash and will be a soft surface trail consisting of decomposed granite. The trail will traverse habitat restoration areas as well as accessible open space areas. This section has multiple grade changes and will accommodate cyclists will still providing a scenic area for equestrians, hikers, and other users. Below the debris basin the multi-use path will run along the east side of the Wash on the channel right of way. Pedestrians will also have the option of utilizing the



Gladstone Avenue Street-end Park in Sylmar portion of wash



Maclay Street Greenway



Pacoima Wash Multi-Use Trail



Hiking / Horse Trail



Pedestrian Bridge



Bike Lane

Class I bike path running along the west side of the Wash.

New/Enhanced Greenway Bridges

Building and enhancing bridges is crucial to the connectivity of the greenway and bike paths in the Sylmar segment of the Wash. Bridges provide links spanning the divide between neighborhoods that is caused by the Pacoima Wash. New bridges will ensure the integrity of the trail in the upper segment of the area by crossing large ravines and assuring neighborhood connectivity and mobility. In the lower portion of the Wash, new bridges will allow pedestrians and cyclists to cross the channel and access the multi-use trail or bike lanes. These bridges will connect neighborhoods and allow residents to access amenities along and around the Pacoima Wash.

Existing bridges along the Wash should be enhanced according to the needs of disparate users of the greenway and allow for a pleasant experience. The existing bridge on the west side of the Wash above the Harding Street Bridge should be widened and resurfaced in order to accommodate both cyclists and pedestrians. The maintenance bridge crossing the channelized portion of the Wash below the debris basin dam is in need of aesthetic and structural improvements to accommodate recreational use.

The design of the bridges should fit the surrounding area and each bridge should be as wide as the trail it serves. Bridge design could reflect the changes in character along the Wash.

Enhanced Crossing

Several major arterial surround and cross the Sylmar portion of the Pacoima Wash. In order to ensure that these streets do not act as a barrier

between the community and the Wash, enhanced crossings have been located at key intersections. These crossings will create safe connections between the Wash and the surrounding community.

Enhanced crossings have been planned in strategic locations for safety and to ensure the connectivity of the bike lanes and multi-use trail. They are also planned between major facilities and the Wash. Enhanced crossings will be located where the multi-use trail crosses Harding Street, crosses Maclay Street between the new Mission College recreational facilities and the greenway, and crosses Gavina Street to ensure a connection between the greenway and multi-use trail to the Rim of the Valley Trail.

Enhanced crossing elements improve the connectivity across busy streets and may include crosswalks, safety and way-finding signage, and traffic control devices. In some places curb extensions and traffic islands may be necessary to reduce the crossing width of major streets. Small traffic circles may be employed to reduce the speed of traffic near enhanced crossings. Such features will create safer interactions between traffic and users of the greenway along the Wash.

El Cariso Park

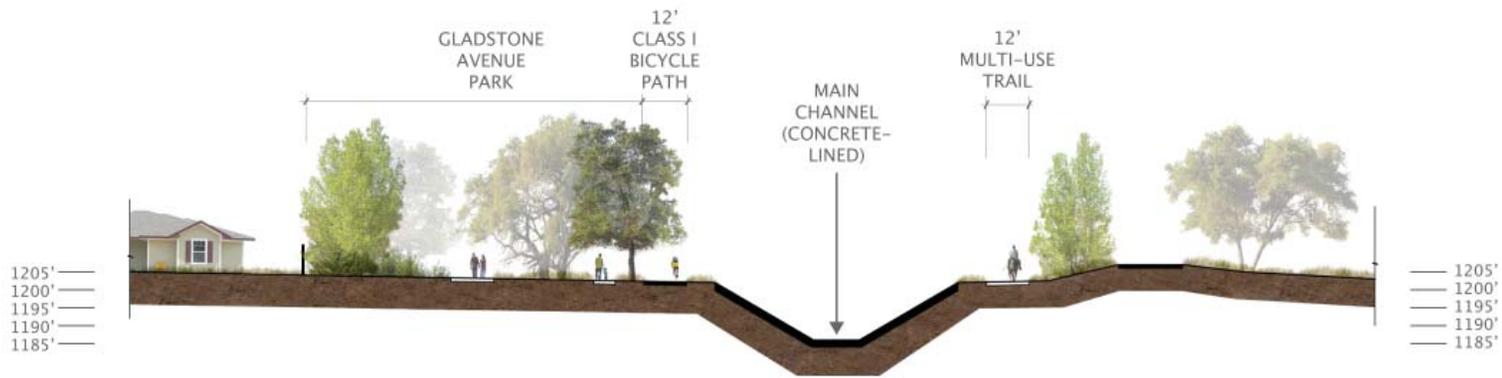
El Cariso Community Regional Park is a 76-acre park owned by the Los Angeles County Department of Parks and Recreation. It is one of the largest parks in the Northeast Valley and contains many recreational features including a community center, basketball courts, swimming pool, exercise area, picnic sites, and tennis courts. Many community residents use the park including walking groups from around the area.

El Cariso Golf Course

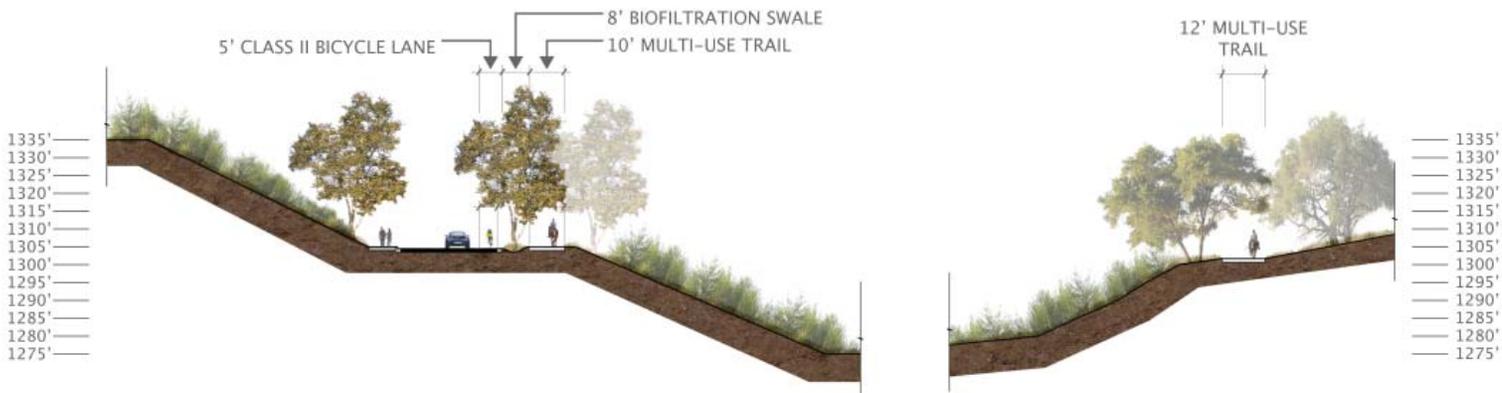
El Cariso Golf Course is a golf facility owned by the Los Angeles County Department of Parks and Recreation. It contains a driving range, pro shop,



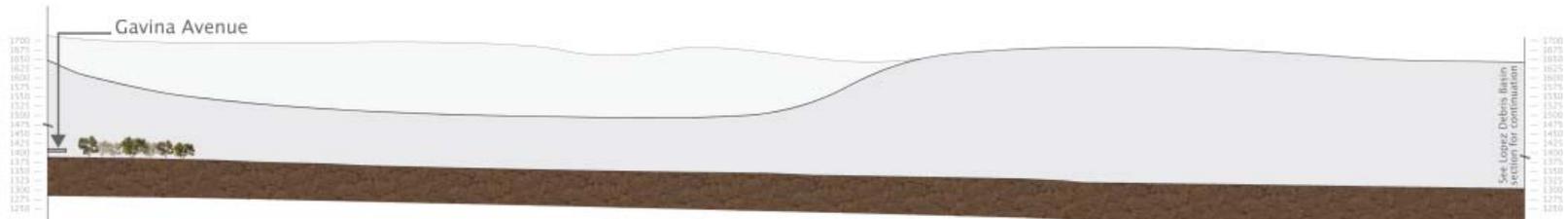
PROPOSED CROSS SECTION



PROPOSED CROSS SECTION



PROPOSED CROSS SECTION



NATURALIZED REACH LONGITUDINAL SECTION



LOPEZ DEBRIS BASIN LONGITUDINAL SECTION



CHANNELIZED REACH LONGITUDINAL SECTION

Scale: 1"=400'-0"



STUDY AREA LONGITUDINAL SECTIONS
PACOIMA WASH VISION PLAN

and two putting greens in addition to an 18-hole executive golf course. The course lies adjacent to the Pacoima Wash channel and separates El Cariso Park and Mission College from a potential greenway. Access to the Wash from these facilities could go through or over the golf course.

5.2 Pacoima

HOA Opportunity Site

The HOA Opportunity Site is currently a vacant parcel adjacent to the Wash owned and maintained by the Homeowners Association of the adjacent residential development. This long narrow triangular parcel is vacant and covered with mowed grass. The parcel is accessible to the residences via an entrance in the middle of the parcel between two homes. A chain link fence separates the parcel from the Wash and Telfair Avenue. This parcel, when combined with the El Dorado parcel lying directly up stream would create a large recreation area directly along the multiuse Pacoima Wash path. This parcel is ideal for passive recreation because of its location next to residences. This could include native landscaping with meandering trails and benches and small picnic areas. Precautions can be taken to insulate the homes next to the park from disruption via high vegetation to maintain privacy of the homes. The entrance to the park and multiuse path at Telfair Street should have a gate to keep people from entering at night.

El Dorado Site

The El Dorado Site is a long triangular parcel on the western side of the Wash running between Telfair Avenue and El Dorado Avenue. The parcel is approximately 2 acres in size and is bordered by single family residences to the west. A mix of different types of wall surfaces separates this parcel from the residences including wood fences

and cinderblock walls. In the past this parcel has been considered blight in the community with the walls around the parcel suffering from graffiti and frequent illegal dumping. In the summer months the vegetation on the parcel becomes overgrown and is a potential fire risk. This site was recently purchased by the City of Los Angeles which is currently seeking funds to develop this site into a pocket park.

The El Dorado parcel is large enough to could accommodate a wide range of passive, recreational activities. For example, it can serve as a place for users of the multiuse trail along the Wash to enter onto a meandering path, or simply relax on benches. The site could have a mix of gardens filled with native and drought tolerant plants as well as grassy picnic areas. Residents' ideas for the site include painting murals on the fences around the park, a dog park, and a hardscaped plaza adjacent to one of the streets running into the parcel.

Multi-Use Path

The Pacoima portion of the Pacoima Wash from the 118 Freeway to San Fernando Road has a significant right of way on either side that is ideal for a multi-use path. In some portions, the right of way is over 50 feet wide and is never narrower than 10 feet. This provides ample room for bike and pedestrian path running along the Wash linking Pacoima to Sylmar in the north and the Los Angeles River to the south.

The multi-use path will be a grade separated Class I bike lane and pedestrian corridor. The path will be a minimum of 10 feet in width and run directly adjacent to the Pacoima Wash Channel. An 8 foot tall pedestrian fence will separate the path from the channel infrastructure. The path will be shared by pedestrians, cyclists, and other users with lane markings separating bikes from pedestrians. The multi use path will run on either side of the channel. A Class II bicycle connection will be made to the

Pacoima Existing Pictures

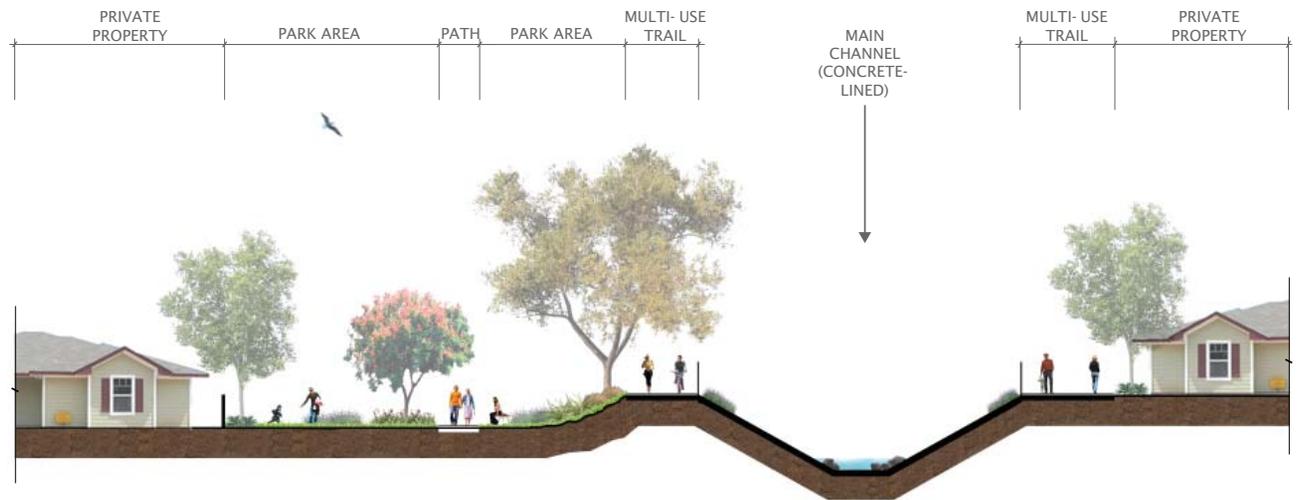


Wash along Telfair Avenue.

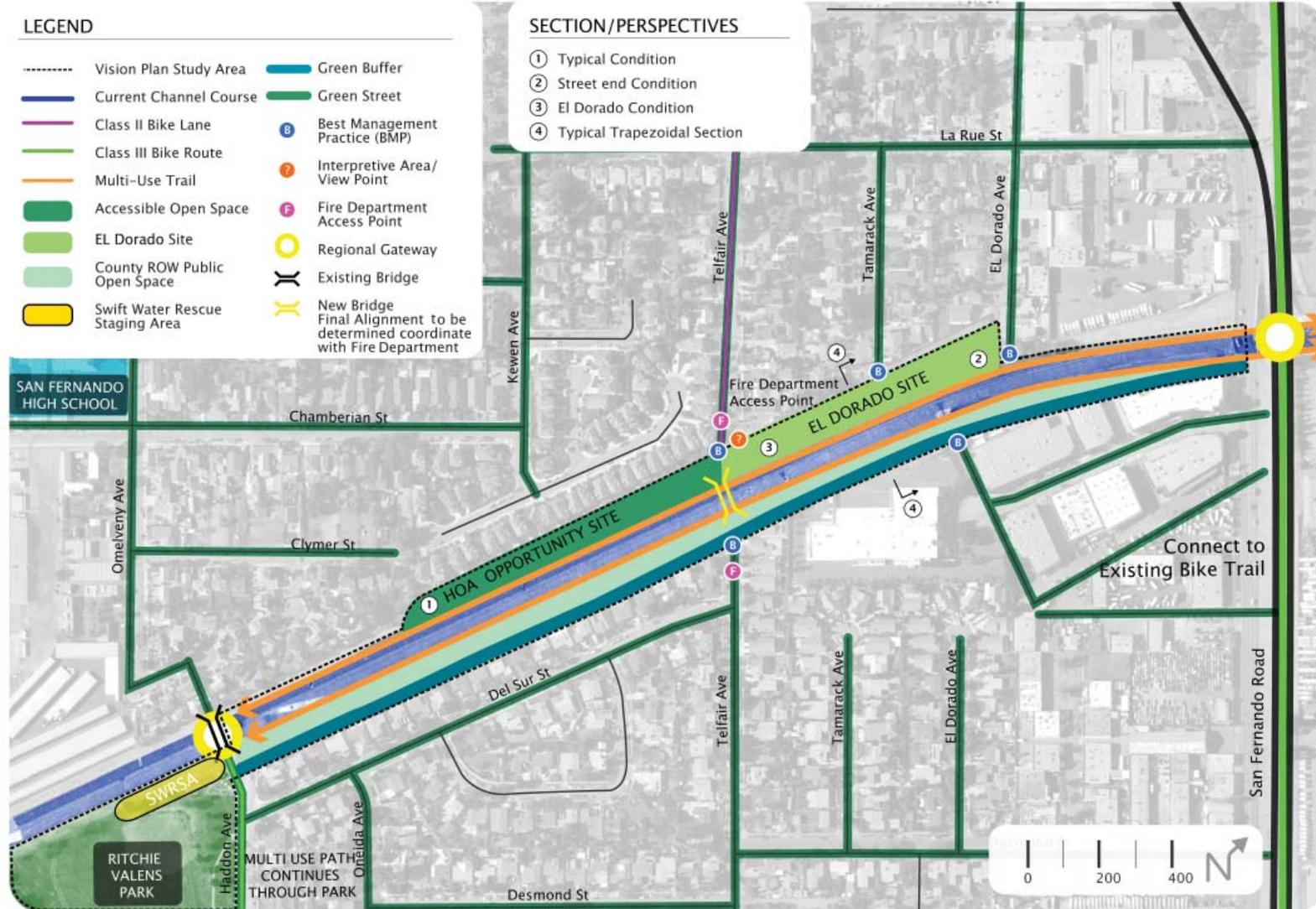
The multi-use path will pass under the San Fernando Road Bridge and Metrolink tracks. A ramp up to street level will also be built connecting users to San Fernando Road and the bike path running along San Fernando Road. At Haddon Avenue the multi-use path will continue along Haddon Avenue. A Class II bike lane will continue along the street and pedestrians will use a path running through Ritchie Valens Park. Users will proceed underneath the 118 Freeway and then continue through Ritchie Valens Park to Laurel Canyon Boulevard where they will proceed down Paxton Street. At that point, cyclists will use a Class II bike lane and pedestrians will use a sidewalk with enhanced crossings and pedestrian amenities.

The path will run along Paxton Street for 4 blocks passing underneath the 5 freeway until the Pacoima spreading grounds where it will reconnect to a grade separated, multi modal path along the Pacoima Wash.

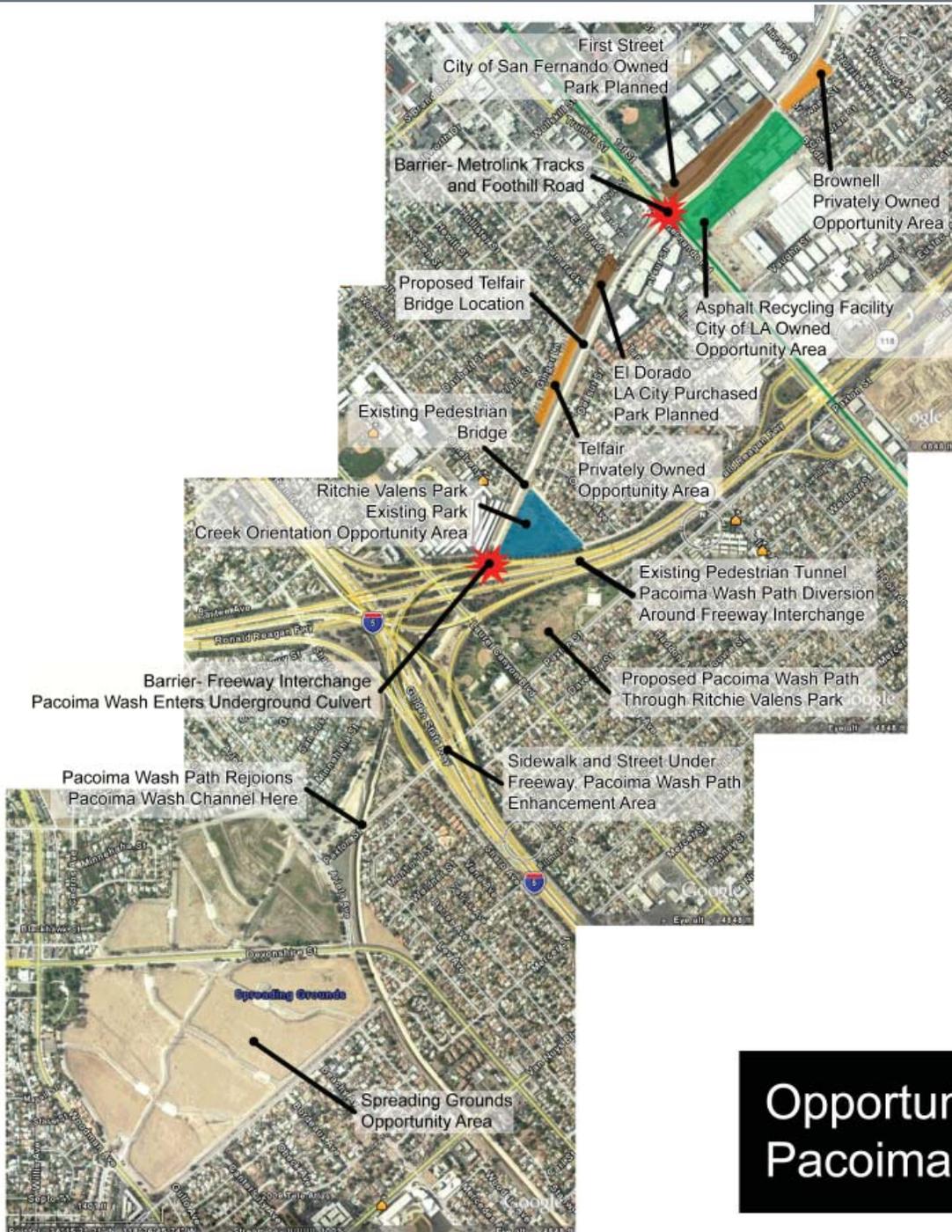
(See Trail and Path Amenities and Multi-Use Path and Bike Lanes in Sylmar section.)



Section



GREENWAY MAP
PACOIMA WASH VISION PLAN



**Opportunities and Constraints:
Pacoima Segment**

Swift Water Rescue Area

During storm events the Pacoima Wash carries a large volume of water at a very swift rate. Because the Wash runs through an urban area and because of the low levels of safe connections across it, the channel is frequently crossed illegally. During storm events a possibility exists for residents to slip and fall into the Wash and to be carried away by the strong current of water. The portion of the Wash near Ritchie Valens Park is the final point where the Fire Department has the ability to rescue a person in the Wash before they enter the tunnel running under the 5 and 118 Interchange. The eastern side of the Wash right of way below the Haddon Avenue rescue bridge now serves as a swift water rescue area for the Los Angeles Fire Department. Access to this area will be restricted at all times except for the Fire Department and authorized personnel and the portion of the right of way will be clear of any barriers that could possibly hinder the Fire Department's ability to perform rescue procedures.

New/Enhanced Greenway Bridges

Because of the design of the street network and location of the freeways in the area, the Pacoima Wash presents a major barrier to pedestrian connectivity. This particularly affects students and transit dependent residents who must make the choice of: walking very long distances to a legal crossing point or illegally walking along or crossing the Pacoima Wash right of way. This barrier discourages healthy activities such as walking and creates a potentially unsafe environment for individuals who do choose to walk.

A major reason for the Pacoima Wash as a barrier is the lack of crossings over the channel. Currently only three crossings exist within the Pacoima Segment: at Laurel Canyon Boulevard, Haddon Avenue and at San Fernando Road. The bridges at

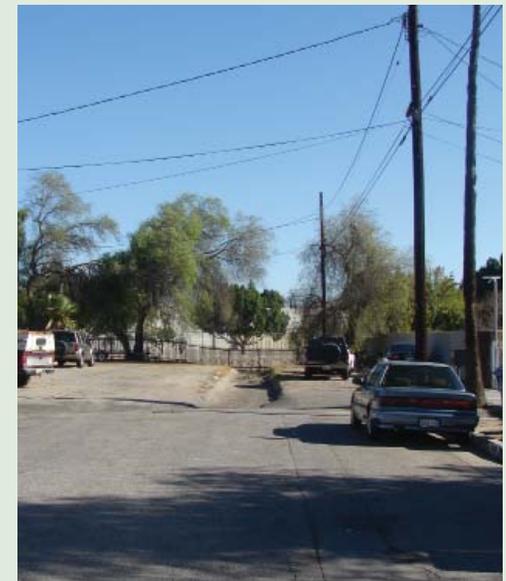
Haddon Avenue and San Fernando Road are nearly a half a mile apart and the bridge at Laurel Canyon Boulevard is separated from the other crossings by the 118 Freeway. In order to increase connectivity, it is necessary to build a new bridge at Telfair Avenue. This is an ideal location for a new pedestrian bridge because of its location halfway between the two existing crossings and the streets connecting to the rest of the neighborhood. Telfair Avenue also crosses under the 118 Freeway and reaches deep into the Pacoima neighborhood. It also crosses into the City of San Fernando providing access to the City's Central Business District. A new bridge crossing the Wash in this location would give access to neighborhood residents trying to go from Pacoima to San Fernando as well as users of the Pacoima Wash greenway accessing recreational facilities on either side of the Wash.

A new Telfair bridge should be designed in such a way to meet the needs of users and fit the existing environment. The bridge should also have an adequate width to serve both cyclists and pedestrians. It also should be designed in an aesthetically pleasing way that blends in with the surrounding residential neighborhood and should be accessible at all times and have proper lighting to ensure its safety. Because of its location on Telfair Avenue the bridge should be sited in such a way to not interfere with the Fire Department or county maintenance vehicles that also access the Wash at this point.

Enhanced Crossings

It is important for the two existing crossings over the Pacoima Wash to have strong connectivity for users of the Pacoima Wash as well as neighborhood residents.

The existing pedestrian bridge along Haddon Avenue is a very important crossing because it marks the terminus of the Pacoima Wash greenway along the Wash and also because it connects San Fernando



El Dorado



Typical Condition of greenway in Pacoima section



Street End Condition



Pedestrian Bridges

High School with the surrounding neighborhoods.

In 2010 Pacoima Beautiful undertook extensive upgrades to the Haddon Avenue pedestrian bridge. The bridge is a major connection and is used by over 200 students and residents every day. The bridge was previously in a very poor state of repair. Its surfaces were covered in graffiti, paint was peeling off of the bridge fence which was also topped by rusting barbed wire, intrusive bollards hindered the ability of wheelchairs, bicycles, and strollers to cross the bridge, and the pedestrian path leading up to the bridge on the west side was over grown with weeds and covered in graffiti and litter.

After extensive community meetings, Pacoima Beautiful worked with architects to create a design for improving the bridge. This included repainting the bridge fence, removing the barbed wire, replacing the 8 existing bollards with 4 new ones, placing a new litter receptacle at the eastern side of the bridge, and cleaning and planting drought tolerant and native plants at the eastern pedestrian path. These simple changes improved the linkage for students and residents and help set a tone for the future greenway along the Pacoima Wash.

The San Fernando Road Bridge over the Pacoima Wash was constructed in 1925 and has a pleasant art deco design. However, a very narrow sidewalk and busy four-lane road make it a treacherous crossing for cyclists and pedestrians. In order to improve this crossing, a barrier should be set up between the sidewalk and the busy road way. Further improvements could include striping a bike lane along the road. A new pedestrian crossing should also be created across San Fernando Road by striping a crosswalk. This would help users of the greenway to conveniently cross San Fernando Road and also calm the street by slowing down traffic. The crosswalk should have either a stop sign or light, or a crosswalk with imbedded flashing lights to enhance safety.

Large County Right-of-Way Opportunity Areas

On the east side of the Pacoima Wash channel there is a large right-of-way that could become a significant recreational amenity. This right of way measures over 70 feet wide from the Haddon Avenue Bridge to Telfair Avenue and then averages around 30 feet to San Fernando Road. After subtracting 10 feet for a multi-use path, significant room is still left to accommodate recreational activity. This under-utilized area could essentially serve as a long park and could accommodate various programmatic functions. This could include ideas like gardens, landscaping and meandering paths, passive recreation areas, plazas, and outdoor classrooms.

The stretch of the right of way between Haddon Avenue and Telfair Avenue borders single family homes and is more suitable for passive recreation so as not to disturb the adjacent residential properties.

The stretch from Telfair Avenue to San Fernando Road borders industrial and commercial buildings. The portion of the route of way bordering this area might be appropriate for more active uses. Linkages could also be made between businesses and the Wash so employees can utilize the greenway.

On the western side of the right-of-way where it meets the San Fernando Road Bridge, the right of way widens to over 70 feet. This would make an ideal location for a plaza and interpretive area for users of the greenway coming from San Fernando Road. Benches and landscaping can create a pleasant place to sit. Displays can also be set up showing a map over the greenway along the Wash, connections to other trails, and amenities in the area, information can also be displayed describing the ecology of the Wash.



El Dorado Street End

Enhanced Crossings



Before



Cleaning Event



After

Ritchie Valens Park

Ritchie Valens Park is one of the largest parks in the Pacoima area. Because the Wash passes through an inaccessible tunnel underneath the interchange of Interstate 5 and the 118 Freeway, the Pacoima Wash greenway must pass through the park. Ritchie Valens Park is divided by the 118 Freeway and Laurel Canyon Boulevard into 3 distinct sections. The section on the west side of the 118 Freeway borders the Wash and has baseball fields, restroom facilities, a small Asian-themed garden and picnic areas. The section west of the 118 Freeway, north of the Laurel Canyon Boulevard, is the largest part of the park and has a recreation center with a gym and classrooms, handball courts, tennis courts, and outdoor basketball court, soccer field, and skate park. This area is linked to the Pacoima Wash with a pedestrian tunnel running under the 118 Freeway. The section below Laurel Canyon Boulevard has a baseball diamond and swimming pool. The recreational features found in Ritchie Valens Park make it a major regional draw and will be a significant destination along the Pacoima Wash greenway.

Because the Pacoima Wash greenway must pass through Ritchie Valens Park in order to reconnect with the Wash, improvements should be made to ensure a strong connection. The greenway can follow existing paths through the Park. The way finding system used along the Wash should be used inside the park in order to brand the path as being part of the greenway and to guide users to the Pacoima Wash path. This system can include signage as well as stencils on the ground.

Green Buffer

A green buffer comprised of taller vegetation should be implemented between the right of way and adjacent properties. This buffer could help insulate residents from noise or activity along the path and

also soften the landscape along the Wash by adding vegetation to counter the hard surfaces of the channel and path. Some residents may prefer a window in the green buffer to open their properties up to the channel. This will allow them to enjoy the Wash and provide “eyes on the street” increasing the safety for users of the path.

6. Next Steps

The Pacoima Wash Vision plan represents the vision of the residents of Sylmar and Pacoima of how the Pacoima Wash can be transformed into a new amenity for the North East San Fernando Valley. This document was made with the intention that it would help guide and inform the process of implementing a future multipurpose greenway along the Pacoima Wash.

To make this vision a reality a concerted effort will have to be made by community residents, elected officials and government agencies with purview over the Wash. Opportunity areas where future pocket parks along the Wash can be built will have to be identified and assessed for feasibility. Funding sources for the acquisition and development of private parcels will need to be identified as well as for those already in public ownership. An agreement will need to be secured with the Los Angeles County Flood Control District and the Army Corps of Engineers to allow a multi-modal path. In addition maintenance responsibilities will need to be established to ensure long term maintenance of any facility built along the Pacoima Wash.

Although these tasks are daunting, there is precedent with similar projects in small sections here in Los Angeles County; Ballona Creek, the Los Angeles River, and Tujunga Wash, all have areas converted to similar uses. The potential for the Pacoima Wash to provide much needed open space, alleviate negative environmental conditions, and improve the health of residents makes it an excellent candidate to also be developed with similar amenities. A new greenway along the Wash, providing bike and walking opportunities that link residents to the Angeles National Forest, will become a new centerpiece for not just the Northeast San Fernando Valley but the entire region.



Green Buffer



Outdoor Classroom



Tunnel at Ritchie Valens Park

7. References

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The Trust for Public Land. 2006. Los Angeles County, CA Park Equity Analysis and City Council District 7 Needs Analysis.

Centers for Disease Control and Prevention. 2001. Increasing Physical Activity: A Report on Recommendations of the Task Force on Community Preventive Services. www.cdc.gov/mmwr/preview/mmwrhtml/rr5018a1.htm.

Mia Lehrer and Associates. 2008. Los Angeles Recreation and Parks Department Community-Wide Needs Assessment.

8. Appendices

8.0 Appendix A

Bike Lane Definitions from the California DOT Highway Design Manual	
Class I Bike Lanes:	Completely separated right of way for the exclusive use of bicycles or pedestrians with cross flow by motorists minimized.
Class II Bike Lanes:	A striped bike lane for one-way bike travel on a street or highway.
Class III Bikes Lanes:	A shared use between bicycles and motor vehicle traffic.

8.1 Appendix B

Los Angeles Facility/Amenity Priority Rankings	
Walking and Biking Trails	1
Small Neighborhood Parks	2
Indoor Fitness and Exercise Facilities	3
Indoor Pools/Aquatic Facilities	4
Nature Trails	5
Shelters and Picnic Areas	6
Indoor Running /Walking Tracks	7
Outdoor Swimming Pools	8
Indoor Gyms	9
Large Community Parks and Regional Parks	10
Playground Equipment	11
Community Gardens	12
Pocket Parks	13
Nature/Environmental Centers	14
Indoor Community Centers	15
Off-Leash Dog Parks	16
Outdoor Tennis Courts	17
Outdoor Amphitheater	18
Outdoor Basketball Courts	19
Youth Soccer Fields	20
Golf Courses/Driving Ranges	21
Outdoor Splash Parks	22
Skate Parks	23
Outdoor Volleyball Courts	24
Adult Soccer Fields	25
Youth Baseball Fields	26
Youth Softball Fields	27
Adult Softball Fields	28
Youth Football and Rugby Fields	29
Equestrian Trails	30

8.2 Appendix C

Los Angeles Program Priority Rankings	
Adult fitness and Wellness Programs	1
Special events/festivals	2
Nature/Environmental Programs	3
Walking/biking groups	4
Family programs	5
Adult continuing education programs	6
Adult art, dance, performing arts	7
Youth swim programs	8
Water fitness programs	9
Senior programs	10
Adult swim programs	11
Adult sports programs	12
Outdoor adventure programs	13
Youth sports programs	14
Youth Fitness and Wellness programs	15
Martial arts programs	16
Before and after school programs	17
Youth art, dance, performing arts	18
Youth summer camp programs	19
Pre-school programs	20
Golf programs	21
Programs for people with disabilities	22
Gymnastics and tumbling programs	23

8.3 Appendix D

North Valley Facility/Amenity Priority Rankings	
Walking and biking trails	1
Small Neighborhood Parks	2
Indoor Fitness and Exercise Facilities	6
Indoor Pools/Aquatic Facilities	8
Nature Trails	5
Shelters and Picnic Areas	4
Indoor Running /Walking Tracks	3
Outdoor Swimming Pools	12
Indoor Gyms	7
Large Community Parks and Regional Parks	9
Playground Equipment	11
Community Gardens	13
Pocket Parks	20
Nature/Environmental Centers	14
Indoor Community Centers	10
Off-Leash Dog Parks	17
Outdoor Tennis Courts	15
Outdoor Amphitheater	22
Outdoor Basketball Courts	21
Youth Soccer Fields	16
Golf Courses/Driving Ranges	19
Outdoor Splash Parks	18
Skate Parks	23
Outdoor Volleyball Courts	25
Adult Soccer Fields	24
Youth Baseball Fields	26
Youth Softball Fields	29
Adult Softball Fields	30
Youth Football and Rugby Fields	28
Equestrian Trails	27

8.4 Appendix E

North Valley Program Priority Rankings	
Adult fitness and Wellness Programs	1
Special events/festivals	3
Nature/Environmental Programs	5
Walking/biking groups	9
Family programs	2
Adult continuing education programs	6
Adult art, dance, performing arts	11
Youth swim programs	7
Water fitness programs	8
Senior programs	4
Adult swim programs	15
Adult sports programs	10
Outdoor adventure programs	13
Youth sports programs	12
Youth Fitness and Wellness programs	20
Martial arts programs	21
Before and after school programs	14
Youth art, dance, performing arts	19
Youth summer camp programs	16
Pre-school programs	18
Golf programs	17
Programs for people with disabilities	22
Gymnastics and tumbling programs	23

8.5 Appendix F

Pacoima Wash Visioning Project

Pacoima Wash Vision Plan | Pacoima Beautiful | Pacoima Neighborhood Council | Housing, Economic Development and Land Use Committee Meeting |
August 12, 2009 | Pacoima Branch Library

Max Podemski presented slides and summarized the general goals of the Pacoima Wash Vision Plan project, with information specific to the Pacoima community and conceptual images developed through partnership with the PLACE Program of L.A. County Department of Public Health. These notes do not reiterate the presentation, but were instead prepared as a summary of comments expressed by committee members and other meeting participants.

The wash is difficult to visualize and must be seen to understand current conditions, the potential for change, and project benefits toward recreational purposes.

One project that might be a good comparison is the Tujunga Wash Greenway at Coldwater and Oxnard, near Grant High School (and L.A. Valley College).

Existing public space is easier to improve than private property. This project might inspire voluntary improvement to properties along the wash.

Who will maintain improvements? (to be determined)

Who owns the channel? (Los Angeles County Flood Control District, which is managed by the L.A. County Public Works Department)

Will the channel itself remain the same and continue to function as a flood protection facility? (Nobody is planning to remove any improvements at this time, but to add value to what is already there.)

What do you want from this group and the Pacoima Neighborhood Council? Support for the concept? (Yes, to share knowledge about the wash and give the project concept broad exposure among community leaders and groups along the 10-mile wash, so that the project proposal can be developed and modified according to the needs, desires and interests of the community).

Do you anticipate any problems with access at the city's limit with San Fernando and changes in jurisdiction? (The underlying right of way for the wash is managed by L.A. County, and through agreements with individual cities. No problems are anticipated.)

What will happen at the spreading grounds? They sit empty most of the time and have a potential to be improved for public access and recreation. At a minimum, the perimeter could be designed as a walking path, with benches.

How much time will it take to complete the planning process? (The product will be a vision plan and more specific information will need to be developed before the project is approved, the design process is concluded and facilities are developed. There will be phasing and funding issues that would determine progress over time.)

Is there anything like the City of San Fernando Eighth Street project being planned or considered? The public drainage and filtration system was discussed. (A site is currently being purchased at El Dorado Street, by City of L.A. Something similar could be planned and developed at this location.)

A meeting participant expressed appreciation for what was shown, but the linear recreation trail project should include benches for rest stops. Consider the needs of particular users: the elderly, families with young children and strollers, overweight persons. The trail project should be augmented by beautiful landscaping and shade trees to encourage year-round use.

Plan to address, discourage or mitigate vandalism and graffiti. Both are inevitable.

What will be done to the bridges near San Fernando High School? (Issues need further study and analysis.)

Provide lighting for evening use. Promote use of the wash to discourage crime and encourage use by community residents.

Regular use will promote and increase public safety.

Pacoima Wash Visioning Project
PLACE Grant | 1st Meeting with Youth Policy Institute Youth Group
August 13, 2009 | 12:00 to 1:00 PM | Pacoima Library

Notes taken by Veronica Padilla from ICON CDC (vpadilla@icon-cdc.org)

Comments provided by the youth during the focus group.

Many of the students at this focus group demonstrated their optimism for this project by sharing a wide range of ideas of what they would like to see developed. Many of the students in this group were from Pacoima and had a better understanding of the needs of the community.

- What do you do at parks?
Hang out, play handball, Soccer, and Basketball.
- What parks do you go to?
Hansen Dam, Ritchie Valens Park, Chatsworth Park, Humphrey Park, El Cariso Park, the park near Gravity Hills, Sylmar Park.
- What do you want to see developed on this new park?
Shaded areas, bike paths, a place to sit, a paint ball shooting range, water fountains and skate park. Have murals to prevent tagging, and don't have handball courts because they promote gang activity. Provide a space for the youth to do graffiti art. Have mist sprays during the summer to cool off. Have Bar-B-Q area for family picnics. Have a stage for events and performances from the community. Have some vendors such as Jamba Juice, Starbucks, or Raspado Express.
- What should we add to the Ritchie Valens Park?
Bigger walk way, jungle gyms with shade
- Why do you go to other parks outside of Pacoima?
Because they are safer and have better amenities.
- How would you make parks safer?
Make the park catered to young children to prevent the appeal to other older crowds,
- Should the park be natural or be more of a park for sports?
Natural with trails and benches

Pacoima Wash Visioning Project
PLACE Grant | 2nd Meeting with Youth Policy Institute Youth Group
August 15, 2009 | 12:00 to 1:00 PM | Pacoima Library

Notes taken by Veronica Padilla from ICON CDC (vpadilla@icon-cdc.org)

Comments provided by youth during focus group

This group of students were very vocal. In fact they started asking questions before the presentation was over. It was a very interactive, and skeptic group. They had many comments regarding our motives for the development of the park and its sustainability. Safety, and gang activity was a focus of their concerns. It should be noted that none of these students were from Pacoima, Sun Valley, Arleta, or Panorama City.

- How are we going to prevent people from falling into the wash?
- Are we going to have bike lanes all the way?
- A 4-12 mile running trail would be ideal for Student Run LA. Having this park would be a great alternative over running on the street with cars and pedestrians.
- What are we doing to prevent gang members from hanging out in these parks?
- Some kids wonder why build the park if it will get vandalized!
- What parks do you currently use? Ritchie Valens, Lakeview Terrace, Veterans Park
- Students recommend security cameras, lighting, gates, and rangers to help with safety
- One person suggested that a Neighborhood Watch be created to look after certain sections of the park.
- That community should be its own police so that there can be that sense of ownership for the park.
- One particular student was opposed to a Neighborhood Watch because she felt that they would be calling the cops on everyone and would cause more problems. As a solution to that someone else suggested to properly educate the Neighborhood Watch to distinguish the “real troublemakers.”
- One student would like to see a basketball gym.
- One student expressed her desire to “Just make the wash look better”
- Others recommended that crosswalk amenities, parking, etc., be improved around the area of the wash to further improve access to the park.

Pacoima Wash Visioning Project
PLACE Grant | 3rd Meeting with Youth Policy Institute Youth Group
August 19, 2009 | 3:00 to 4:00 PM | Youth Policy Institute

Notes taken by Karen Cervantes from ICON CDC (kcervantes@icon-cdc.org)

Comments provided by the youth during the focus group.

Many students from this group weren't residents from Pacoima. However, the few that resided in Pacoima were very responsive to the presentation. The two concerns that arose in this focus group were 1) safety and 2) the visual aesthetics of the wash.

- Safety - two young females commented that they were prohibited from walking on or near the Pacoima Wash due to sexual predators. These young women suggested that in order to make the wash safe and more inviting, lighting would have to be placed up and down the wash.
- Visual Aesthetics - The visual aesthetics of the Pacoima Wash was another concern for the participating youth. The youth wanted to have a wash that looked peaceful and scenic. The youth suggested the following: Chinese Gardens, ponds, fish, roller blade and bike paths, planting gardens, and pools.

PLACE Grant | 1ST Meeting with Pacoima Elementary Parent Center
September 16th, 2009 | 9:40 to 10:40 PM | Casa Pacoima

Notes taken by Karen Cervantes from ICON CDC (kcervantes@icon-cdc.org)

Comments provided by adults attending the Casa Pacoima's ESL Program.

Casa Pacoima participants seemed very interested and concerned about the project. Their comments were based on funding, taxes, and the multiple uses the Pacoima Wash could bring. Their responses are as follows:

- What would you like to see be built on the vacant properties along the wash? Parks, pools, water parks, fountains, Bar-B-Q pits, community centers, tables, benches, picnic areas, basket ball courts, jungle gyms, playgrounds, bathrooms, activities for the disabled, public telephones, day cares, art, walking paths, stages, tables, sinks, skate parks, trees, bike trails, walking trails
- What are your concerns for the project? Safety, lighting, security, and wheelchair accessibly.

Pacoima Wash Visioning Project
PLACE Grant | 2nd Meeting Pacoima Elementary Parent Center
September 18, 2009 | 10:30 to 11:00 PM | Casa Pacoima

Notes taken by Karen Cervantes from ICON CDC (kcervantes@icon-cdc.org)

Comments provided by Pacoima Elementary GED Program participants.

The Pacoima Wash Visioning Project presentation was not shown at this focus group. The director of the GED Program decided that the presentation would be too long and take time from their program. Yet, the director allowed us to briefly talk about the project and take some notes. The questions that were asked and the group's comments are as follows:

- Do you use parks now and what parks do you regularly go to?
Yes, Ritchie Valens Park, El Cariso Park, and Pacoima Park.
- What would you like to see along the wash?
Open Spaces, places to sit, parks, exercise areas, kiosks, trash cans, police, and rules.
- What amenities would you like to be built along the wash?
BBQ-pits, party areas, community centers, playgrounds, gyms.
- Other recommendations suggested: Canopies, police surveillance, lighting, no smoking and no drinking regulations.

Pacoima Wash Vision Plan | Pacoima Beautiful | Lead Officer Walker
ICON Offices | September 29, 2009

Max Podemski gave a PowerPoint presentation to officer Walker giving background on the project and summarizing the main goals of the project. After the completion of the presentation he asked the officer if a revitalized Pacoima Wash presented any challenges to public safety. The officer said that a revitalized Pacoima Wash won't escalate vandalism and that crime stays down when you have activities in parks. He pointed out the summer night lights and the new skate park and how those have made local parks such as Ritchie Valens safer. He said that criminals like to commit crimes where no one can see them and the more people there are the less crime there will be. He also said that graffiti busters could make a revitalized Pacoima Wash part of their rounds.

The lead officer also pointed out that dumping is a major problem along the Wash especially on Ilex Street. Dumpers want secluded areas where there are dead end streets next to industrial sties and many streets that lead into the Wash fit this description. A revitalized Pacoima Wash could help end this problem by making these dead ends more active and making a less hospitable location for dumping.

In terms of amenities for new parks along the Wash the lead officer recommend exercise equipment similar to what they have in Sycamore Park in Highland Park. He says that these machines are busy all day and they provide places for people to work out in neighborhoods where there are few gyms and where residents may not be able to afford memberships.

He also recommended that the greenway and parks be well lit although he did say that this could provide a problem with neighbors upset about light pollution. He also recommended we talk to LA County Safety and General Services because they will most likely be patrolling the park not the LAPD.

The officer has a favorable opinion of the project and thought it would be a deterrent to crime in the neighborhoods around it by providing more activity.

Pacoima Wash Visioning Project
PLACE Grant | Pandaland Elementary Parent Center
October 16, 2009 | 8:00 to 9:30 PM | Panadaland

Notes taken by Karen Cervantes from ICON CDC (kcervantes@icon-cdc.org)

Comments provided by Pandaland Elementary Parent Volunteers

The Pacoima Washing Visioning Project Presentation was shown to twenty four parents, many of whom have resided in the community of Pacoima for more than ten years. This presentation began slightly different than other focus groups. We first began by having an ice-breaker where parents stated their name and the amount of years living in the community. After the last participant, the presentation began. The questions asked after the presentation were as follows:

- Do you know where the Pacoima Wash is located and runs through?
There was no single person who answered yes.
- What parks do you visit on a regular basis?
Ritchie Valens Park, El Cariso Park, Veterans Park, and Humphrey Park.
- What would you like to see along the wash?
Trash cans, lights, policemen, bicycle and running paths.
- What amenities would you like to be built along the wash?
BBQ-pits, party areas, playgrounds, gyms.
- Other recommendations suggested: Lots of police surveillance, lighting, no smoking and no drinking regulations.

7.6 Appendix G

Pacoima Wash Visioning Project
PLACE Grant | California Exit Exam
March 17th, 2010 | 9:00 to 1:30 AM | San Fernando High School

Notes summarized by Karen Cervantes from ICON CDC (kcervantes@icon-cdc.org)

On March 17th Max Podemski and Imelda Padilla from Pacoima Beautiful held presentations and a mini charette for 3 sets of students (48 student's total) at San Fernando High School. Each presentation lasted 1 hour. The first 15 minutes consisted of a PowerPoint presentation on the Pacoima Wash project given by Max Podemski. Students were then split up into groups of 5. Each group was given a large piece of paper with a diagram depicting the wash, pedestrian bridge, Ritchie Valens Park, the El Dorado park parcel, and San Fernando High School. They then spent the next half hour drawing and writing recommendations for improving this area with new recreational amenities. They then presented what their suggestions back to the group. The list and diagram below summarizes the feedback received during these presentations.

PACOIMA WASH IMPROVEMENTS

Service learning to keep bridge cleans
Bridge is slippery
Bridge is narrow
No bridge fencing
Paint the tunnel
Lighting
Greening outside

SUGGESTIONS

Picnic tables
Shades
Layback
Bathrooms
BBQ
Food court
Water fountains/drinking
Lots of trees
Busy near streets
Community center/dances/lessons
Trash cans
Benches
Paint
Meaningful graffiti
Organizing community to protect mural
Nice fence - get ride of barbed wire

Pacoima Wash Visioning Project
PLACE Grant | Jennifer Bower's Green Communities Classroom
April 9, 2010 | 8:00 to 9:30 AM | San Fernando High School

Notes summarized by Karen Cervantes from ICON CDC (kcervantes@icon-cdc.org)

Pacoima Wash suggestions are provided by San Fernando High School students.

The Pacoima Washing Visioning Project Second Round Presentation was shown to thirty-four high students, many of whom reside in Pacoima or surrounding communities. The students were familiar with the Pacoima Wash and the connecting bridge between Ritchie Valens Park and San Fernando High School. This focus group was a two part presentation. The first half involved a twenty minute power point and the second part included a field trip to the wash. Each student was given a sheet with four questions to answer after their field trip experience. A summary and the number of times the same suggestion came up are as follows:

What ideas do you have for the beautification project?				
murals	Plants	bathrooms	bridge stability	drinking fountains
8	6	5	5	4
air fresheners	bike lanes	fountains	walkways	theater
3	3	3	3	2
mile marks	removal of barb wire	picnic areas	telescope	restaurants
1	1	1	1	1

What can be done to make the wash into a greener place?				
native plants	trash cans	grass	trees	recycling bins
13	9	7	6	5
gardens	pocket parks	solar power	signs	sustainability
2	2	2	1	2

What can be done to make the wash safer for the community?				
security	cameras	wash rails	lights	park gates
11	9	5	4	4
fix the bridge	caution/park rule signs	emergency phones		
4	4	1		

What are some possible problems or roadblocks?				
taggers	littering	community	money	nothing
10	6	5	4	4
gang activity	thefts	people falling	construction	natural disasters
3	2	1	1	1

Pacoima Wash Visioning Project
PLACE Grant | Coordinating Committee – Pacoima Beautiful Members
April 22, 2010 | 7:00 to 8:30 PM | Pacoima Beautiful

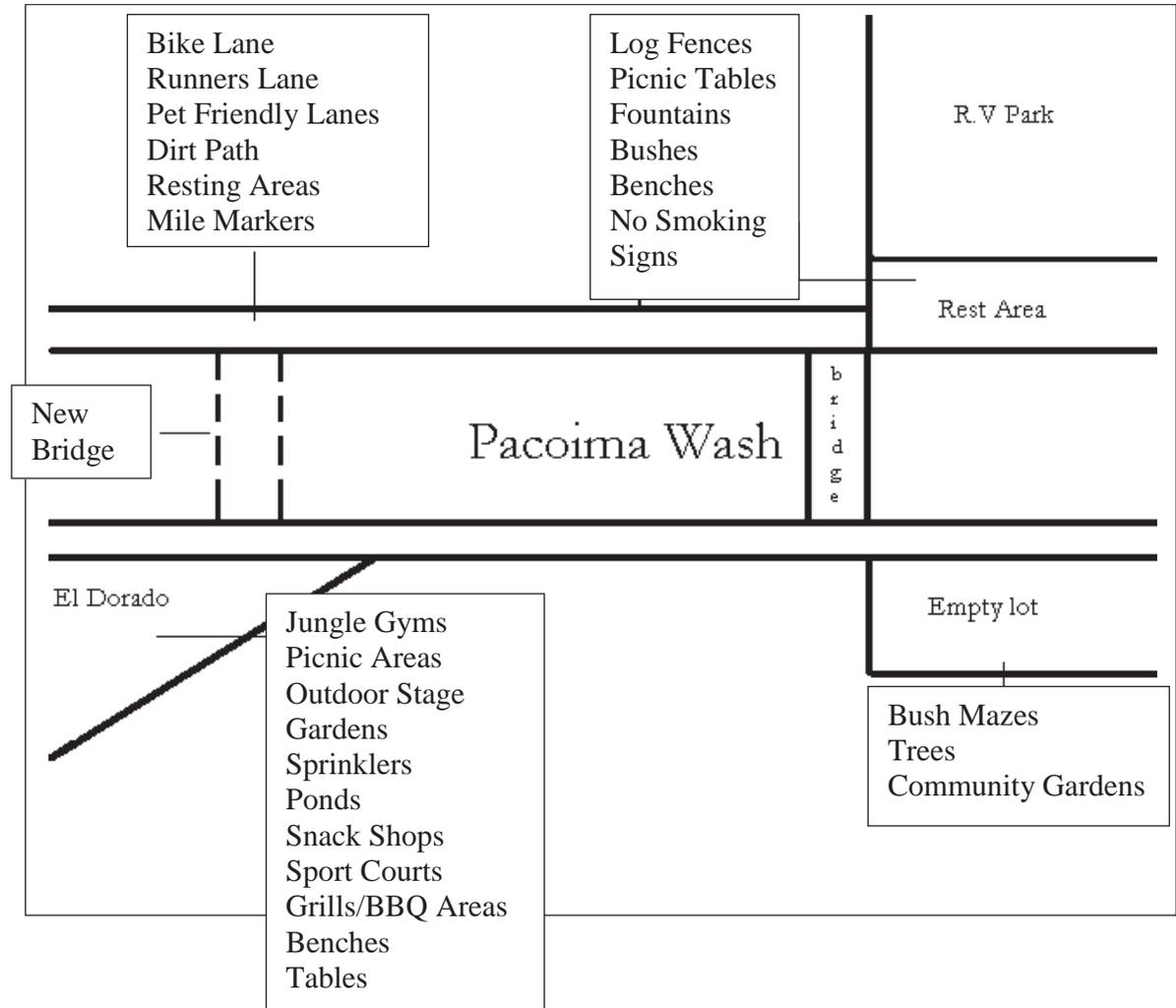
Notes taken by Veronica Padilla from Pacoima Beautiful (vpadilla@pacoimabeautiful.org)

Pacoima Beautiful hosts monthly Coordinating Committee meetings. The committee is made up of 14 Pacoima residents who are members of two Neighborhood Organizing Committees (NOC) who are engaged in a local campaign to reduce direct diesel emissions in residential neighborhoods with mixed residential-industrial zoning. Signage reading “No Trucks Over 600 lbs” protects families who live in neighborhoods adjacent to industrial zones and reduces the probability of developing respiratory-related illnesses such as asthma. The PLACE presentation was especially important to this group who understands the need for green space to help mitigate the air quality issues that exist in Pacoima.

Some of the members were also present at the October 2009 event and were familiar with the project and the Wash. For others, the Wash and the project were new. In any case, they were all very receptive and provided great feedback.

Veronica Padilla conducted the PowerPoint presentation in Spanish. After presenting the PowerPoint, members were asked how they felt about the suggestions received from the community walk. These were the comments/ feedback:

- There was a debate between the members as to whether to allow dogs or horses on the Wash. Both sides were passionate about their positions on the matter. This might require further discussion.
- A couple of members thought the skateboard park was a good idea because they see that it is a big need for the youth in the community.
- The basketball court idea was encouraged. A father thought he would use it with his son.
- A group of women suggested the walking paths should have exercise equipment in certain locations along the path with signage that explains how to use the equipment, health tips, and breathing exercises. One particular person suggested we look into a current project in Georgia where she saw this.
- The members advocated for trees and benches. Because the Valley gets so hot, some shade and a nice place to sit would be very beneficial to all community members, young and old.
- One person suggested a new bridge connecting both sides of the Wash. The location to be explored.
- Security is also very important to the group. They would like to see security cameras and lots of lights to deter criminal activity.
- Members also suggested enforceable hours of operation for the park.
- One person would love to have a welcome gate with flamingos.
- When asked if they would be against having a park along the Wash if their home was directly behind them, they said no. In fact they feel that the park would raise their property value.



Physical Project Charette

Jun/10/2010 | 7:00 to 8:00 PM | San Fernando High School Cafeteria

The charette started promptly at 7. Approximately 24 people were in attendance, the majority of which were members of the environment club at San Fernando High School. An introduction was given by Max Podemski, the PLACE Initiative Coordinator for Pacoima Beautiful. He described the goal of the meeting which was to select design options for improving the pedestrian bridge connecting San Fernando High School with Ritchie Valens Park and the pedestrian tunnel running under the 118 freeway at Haddon St. He also briefly summarized the overall goal of the PLACE Initiative which is to create a vision plan for converting the Pacoima Wash into a linear greenway. He then asked the audience if they were familiar with the project, about half the audience, and if anyone had attended any previous community meetings around the project such as the October 2009 charette, around 4 people raised their hands.

After the introduction, the meeting was conducted by Jan Dryer who is a landscape architect at Mia Lehrer and Associates. 5 boards were assembled in front of the audience on easels and displayed pictures of how the site currently looks, renderings of how it could potential look, as well as different examples of bollards, trash cans, and a color palate. Jan first asked how many students use the tunnel and bridge and the majority of participants raised their hands.

Blank walls at entrance to Pedestrian Bridge:

Jan then described the first board which depicted the entrance to the bridge on the San Fernando High School side and showed different designs for addressing the blank wall. One rendering showed a colorful mural. Jan told the audience that one issue with a mural is that it is static and can become dated, her idea for avoiding this was to have the junior class come up with a subject for the mural and have the incoming junior class paint it. This would continue each year so that the mural is constantly changing and each class feels ownership over it.

A second rendering depicted an alternative to the mural which is to plant vines along the wall. The advantage to this is that it is resistant to tagging. The participants preferred this option to the mural because they felt that any mural would immediately get tagged. One commenter mentioned that vines had been planted on a wall at the new Loews store in Plaza Pacoima and it was very nice. Another participant mentioned that it would be nice if there was ivy on the walls with colorfull plants on the ground to break up the monotony of a wall of ivy.

One participant asked if contact had been made with residents living adjacent to the walls to make them aware of the project. The initiative coordinator mentioned that door to door outreach has been done in the area but contact has not been made with residents living directly adjacent to the site and said that a more concerted effort would be made to do this.

Plants:

Jan mentioned that it is important to have California native plants because they use less water and are generally better for the environment. However, one of the problems with using native plants is that during the summer they

can get brown and ratty looking and many people mistakenly think they are dead. For this reason she selected a plant palette consisting of a mixture of native plants and low maintenance evergreen plants such as succulents. This way the plants will remain colorful all year long. The audience seemed enthused by this.

Bridge Color:

An important component to the project is painting the pedestrian bridge fence. Jan led a discussion with the participants about potential colors. The first thing she asked was colors to avoid such as potential gang colors. Colors mentioned were black and orange, and yellow and black. In terms of colors participants preferred there was a strong preference for both green and blue. A vote was taken between these two colors which resulted in a tie. Jan said that blue, green, and red are all on the same color scale and perhaps a combination of these colors could be used.

Tunnel:

Jan also showed rendering of potential improvements to the pedestrian tunnel running under the 118 freeway. They included improving lighting in the tunnel, painting the interior and entrance with bright murals, and putting new plantings at the entrance to the tunnel. Participants felt that simply painting murals on the tunnel would not be enough because they would be tagged immediately considering the area is a popular tagging spot. They also mentioned that one of the reasons the lighting is so poor is because the lighting gets tagged over. One participant mentioned that the area in front of the tunnel frequently suffers from illegal dumping of debris and he worried that new landscaping there could risk getting damaged by dumping. Participants seemed to favor improvements to the bridge over the tunnel.

Bathroom:

Multiple participants requested that a bathroom be placed near the site. However a public bathroom does currently exist near the project area, but seems to suffer from a perception that it is not accessible and is dirty. A potential project in the area could be to improve the bathroom some how.

8.7 Appendix H

Notes From Focus group with Sylmar Parent Group at Mission College
Jan/13/2009 | 11:00 to 11:30 AM |Mission College

Places to walk

Gardens, relaxing areas to sit

Places to hike- connections with wilderness trails

People would like to have a place to have parties. There should be picnic tables and bbq pits. However this area should be separated from the calmer area so there are places fro people to relax without hearing the music and noise from party. However no smoking are drinking should be allowed.

People expressed interest in having a community gathering space where mariachis could play and where movie could be shown or other events could happen. There should be events and facilities that build community and allow people to get to know one another.

The also expressed interest in having a covered or sheltered place where there could be senior classes, health classes, or health fairs with testing.

People who came to the meeting go to the park often to walk, watch sporting events, or have parties.

They would like food to be available in park. Taco vendors and other vendors should be allowed or there can be a snack bar. This area should be near the picnic area so even if people do not bring food they can buy it and hang out.

People would like places to bike and place for their children to play such as play structures.

El Cariso Parent Center Focus Group Notes
Feb/06/2009

Q & A

1. What activities would you like to see used along the river path?

- Parks, recreation center, area to walk, and for bicycles.
- Walkway or trails so people can go out and enjoy the outdoors. Basketball courts and skating.
- Space to walk.
- A place for children to play, and a walkway that is away from the bike path and horse path.
- I would like to see more space where parents can take their kids for a walk, also to go to a recreation room where they hold activities.
- I would like to see a court for all types of sports, an area for BBQ, an area for children to play and an area for adults to relax. Also a special area for horse.
- A place to walk and a horse path. But separate from each other.
- A bike path.
- I would like to see more parents interact with their children. Also more restaurants so families could be together more.
- Clean bathrooms, walk way, bike path, a nice lake with ducks, an area for the kids to play 1-5yrs and for teens, a new head start.
- Walkway, bike path and horse path.
- A bicycle path, a walkway to walk your pets. And a safe sidewalk.
- I would like to see more activities and games for the kids and families.
- I would like to see a walking path, bike path and horse path along the river. That would be perfect.

2. What activities would you want to prevent from being used along the river path?

- Factories that could contaminate the ambience and destroy the flowers.
- No trash.
- I would not like to see speed limit problems. More lights, no violence.
- Any thing that contaminates, engines, motorcycles etc.
- We do not want factories surroundings the river
- I would like to stop people from driving fast and to see people stop abusing and neglecting their animals.
- No gangs, no commercial buildings, only to preserve the field and physical activities so much in biking, walking and mount horses.
- No graffiti, alcohol, drug us, cigarettes and gangs.
- I would like to see less dangerous activities and factories.
- In reality I wouldn't have a problem with anything

3. What are your priorities for the Pacoima wash in Sylmar?

- Programs of cleanliness.

- I would like to see more bikes and a pond.
- The nature, a continuance cleanliness team and anti fire that protects nature.
- We want to see more trees, water trails.
- I would try and keep my environment clean and safe. I would do that by picking up after myself and others. If I see miss behavior I will report it.
- A place to walk, ride bikes, horse mounting and a lot of security.
- Reduce streets along the river. Have the river conserve the greenery, plants and trees.
- Trees, flowers, playgrounds, and safe walk way.
- I would like to see bike paths

What Would You Like to See?

What parks exist in Sylmar?

Veterans
El Cariso
Sylmar

What would you like to see along the wash?

1. A pond with ducks
2. Area for horse riding, different and away from walking path. It is dangerous to have them together.
3. Bar BQ area with shade
4. Limit the violence
5. Good lighting
6. Gated park
7. Bike path only and walking path
8. Skate board park (separated)
9. Trails
10. Seating area
11. Have security to prevent smoking
12. Fencing around the river to prevent people from going in
13. More nature such as butterfly exhibits
14. 13 people would like to see more parks

What do you do at a park?

1. walk
2. use my bike
3. play in the playground
4. BBQ

What would you not like to see?

1. no motorcycles
2. no factories that contaminate
3. no streets
4. no trash
5. no tagging or vandalism

Options for Youth Focus Group

Feb/11/2009

A focus group was held at options for youth in Sylmar which is a program for at risk high school age kids in the Sylmar area. 11 people in attendance.

Participants had a strong preference for having a running and biking trail through the wash. They also thought that the trail should be landscaped with plants and colorful flowers. Participants also said there should be signs and information about the different plants and also about the ecology of the area.

Participants also wanted a place to sit and hang out. This area should have large shade trees, benches, and tables. Many said they already hang out at parks in the area. They also thought there should be an area for the community to gather and have classes or presentations.

Participants had a strong preference for some kind of water feature in the area such as a fountain, pond, or creek.

When asked what participants did not want to see along the wash many said they did not want there be vandalism. They suggested that there should be some kind of security to insure that the park does not get overrun by vandalism or become unsafe. They also said that area should remain natural and not be taken over by development such as houses, offices, or factories.

Focus groups participants were asked to fill out index card with top 3 uses they would like to see along wash. Below these uses are ranked:

Bike Path/Walk Way	8
Trees, Plants, Park	8
Benches/Tables	3
Fountains/ Pond	2
Playground	2
Picnic Area	1
Dog Park	1
Exercise Area	1

Pacoima Beautiful Presentation to and Discussion with Youth Program Coordinators
Feb/19/2009 | St. Didacus Church

A description of the Pacoima Wash project, goals and partners was provided by Max Podemski. The county was represented at this meeting by Katherine Magwene. Jim Donovan of National Park Service was present to record group discussion. Other project partners, including City of Los Angeles, ICON (Instituting Change in Our Neighborhoods) and Mountains Recreation and Conservation Authority were identified within Max's presentation.

Max was invited to this meeting as a guest and was asked to limit his involvement. He asked meeting participants if there were any questions or comments.

Are there any opportunities to engage youth in this project? Max indicated that the project partners are interested in seeing that the community's interests are served, and are interested in knowing more about the community's needs at this point.

Pacoima Beautiful has been coordinating an existing YUTEF program, Youth United Toward Environmental Protection. This is a good forum for organizing and engaging youth in local projects.

What is envisioned as the primary elements of the project? A recreation trail, small parks, connectivity between residential communities, schools and other nodes of social activity; one day, the trail will establish connectivity and improve circulation throughout the San Fernando Valley, in concert with other planned trails in the region: L.A. River, Tujunga-Pacoima channel connection and Rim of the Valley.

The trail should include guides or features that promote or support running, such as mile markers. The area includes existing organized running and walking clubs.

Will there be outdoor lighting provided? (Not yet determined.) Outdoor lighting would allow for evening use, extending hours that the trail would be available for public use. Lighting would also provide security.

Local residents would be interested in activities such as cycling, skating, and bicycle moto-cross (or "BMX").

Identify local community organizations to determine their interests and build community support. Scouting, explorers and other service-based organizations might be interested.

Provide opportunities for teaching and learning about plants.

Develop an outdoor classroom or place for retreats (an amphitheater).

Develop summer job programs based upon trail development and maintenance.

Organize the project according to different zones with specific use areas.

Sylmar Community Meeting | Pacoima Wash Vision Plan | Pacoima Beautiful
Jun/11/2009 | Sylmar Branch Library

The meeting was organized and coordinated by ICON. A project overview was provided by Max Podemski of Pacoima Beautiful. Max delivered a presentation that covered general project goals, introduced project partners and explained the project timeline. Existing recreational uses were noted, and the project focus was described as having five specific sections or reaches for planning purposes and project development.

At the conclusion of the presentation, meeting participants were asked three questions:

- What types of uses would you like to see along the wash?
- What types of uses would you not like to see?
- Where should proposed uses be placed along the wash?

One meeting participant suggested that the project include small lakes, renewable energy and community gardens. Another raised questions about the interface between public recreation areas and existing housing, availability of funding for maintenance and responsibilities for maintenance and security at a time when state and local resources are stressed. Another participant asked whether parking facilities were planned.

Max led the workshop participants through discussion of five planning sections or project phases, which are identified as follows, along with suggestions and concerns expressed by the community:

(1) Gavina Avenue to Sylmar Independent Baseball League ball fields

- Gavina Avenue is not a public road. It was originally developed to provide access to private property across the wash, and maintenance has been an issue in the past.
- Blue lines indicating Pacoima Wash on the map are an oversimplification because the stream is a dynamic feature. Consider the entire wash at flood stage, not just during low-flow conditions.
- Where will visitors be directed to park? There are current security problems at Veterans Park; a broken gate, vandalism. The police usually come by and lock the gate at sunset. Cars that belong to day hikers sometimes get locked in behind the gate.
- Equestrians have long wanted better access to Kagel Canyon, north of Gavina. This is an important link to the local chapter (or “corral”) of Equestrian Trails Incorporated, a connection to the Rim of the Valley Trail.
- Why stop at Gavina Avenue? (This is currently the city limit, and the planning team intended to focus on the community plan.)
- There are multiple issues with flooding and maintenance.
- Land ownership is a patchwork and coordination will be challenging. (The project will focus on public lands.)
- Determine the maximum probable flow of Pacoima Wash. Get a hydrologist to study it. There are uncontrolled entry points for flood waters that threaten bank stability. On the east side of the wash, 12 feet of the bank’s width was lost in a recent storm.

(2) Sylmar Independent Baseball League ball fields to Harding Street

- The land along this segment is highly developed and densely populated. Someone must become responsible for controlling loitering and crime. This project will create gathering areas and provide non-secured access to public spaces. Identify who will take custody of the trail and new parks. You cannot rely on city park rangers.
- Mission Hills College has plans to grow and is looking to use every inch of the wash.

(3) Lopez Debris Basin

- Supervisor Zev Yaroslovsky's office is managing a study to expand the number of baseball fields.
- After an earlier planning effort, Mission College has become a strong advocate of the concept. The college wants to host NCAA baseball events and soccer.
- The debris basin was designed to trap loose rock and sediment. It would be a wasted effort to plan any restoration efforts there. L.A. County Public Works must be allowed to operate this facility for its intended purpose.
- Illegal motocross or off-road vehicle use is common on the east side of the basin. This activity must be stopped.
- Some mountain trails are located on private property. Project proponents must determine whether there is an ability to provide (or obstruct) access.
- Is the planning team working with city the street staff? Planning for on-street bike lanes and routes would be pointless if streets are substandard, or have maintenance or specific improvements scheduled.

(4) Debris basin to Fenton Avenue

- As with Gavina, check on status of Fenton Avenue.
- L.A. Department of Transportation has not listened to community concerns about Maclay Street.
- Look at the spillway below the debris basin. It is isolated, covered in graffiti and subject to vandalism and criminal activity. These are the problems that must be brought under control before extensive development of recreation facilities.
- Community improvement and increased public access will push the criminal element out of existing problem areas.

(5) Fenton Avenue to Foothill Boulevard

- This phase includes a connection to existing Pacoima Wash improvements in the City of San Fernando. This phase should provide a seamless transition.
- Are separate or segregated facilities planned for different uses (pedestrians, horses and cyclists)?
- Check the existing vertical clearance under Interstate 210. Is there adequate height?
- Provide access for law enforcement vehicles, not just pedestrian access points that will provide convenient escape routes.

- Foothill and Maclay include pinch points where two vehicle lanes are sometimes reduced to single lanes, due to underdeveloped private property. How can bike lanes be planned without adequate right of way?
- Do not remove parking at the intersection of the wash, Southern California Edison right of way and 210 Freeway. It is important to workers at a local film industry facility.

More general comments were made by speakers as the meeting concluded.

- This is a vision plan and you want to place an emphasis on the needs of the community so you can satisfy those needs in the future.
- The Pacoima Wash project is a good thing, a worthwhile effort that is needed for the community.
- Beware of the power of the river and be cognizant of graffiti and crime. Be careful to avoid opportunities for encampments by homeless people.
- Address the resources you will need to keep new facilities safe and protect public investments.
- All bridges should be designed to support the weight of emergency vehicles. Foot bridges that cannot be used by the Police Department will become escape routes for the criminal element, taggers and vandals.
- A vision for Pacoima Wash is a great idea. Provide for minimal intervention and low-impact construction techniques. Avoid disruption of any flood protection facilities, conflict with the Army Corps of Engineers and other federal river laws.
- Congregate zones are not welcome.
- Sylmar has a high concentration of sex offenders.
- The general vision plan concept that was presented is a great idea and it should be pursued.

Veronica Padilla of ICON conducted a drawing and distributed door prizes. Max and Veronica thanked everyone for their time and participation. The meeting was adjourned at 7:30.

8.8 Appendix I

Technical Advisory Group | Pacoima Wash Vision Plan | Pacoima Beautiful
May/21/2009 | Community Room, Pacoima Community Center

Max Podemski opened this meeting with a description of the Pacoima Wash project, goals and partners. Max explained the composition, intent and purpose of the TAG (Technical Advisory Group) which was convened today for its first meeting. This meeting included a focus on the Sylmar area, which is divided into five reaches for planning purposes [Gavina Avenue to Sylmar Independent Baseball League (SIBL) ball fields; SIBL to Harding; the Lopez Debris Basin; debris basin to Fenton; and Fenton to Foothill.

Max explained that no work will be proposed within the channel. The primary focus of the project will be along edges of the right of way, including trail development and landscaping. The project is funded by a planning grant by L.A. County Department of Public Health and the scope is therefore limited to production of a planning document and agency participation in one site-specific demonstration project.

The following observations were made in response to the presentation, by agency and community representatives:

- Baseball diamond development is proposed within the debris basin.
- Is there any work proposed in the flood protection channel? If so, project proponents must consult with the Operations Branch of the U.S. Army Corps of Engineers.
- A portion of the debris basin is now utilized as a radio controlled airport.
- Mission Hills Golf Course and Community College will require site interface planning.
- Consultation with home owner associations is recommended.
- Consider greenway development or improvements on both sides of the debris basin.
- Bridges and road crossings present impasses or need for further planning at Gavina, Maclay, and Harding.
- Address the project interaction with the landing area managed by Sylmar Hang Gliders Association.
- Think about a specific plant palette that is appropriate for the climate zone. A default planning guide was prepared for the L.A. River Master Plan, but greater specificity is possible.
- The L.A. City proposed River Improvement Overlay zone (RIO) is fixed in place. Changes are not feasible without focused community plan input.
- The interaction of pedestrians, equestrians and cyclists should be considered in planning.
- A Rim of the Valley trail planning effort is proceeding between the city and the county. City Recreation and Parks should be able to provide an update.
- A maintenance program should be developed.
- Consider a soft-bottomed treatment of the wash in order to address water quality treatment and ground water recharge.
- Is there a need for a reconnaissance and feasibility study by U.S. Army Corps of Engineers, to prepare for complementary action or project coordination?
- Are there treatment areas or constructed wetlands opportunities to be considered?
- The L.A. River Revitalization Master Plan provides several examples of demonstration projects.
- L.A. City is beginning a citywide bike plan. Get involved in the process.

- Connections to existing bike paths, lanes and routes should be identified as part of the project.
- Keep in touch with the city's community planners.
- Identify all political districts to coordinate action with state legislature and U.S. Congress.
- Identify opportunities to connect the trail to resources in Angeles National Forest. (Campgrounds, etc.)
- Identify educational opportunities and interpretive sites.
- Identify opportunities to make connections to local residential neighborhoods.
- Think about using both sides of the wash, especially at the debris basin. Plan green elements on both sides. There are equity issues that should be considered.
- Fully integrate this project with the City of San Fernando Pacoima Wash project.
- How does the project relate to the Pacoima Dam?
- Refer to the Tujunga-Pacoima Watershed Management Plan that was recently completed by The River Project. This organization may have unpublished information about Pacoima Wash.
- Clarify the approach to coordinating flood protection goals and funding sources. Proposition K and Quimby funds may be available through contacts with local legislators.
- Will the project goals include acquisition and conversion of the asphalt batch plant on the edge of the wash? (This is a separate project being pursued by Pacoima Beautiful.)

Max thanked the meeting participants for their time. The Sylmar portion of Pacoima Wash was the first project priority because of the city's schedule in updating the local community plan. Max is working with MRCA on a draft report. The TAG will be asked to reconvene, review and provide information at each of four key project phases. The next meeting will focus on Pacoima and Arleta. It will be scheduled after a broader community workshop occurs.

8.9 Appendix J

Pacoima Wash Bicycle Access Plan

I. INTRODUCTION

Pacoima Beautiful is leading the effort to plan a linear park along the Pacoima Wash. They recently completed a vision plan for the section of the Wash in Sylmar, and are currently working on a vision plan for the Pacoima section that provides design concepts for the park. They recognize the need for bikeway access to the Wash on various streets to provide for residents of all ages and bicycling ability. This Bicycle Access Plan supplements the City of Los Angeles Bicycle Plan, adopted March 1, 2011. This document recommends bikeways and access points to the Pacoima Wash, and considers the Los Angeles Bicycle Plan, San Fernando Bicycle Master Plan, transit stops, and different types of users.

II. DOCUMENT REVIEW

CITY OF LOS ANGELES BICYCLE PLAN

The recommendations in this plan largely coincide with the City of Los Angeles Bicycle Plan; however, there are a few key differences. This plan adds several more routes, and connects other designated routes directly to the Wash (shown in section III, and outlined below) in certain instances where the Los Angeles Bicycle Plan does not. We provide different recommendations for the following streets:

- Laurel Canyon Boulevard between Paxton Street and Terra Bella Street

The Los Angeles Bicycle Plan recommends bicycle lanes on the entire length of Laurel Canyon Boulevard. However, we recommend a bicycle route with an option for a bike lane. From our measurements, bicycle lanes will not fit on Laurel Canyon Boulevard in this section without a road diet. Depending on local conditions, road diets from four lanes to three lanes can generally be striped without much impact on traffic capacity if average daily traffic (ADT) is 20,000 or less. According to Los Angeles Department of Transportation (LADOT) statistics, Laurel Canyon Bd. at Paxton St. had 30,000 ADT in 2009. Therefore, we recommend a bike route as the first option, and a road diet with bike lanes as a second option if the City decides to take this ambitious step.

- Terra Bella Street between San Fernando Road and Woodman Street

The Los Angeles Bicycle Plan recommends a bicycle route on Terra Bella Street. The average daily traffic ranges from 8,766 to 16,502 (LADOT) along this stretch. Therefore, we recommend a road diet and the addition of bicycle lanes. However, we leave the bicycle route as an option with the current road configuration.



PACOIMA WASH BICYCLE ACCESS PLAN

Prepared by Ryan Snyder Associates
In Collaboration with the Los Angeles County Department of Public Health
March 2011



Pacoima Wash Bicycle Access Plan

- Fox Street between Laurel Canyon Boulevard and the CA-118 Freeway

The Los Angeles Bicycle Plan recommends bicycle lanes. However, during our fieldwork, we noticed several narrow sections where bike lanes will not fit, and Fox Street has only two lanes with on-street parking. We recommend a bicycle route as an alternative along these sections.

- O'Melveny Avenue / San Jose Street from Fox Street to Wash, and Haddon Avenue between Wash and Terra Bella Street

The Los Angeles Bicycle Plan does not include this as a designated bicycle route. We recommend this neighborhood connection because of its proximity to Paxton Park, Ritchie Valens Recreational Center, and because there is an existing bridge to cross the Wash at this location.

We also recommend bikeways on the following streets, despite being absent from the Los Angeles Bicycle Plan. These streets provide connections with other bikeways, or provide connections specifically to the Pacoima Wash. Details for each route can be found in Section III.

- Gavina Avenue from Wash to Via San Diego
- Harding Street from Via San Diego to Maclay Street
- Fox Street from San Fernando Road to Laurel Canyon Boulevard
- Gladstone Avenue from Maclay Street to Wash
- Bradley Avenue from Library Street to Van Nuys Boulevard

CITY OF SAN FERNANDO BICYCLE MASTER PLAN

We reviewed the San Fernando Bicycle Master Plan to ensure connections to the Wash in the City of San Fernando were continued through in the City of Los Angeles. Therefore, we recommended bikeways on Foothill Boulevard, Glenoaks Boulevard, Maclay Street, Herrick Avenue, Bradley Avenue, and along the Metrolink right-of-way to connect with planned bikeways in San Fernando. The Los Angeles Bicycle Plan also recommends connections along these routes that will connect to the Wash where it runs through the City of San Fernando.

TRANSIT

Connections from the Wash to major transportation centers and corridors are vital. There may be a future high-speed rail station at San Fernando Road and Branford Street. The existing Mission City Trail in San Fernando provides direct access from Pacoima Wash to an existing Metrolink Station in Sylmar at San Fernando Road and Truman Street. Van Nuys Boulevard, Laurel Canyon Boulevard, San Fernando Road, Foothill Boulevard, Glenoaks Boulevard, Devonshire Street, and Woodman Avenue all have transit lines, with

Pacoima Wash Bicycle Access Plan

San Fernando Road and Van Nuys Boulevard serving as major transit corridors. We recommend bikeways connecting all of these streets and transit stops with bikeways leading to Wash access.

III. PROPOSED BIKEWAYS

The following tables provide existing street configurations and proposals for a network of bikeways to link with the Wash. The routes are organized into North / South and West / East routes, in descending geographic order from West to East and North to South.

We use the following bikeway types.

Bike path: Referred to as a bike path, shared-use path, or multi-purpose trail. Provides for bicycle travel on a paved right-of-way completely separated from any street or highway. Other users may also be found on this type of facility.

Bike lanes: Provides a striped lane for one-way bicycle travel on a street or highway.

Bike route: Referred to as a bike route. Provides for shared use with pedestrian or motor vehicle traffic.

Bike-friendly street: Neighborhood bike route with additional devices to make these calmer, safer streets to cycle on such as signage, pavement markings, traffic calming and/or diverters

Pacoima Wash Bicycle Access Plan

NORTH / SOUTH ROUTES

(1) HUBBARD STREET			
From	Foothill Bd.		
To	Gavina Ave.		
EXISTING	<ul style="list-style-type: none"> 4 lanes with center-turn lane and on-street parking (parking and center-turn lane vary) 	PROPOSED	<ul style="list-style-type: none"> Add bike lanes with road diet
GAVINA AVENUE			
From	Hubbard St.		
To	Wash		
EXISTING	<ul style="list-style-type: none"> 4 lanes with center-turn lane and on-street parking 	PROPOSED	<ul style="list-style-type: none"> Add bike lanes with road diet
From	Wash		
To	Via San Diego		
EXISTING	<ul style="list-style-type: none"> 2 lanes with on-street parking Potential access to Wash via Pacoima Canyon Road 	PROPOSED	<ul style="list-style-type: none"> Add bike route with sharrows
HARDING STREET / PACOIMA CANYON ROAD			
From	Via San Diego		
To	Maclay St.		
EXISTING	<ul style="list-style-type: none"> 2 lanes with center-turn lane No parking Existing access point to Wash 	PROPOSED	<ul style="list-style-type: none"> Add bike lanes Open access point for use to Wash and improve trailhead

Pacoima Wash Bicycle Access Plan

MACLAY STREET			
From	Harding St.		
To	Gladstone Ave.		
EXISTING	<ul style="list-style-type: none"> 2 lanes with on-street parking Existing access point to Wash across from 12831 Maclay St. 	PROPOSED	<ul style="list-style-type: none"> Add bike-friendly street Create Wash access point at existing opening near Lopez Debris Basin
From	Gladstone Ave		
To	Eighth Street (San Fernando City Limit)		
EXISTING	<ul style="list-style-type: none"> 4 lanes with center-turn lane and on-street parking 	PROPOSED	<ul style="list-style-type: none"> Add bike-friendly street

APPENDICES
PACOIMA WASH VISION PLAN

Pacoima Wash Bicycle Access Plan

(2) FOX STREET / WOODMAN AVENUE			
From	San Fernando Rd.		
To	Laurel Canyon Bd.		
EXISTING	<ul style="list-style-type: none"> 2 lanes with on-street parking 	PROPOSED	<ul style="list-style-type: none"> Add bike route with sharrows
From	Laurel Canyon Bd.		
To	118 Freeway		
EXISTING	<ul style="list-style-type: none"> 2 lanes with center-turn lane and on-street parking Narrow sections 	PROPOSED	<ul style="list-style-type: none"> Add bike lanes Option: Add bike route with sharrows in narrow sections
From	118 Freeway		
To	Devonshire St.		
EXISTING	<ul style="list-style-type: none"> 4 lanes with center-turn lane 	PROPOSED	<ul style="list-style-type: none"> Add bike lanes
From	Devonshire St.		
To	Terra Bella St.		
EXISTING	<ul style="list-style-type: none"> 4 lanes with center-turn lane Bike lanes 	PROPOSED	<ul style="list-style-type: none"> Keep as is
From	Terra Bella St.		
To	Kagel Canyon St.		
EXISTING	<ul style="list-style-type: none"> Existing bike route 	PROPOSED	<ul style="list-style-type: none"> Add bike lanes

Pacoima Wash Bicycle Access Plan

(3) PAXTON STREET			
From	Foothill Bd.		
To	Dronfield Ave.		
EXISTING	<ul style="list-style-type: none"> 4 lanes with center-turn lane and on-street parking northbound direction only 	PROPOSED	<ul style="list-style-type: none"> Remove center-turn lane and add bike lanes
From	Dronfield Ave.		
To	Arleta Ave.		
EXISTING	<ul style="list-style-type: none"> 4 lanes with on-street parking 	PROPOSED	<ul style="list-style-type: none"> Add bike lanes
(4) VAN NUYS BOULEVARD			
From	Foothill Bd.		
To	Telfair Ave.		
EXISTING	<ul style="list-style-type: none"> 4 lanes with center-turn lane and on-street parking 	PROPOSED	<ul style="list-style-type: none"> Add bike lanes
From	Telfair Ave.		
To	Haddon Ave.		
EXISTING	<ul style="list-style-type: none"> 4 lanes with center median and on-street parking 	PROPOSED	<ul style="list-style-type: none"> Add bike lanes
From	Haddon Ave.		
To	Woodman Ave.		
EXISTING	<ul style="list-style-type: none"> 4 lanes with center-turn lane and on-street parking 	PROPOSED	<ul style="list-style-type: none"> Add bike lanes

(5) TERRA BELLA STREET			
From	San Fernando Rd.		
To	Woodman Ave.		
EXISTING	<ul style="list-style-type: none"> 4 lanes with on-street parking Entrance to Wash south of Arleta Ave. 	PROPOSED	<ul style="list-style-type: none"> Add bike lanes with road diet Provide access to the bike path along the Metrolink right-of-way Option: Add bike route with sharrows

WEST / EAST ROUTES

(6) ELDRIDGE AVENUE			
From	Hubbard St.		
To	Harding St.		
EXISTING	<ul style="list-style-type: none"> 2 lanes On-street parking (parallel and diagonal head in) 	PROPOSED	<ul style="list-style-type: none"> Change parking in front of college to diagonal reverse-in parking Add bike-friendly street
HARDING STREET			
From	Eldridge Ave.		
To	Maclay St.		
EXISTING	<ul style="list-style-type: none"> 2 lanes 	PROPOSED	<ul style="list-style-type: none"> Add bike-friendly street

(7) GLADSTONE AVENUE			
From	Hubbard St.		
To	Wash		
EXISTING	<ul style="list-style-type: none"> 2 lanes with on-street parking Residential, low volume Existing connection to Wash at end of street 	PROPOSED	<ul style="list-style-type: none"> Add bike-friendly street Open up existing connection to Wash

(8) FOOTHILL BOULEVARD			
From	Hubbard St.		
To	Gridley St.		
EXISTING	<ul style="list-style-type: none"> 4 lanes with center-turn lane and on-street parking 	PROPOSED	<ul style="list-style-type: none"> Add bike lanes
From	Gridley St.		
To	Maclay St.		
EXISTING	<ul style="list-style-type: none"> 4 lanes 	PROPOSED	<ul style="list-style-type: none"> Add bike lanes with road diet

Pacoima Wash Bicycle Access Plan

From	Maclay St.		
To	Brand Bd.		
EXISTING	• 4 lanes with center-turn lane and on-street parking	PROPOSED	• Add bike lanes
From	Brand Bd.		
To	Paxton St.		
EXISTING	• 4 lanes with center-turn lanes	PROPOSED	• Add bike lanes
From	Paxton St.		
To	Van Nuys Bd.		
EXISTING	• 4 lanes with center-turn lane and on-street parking	PROPOSED	• Add bike lanes
From	Van Nuys Bd.		
To	Pierce St.		
EXISTING	• 4 lanes with center-turn lane and on-street parking eastbound direction only	PROPOSED	• Narrow center-turn lane to 9' or eliminate • Add bike lanes • Option: Add bike route with sharrows
From	Pierce St.		
To	Osborne St.		
EXISTING	• 4 lanes with center-turn lane and on-street parking	PROPOSED	• Add bike lanes

(9) DRONFIELD AVENUE

From	Arroyo St.		
To	Van Nuys Bd.		
EXISTING	• 2 lanes with on-street parking	PROPOSED	• Add bike-friendly street

Pacoima Wash Bicycle Access Plan

(10) GLENOAKS BOULEVARD			
From	Arroyo St.		
To	Van Nuys Bd.		
EXISTING	• 4 lanes with center-turn lane and on-street parking	PROPOSED	• Add bike lanes
From	Van Nuys Bd.		
To	Osborne St.		
EXISTING	• Existing bike lanes	PROPOSED	• Keep as is

(11) HERRICK AVENUE

From	Arroyo St.		
To	Van Nuys Bd.		
EXISTING	• 2 lanes with on-street parking	PROPOSED	• Add bike-friendly street

Pacoima Wash Bicycle Access Plan

Pacoima Wash Bicycle Access Plan

(12) BRADLEY AVENUE			
From	Library St.		
To	California Commerce Center		
EXISTING	<ul style="list-style-type: none"> 2 lanes with on-street parking Existing access point to Wash at Library Street Bradley crosses over Wash 	PROPOSED	<ul style="list-style-type: none"> Add bike-route with sharrows
From	California Commerce Center		
To	Paxton St.		
EXISTING	<ul style="list-style-type: none"> 2 lanes with center-turn lane and on-street parking 	PROPOSED	<ul style="list-style-type: none"> Add bike lanes
From	Paxton St.		
To	Van Nuys Bd.		
EXISTING	<ul style="list-style-type: none"> 2 lanes with on-street parking 	PROPOSED	<ul style="list-style-type: none"> Add bike route with sharrows

(13) METROLINK RIGHT-OF-WAY			
From	Truman St.		
To	Branford St.		
EXISTING	<ul style="list-style-type: none"> Available right-of-way 	PROPOSED	<ul style="list-style-type: none"> Add bike path along railroad right-of-way Provide Wash access

(14) TELFAIR AVENUE			
From	Wash		
To	Terra Bella St.		
EXISTING	<ul style="list-style-type: none"> 2 lanes with on-street parking Existing access to Wash (closed fence) 	PROPOSED	<ul style="list-style-type: none"> Add bike-friendly street Open gate to wash

(15) O'MELVENY AVENUE / SAN JOSE STREET			
From	Fox St.		
To	Wash		
EXISTING	<ul style="list-style-type: none"> 2 lanes with on-street parking Existing access to Wash (closed fence) Pedestrian bridge connects San Jose St. and Haddon Ave. 	PROPOSED	<ul style="list-style-type: none"> Add bike route with sharrows Add directional signage to the bridge and connection to Haddon Ave.
HADDON AVENUE			
From	Wash		
To	Terra Bella St.		
EXISTING	<ul style="list-style-type: none"> 2 lanes with on-street parking Existing access to Wash (closed fence) Pedestrian tunnel under 118 Freeway (no direct vehicular access) Difficult crossing Paxton St. with no signal 	PROPOSED	<ul style="list-style-type: none"> Add bike route with sharrows Open fence to Wash and add access Improve crossing at Paxton St.

(16) LAUREL CANYON BOULEVARD			
From	San Fernando Mission Blvd.		
To	Paxton St.		
EXISTING	<ul style="list-style-type: none"> 4 lanes with center-turn lane and on-street parking 	PROPOSED	<ul style="list-style-type: none"> Add bike lanes
From	Paxton St.		
To	Mercer St.		
EXISTING	<ul style="list-style-type: none"> 4 lanes with center-turn lane 	PROPOSED	<ul style="list-style-type: none"> Add bike route with sharrows Option: Add bike lanes with road diet
From	Mercer St.		
To	Pierce St.		
EXISTING	<ul style="list-style-type: none"> 4 lanes with center-turn lane and on-street parking 	PROPOSED	<ul style="list-style-type: none"> Add bike route with sharrows Option: Add bike lanes with road diet
From	Pierce St.		
To	Terra Bella St.		
EXISTING	<ul style="list-style-type: none"> 4 lanes with center-turn lane and on-street parking westbound direction only 	PROPOSED	<ul style="list-style-type: none"> Add bike route with sharrows Option: Add bike lanes with road diet

(17) DEVONSHIRE STREET			
From	Woodman Ave.		
To	Wash		
EXISTING	<ul style="list-style-type: none"> 4 lanes with center-turn lane and on-street parking Street passes through undeveloped land with existing channels 	PROPOSED	<ul style="list-style-type: none"> Add bike path

WASH ACCESS POINTS

Providing numerous, convenient access points to the Wash is important in attracting nearby residents, recreational and utilitarian users. We suggest access points at the following locations:

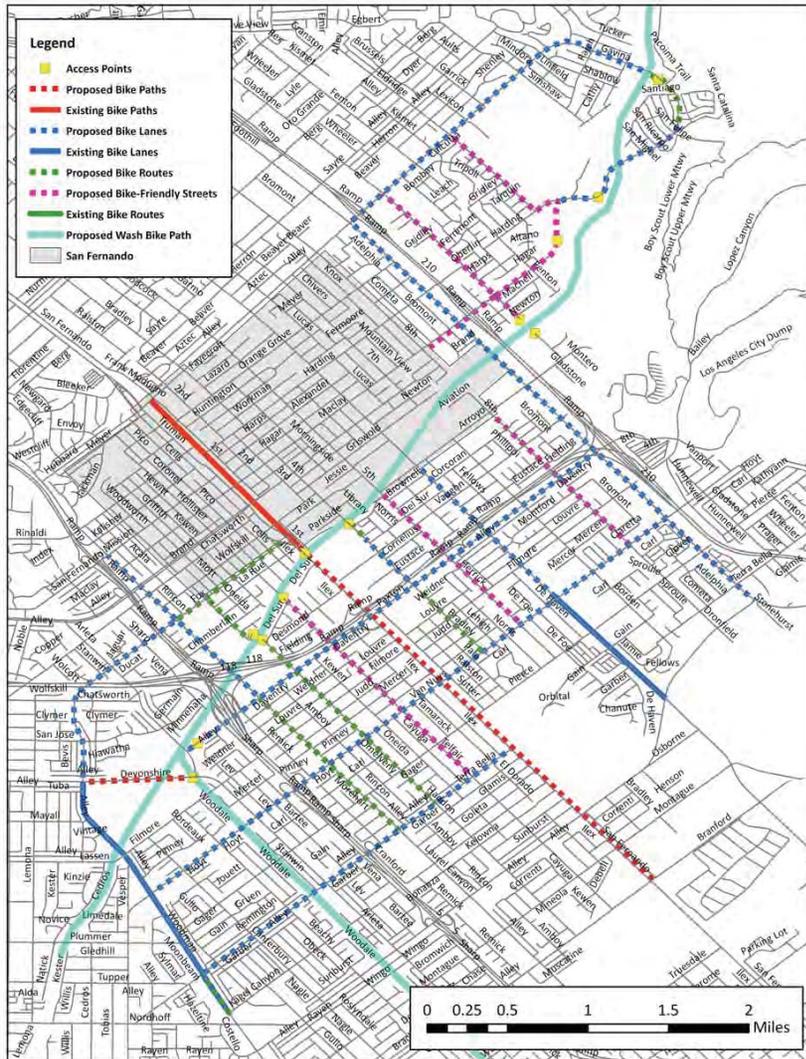
- Pacoima Canyon Road
- Harding Street
- Maclay Street
- Gladstone Avenue
- Bradley Avenue
- Metrolink Bike Path
- Telfair Avenue
- Haddon Avenue
- Paxton Street (near Arleta Avenue)
- Devonshire Street

ROUTING AT 118 FREEWAY AND 5 FREEWAY INTERCHANGE

The Pacoima Wash goes underground just north of the 118 freeway near Ritchie Valens Recreation Center / Paxton Park. We propose to route bicyclists onto Haddon Avenue to Paxton Street, where they can then reconnect with the Wash on Paxton Street just north of Arleta Avenue. Directional signage will be of utmost importance to route cyclists to return to the Wash once they exit prior to the underground portion. Directional signage should also be used along bikeways indicating closest Pacoima Wash entrances.

Pacoima Wash Bicycle Access Plan

IV. ROUTE MAP



8.10 Appendix K

Pacoima Wash Vision Plan

Pacoima Wash Walking Tour and Mobile Workshop

DRAFT
December 2009



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PACOIMA WASH VISION PLAN
pacoima wash walking tour and mobile workshop

Introduction

THE PACOIMA WASH WALKING TOUR AND MOBILE WORKSHOP (Workshop),



organized by Pacoima Beautiful, took place on October 24, 2009. The more than 60 community members that attended the event were invited to envision a more beautiful, safe and accessible Pacoima Wash as a part of Pacoima Beautiful's efforts to create the Pacoima Wash Vision Plan (Plan), which is focused on areas of the Wash located within Los Angeles city limits, and specifically the communities of Pacoima and Sylmar. This initiative calls for the transformation of the Wash into a recreational amenity, gathering place and multi-

modal trail that links residents of the Northeast Valley to new parks and open space, including the Angeles National Forest. This document is a summary of the Walking Tour and Mobile Workshop and includes overall themes and vision expressed by the community. A plan area map and details related to the comments provided on the workshop Tour Map are also included at the end of this document.



The Workshop was made possible through the support of various partner organizations. These include Initiating Change in Our Neighborhoods (ICON) Community Development Corporation, the Mountains Recreation and Conservation

DECEMBER 2009

PACOIMA WASH VISION PLAN

pacoima wash walking tour and mobile workshp

Authority, and the National Park Service. Funding was provided by the County of Los Angeles Department of Public Health, Policies for Livable Active Community and Environments (PLACE) program. The PLACE program is committed to encouraging physical, policy, programmatic changes that support healthy environments for communities.



Pacoima Beautiful, along with its partners, engaged in multiple types of outreach efforts prior to the event, and was critical to the successful turnout of residents. Outreach efforts included distributing flyers, canvassing residential neighborhoods near to the Wash, meeting with community organizations and making phone calls.

Tour and Workshop Format

The Workshop was held at a Ritchie Valens Park adjacent to the Pacoima Wash study area. Community members participated in the three-part interactive workshop from 9am to noon and the activities were conducted in both English and Spanish languages. The first part of the workshop included a welcome and introduction to the project. The Hon. Felipe Fuentes, State Assembly District 39, welcomed participants and acknowledged the efforts of the Pacoima Beautiful staff and his ongoing commitment. Nury Martinez, Pacoima Beautiful

Executive Director, provided an overview of the Pacoima Beautiful mission, goals and objectives of the Pacoima Wash Vision Plan and emphasized the ongoing community engagement. Max Podemski, Pacoima Beautiful PLACE initiative coordinator, discussed the types of improvements that could occur in the Pacoima Wash and referenced a series of large informational boards depicting these example improvements. These were displayed on posters and included images of: various landscaping, trails, play areas and public art.



Mr. Podemski encouraged participants to build from the ideas presented on the poster boards and come up with their own. The display boards also displayed

DECEMBER 2009

images of existing conditions in the Pacoima Wash and examples of flood controls channels that have been improved.

The Interactive Walking Tour was the second part of the Workshop.

Esmeralda García of MIG, Inc. explained the mechanics of the Walking Tour. She explained that the group would break out into smaller groups of no more than ten people. Ms. García directed each group to a facilitator who would lead each group through the study area. Each person was provided a tour map that highlighted major features and opportunity areas in this portion of the Pacoima Wash, as well as potential improvement photos. As groups walked the focus area, facilitators provided more details about opportunity areas, and encouraged participants to write directly on the tour maps their own ideas about what they would like to see or do in the various opportunity areas along the map, or in general. Facilitators encouraged dialogue within the groups, with ideas found to be common between multiple members also recorded by the facilitator into a “group” tour map.



The final portion of the Workshop was structured as a “report-back” and provided an opportunity for participants to gather as a group and share their ideas that emerged from each group discussion. Each group was asked to elect a representative from their team to share collective ideas or thoughts with the entire group. As each group representative provided their report-back, comments were recorded at the front of the audience on a large piece of

paper and area map. A reduced version of this is included at the end of this summary.

Wash Context and Issues

The Pacoima Wash is a 10-mile flood control channel that was built in the 1940s that runs from the Pacoima Dam in the San Gabriel Mountains and ending in the Arleta Spreading Grounds. Between lie the communities of Sylmar, Pacoima and the City of San Fernando. With few pedestrian connections across, and fencing along its entire length, the Wash attracts trash, graffiti, and fosters undesirable uses and activities, both within the Wash itself, as well as at the locations where streets dead-end into it.

At a time when many similar flood control channels, in Los Angeles and elsewhere are being restored as community amenities, the Pacoima Wash also stands as a great opportunity. Currently, space for physical activity is desperately needed. Pacoima residents suffer from numerous public health related illnesses, including high incidence of heart disease, stroke, diabetes and obesity. An improved Pacoima Wash could bring recreational and open space, as well as serve as a key resource in improving health and environmental conditions. The workshop provided an opportunity for community members to express how they might envision the Wash if it were to become a part of their daily lives.

Opportunities

The walking tour focused on a particular segment of the Pacoima Wash

DECEMBER 2009

PACOIMA WASH VISION PLAN
pacoima wash walking tour and mobile workshop

roughly situated between San Fernando Road and the Spreading Grounds (see PAGE 11). Community members were directed to focus on opportunity areas including El Dorado along the northwest edge, Telfair on the northern midsection to the west, and Ritchie Valens Park to the southeast. <add photos> Participants were taken in small groups to (or near-to) these various sites, and asked to provide their feedback on a number of topics, including desired park types, landscaping preferences, trail types, potential activities, signage and art.



El Dorado Opportunity Area.

While specific comments regarding location and design varied, participants on the whole envisioned a clean, safe and beautiful Pacoima Wash. Community members expressed a desire for well-lit trails, greenery, places for families to relax and play, and basic amenities like bathrooms, water-fountains and trashcans. Above all, they wanted a safe, clean place that was accessible for people of all ages.



Telfair Opportunity Area.

Below is a summary of the opportunities that participants identified in tour maps, during small group discussion, and during the report-backs. These opportunities are generally organized by category areas as outlined in the Tour Map. Participants were encouraged to provide their ideas outside of what was provided for discussion.

PARKS

Participants were asked to provide feedback on different park types to help inform what might happen at the various opportunity areas. Community members were eager to see



Ritchie Valens Park Opportunity Area.

plazas, playgrounds and picnic areas. Other ideas mentioned included community gardens, skate parks, water parks, an outdoor theater/amphitheater, and athletic courts. A substantial number of participants identified the El Dorado opportunity area as a potential place for a dog park.

LANDSCAPING

Native landscaping or "drought-tolerant plants" was the most frequently mentioned landscape type identified by participants, with nearly as many wanting to see more trees line the Wash, as well as flowers. Generally, many simply wanted a place that felt and looked "natural". Participants felt strongly that benches should be placed at regular intervals along the Wash, as well as in any parks created. Many also wanted to see water fountains or features.

SAFETY AND COMFORT

While this category was not noted in the examples, participants felt it important enough to mention the needs for various amenities that would make Pacoima Wash a safe and comfortable place. A large number of participants mentioned the importance of lighting around and along the Wash to increase safety, as well as any fencing that might be needed to keep children safe. Many also wanted to see trash and recycling cans to ensure the area remains free of litter, as well as the importance of drinking fountains given the interest in creating for multi-use trails used for exercise. Finally, participants thought public bathrooms would be a useful amenity.

TRAIL ACTIVITIES AND DESIGN

Participants looked forward to using the Pacoima Wash for walking and jogging. Others wanted to see the Wash available for bicycle, skating, boating

DECEMBER 2009

and watching wildlife. While many supported the idea of allowing access to horses, others did not feel this was an appropriate place.

Regarding trail design, participants supported a marked or physically separated trail that featured space for bicyclists and pedestrians on the same lane. A few suggested that trails on either side of the Wash be designated for different users to reduce conflicts, such as using one side for bicycling and the other for walking. Regarding trail materials, some favored a more natural trail surfacing, perhaps for one side of the Wash, or a certain portion of the trail. One participant suggested the use of permeable pavement as a greener alternative to traditional pavement. Some community members felt it would be helpful to include mile markers to help users keep track of distance.

GATEWAYS, SIGNAGE AND ART

Community members were passionate about integrating art into the Pacoima Wash improvements. Murals were mentioned often, with many suggesting this may serve a dual purpose of discouraging vandals. Participants felt it important that art reflect the local community and context. Others suggested potential partnerships with local schools to engage children in the making and installing of the art. Participants also liked the idea of celebrating the connection where streets meet the Wash with a gateway. A few suggested that signage would be important to inform users of the various destinations along the Wash, or to educate regarding physical fitness.

CONNECTIVITY

A large number of participants suggested that greater and improved connectivity was necessary across the Wash. In particular, they suggested widening and cleaning up the existing pedestrian bridge that connects to the

Ritchie Valens Park, as well as creating a new connection where Telfair meets the Wash.

Next Steps

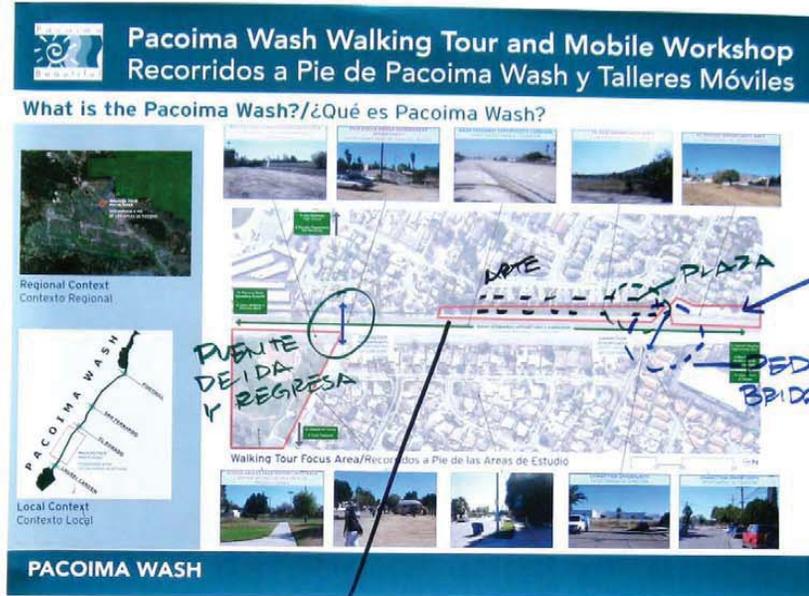
The Pacoima Was Walking Tour and Mobile Workshop was an important and successful first step in bringing the community's vision for the future of their neighborhood and the Pacoima Wash to fruition. Pacoima Beautiful will move forward with pursuing specific programming options for the Wash, and come back to the community in spring of 2010 to present various options for the community's consideration.



Walking Tour Focus Area

PACOIMA WASH
WALKING TOUR
RECORRIDOS A PIE
DE PACOIMA WASH

- ▷ BAÑOS
- ▷ WATER FOUNTAINS
- ▷ MULTI-MODAL PATH
- ▷ MORE PROMOTION + NXT EVENT!
- ▷ PICNIC AREAS
- ▷ LIGHTING
- ▷ CALIFORNIA PLANTS
- ▷ WALKING SKATING TRAIL HORSES STAGING
- ▷ RUNNING
- ▷ DROUGHT TOLERANT PLANTS



- PARKS
- DOG
- ATTRACT DOG PARK WILDLIFE

- AREA SEGURA
- FENCE/S
- GUARDIA
- AREAS - PLANTAS NATURALES TÍPICAS
- ARENA
- AREAS PARA NIÑOS - CON AGUA
- MURALES
- ARTE
- AREAS PARA COMER
- SOLAR ENERGIA
- BOTES DE BASURA/ RECICLAR
- ESTACIONAMIENTO
- TELESCOPIO
- CON AREAS PARA SENTAR



Pacoima Wash Walking Tour and Mobile Workshop
Recorridos a Pie de Pacoima Wash y Talleres Móviles
October 24, 2009 / 24 de octubre, 2009

Tour Book Comments

PARKS

- Picnic areas
- Dog park
- Plaza
- Natural areas
- Field
- Playground
- Gardens
- Bicycle park
- Skate park
- Water Park
- Basketball Court
- Community food garden

AMENITIES

- Bathrooms
- Lighting
 - Emergency
- Solar panels
- Trash cans and recycling bins
- Bus stations
- Movie screenings
- Water fountains for drinking
- Benches
- Theater/Amphitheatre

LANDSCAPING

- Native and drought-tolerant landscaping
- Water fountains
- Trees
- Natural look and feel
- Grass
- Flowers

ACTIVITIES

- Walking
- Skating
- Horses
- Coin-operated telescope
- Boating
- Sports for kids
- Biking

ATTRACT WILDLIFE

TRAILS

- Bike/Ped and Run trail
 - Separated
 - One side bike, the other walking
- Multi-modal
- Paved
- Unpaved
- Mile markers

GATEWAYS, SIGNAGE AND ART

- Murals

pacoima wash walking tour and mobile workshop

- Dedicated to community leaders
- Solar System
- Gateways
- Signage
 - Fitness
- Public Art
- Ivy on walls to protect from vandals

OTHER COMMENTS

- More promotion for next event!!!
- Maintain safety in park areas with fences or other methods
- Remove graffiti with mural or plants
- Safety important
 - Loitering high school students
 - Gangs
- Prevent graffiti
- Resident Parking
- Accessibility important, especially near RV park

GEO-SPECIFIC

Telfair Opportunity Area

- Plaza
- Art
- Park
- Playground
- Fitness area
- Garden
- Dog Park

El Dorado Opportunity Area

- Murals

- Dog Park
- Skate Park
- Picnic Area
- Children's playground

Pedestrian Bridge

- Bridge to accommodate movement in both directions
- Clean

Wash Greenway Opportunity Corridor

- Trees
- Murals
- Benches
- Public art

Telfair connection with Wash – South side

- Garden

Ritchie Valens Opportunity Area

- Outdoor theater
- Exercise opportunities
- Natural water management system
- Plaza

Other

- More connections across the wash
 - Pedestrian bridge at Telfair connection to Pacoima Wash
- Coordinate with local schools to plant trees, clean and do other needed volunteer work
- Design
 - Fence near assoc. houses could emulate the patterned look with a similar motif along the barrier
- Festivals
 - Miniature sail boat competitions