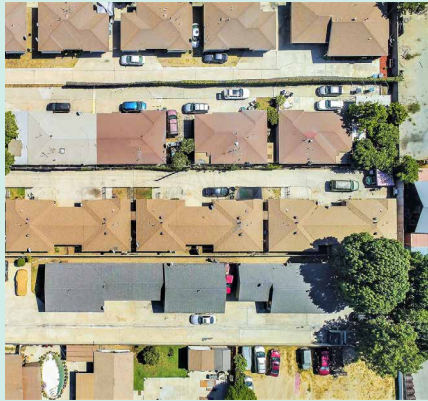


Gateway Cities & Rivers Urban Greening

City Descriptions



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Priority Greenscape Opportunity Sites

This tab profiles the existing Built Environment and Health & Mobility issues in each of the Gateway Cities. The interactive map, at right, profiles the Priority Greenscape Opportunity Sites that were selected based on an understanding of community-driven projects, relevant planning documents, GIS data, and by using a customized Priority Greening Score that was developed for this project.

Scroll down, or click your city of interest in the list below to arrive at a specific profile with its associated map. While viewing the city map, click on the color-coded greenscape opportunity site or marker symbol, and you will see a PopUp that contains more details, including greenscape typology, project description, and associated benefits for each project.

The Layer visibility can be toggled on/off in the upper right corner to see ALL opportunities that exist in the underlying greenscape layers. For instance, if you are interested in pursuing the Schools Greenscape, regardless of prioritization, toggle on the G-4 Schools layer and all schools in the jurisdiction will show up.

To return to this menu, click the Home button on the left-hand bar.

01 Artesia

Built Environment

Artesia is marked by a low-density urban environment, tucked into Cerritos, bounded by South St and the CA-91. It's main commercial strip is Pioneer Blvd, home to the famous Little India district, boasting a wide variety of South Asian stores, restaurants, and services. Pioneer Blvd offers the opportunity for Small Commercial Spaces greenescapes. Artesia Park is the only sizable public park in the city, with other green areas existing on school campuses.

Health & Mobility

Artesia is lacking in active transportation facilities like safe walking trails, and currently there are no bicycle lanes. While the Artesia Boulevard Corridor Specific Plan does not highlight plans for protected bicycle lanes, the city does have the intention of developing city-wide bicycle facilities for creating better access and connectivity. Plans for the West Santa Ana Branch light rail, which will terminate at Pioneer Blvd, call for an adjacent walking/biking greenway to be built along with the rail line, offering the opportunity for an Infrastructure Corridors greenscape with increased space for continuous active transportation and recreation in the city.

02 Bell

Built Environment & Mobility

There are two main districts in Bell, bisected by the Los Angeles River and threaded together by Slauson Avenue. Central City, on the west, includes the commercial corridors of Gage Ave, Florence Ave and Atlantic Ave. Gage Ave, once considered “downtown” in Bell, features googie-style signage at the Gage bowling alley and Jim’s Burger joint, along with a number of latino mercados, churches, and beauty salons. Together, these land uses have the potential to attract shoppers for day-long excursions. At the same time, the avenue is also lined with many unarticulated facades and lacks comfortable pedestrian features like shade trees, sidewalks and benches. The avenue is ripe for both Arterial Streets and Small Commercial Spaces greenescapes that could be more inviting to those who could potentially do “one stop shopping”.

The Cheli District, east of the Los Angeles River, is home to the Salvation Army Homeless Shelter and GrowGood Urban Farm which provides a transitional employment program through gardening and job training. The Cheli District is also occupied by the Slauson Occupational Center, food distribution warehouses, and Army/Navy/Marine Corps centers. This district is fit for implementing Underutilized Parking Lots greenescapes, creating urban plazas that benefit shelter residents and adult education students and teachers. Metro’s West Santa Ana Branch (WSAB) light rail line is expected to bring greater mobility including a much needed bikeway to the community. Connecting the WSAB bikeway to the Los Angeles River will be key to forging a regional green network for the greater Gateway Cities and Rivers community.

03 Bellflower

Built Environment

Bellflower has a dense population that can take advantage of its proximity to the San Gabriel River on its eastern boundary. Running east-west in the southern portion of the city is CA-91 with a major freeway on/off ramp on Lakewood Blvd. Bellflower’s downtown district is centered on Bellflower Blvd, running north-south for over 2 ½ miles in the city, and is bisected by the future West Santa Ana Branch (WSAB) light rail corridor. Metro’s WSAB plans call for a station located at the intersection of Bellflower Blvd and Pacific Ave, currently surrounded by a ¼-mile commercial corridor as well as multi-family homes. The Downtown Bellflower TOD Specific Plan outlines opportunities for increasing building density and improving livability at the future Bellflower Station.

Health & Mobility

With very few parks and recreational open space in Bellflower, the city offers a Bellflower Recreation In Motion (B.R.I.M.) program wherein a mobile unit brings recreation activities to various neighborhoods. While a 2 ¼-mile Bellflower Bike Trail runs through the city’s major

infrastructure corridor, it does not connect up to any streets with bike lanes. Plans for the Metro WSAB light rail will need to be integrated with the existing, but narrower Bellflower Bike Trail right-of-way between Lakewood and I-605, offering the opportunity to enhance both trail facilities as an Infrastructure Corridors greenscape. The trail currently runs diagonally through the city, connecting to the existing San Gabriel River Trail.

04 Bell Gardens

Built Environment

Bell Gardens is bounded on the west by the Los Angeles River and the I-710 Freeway, and on the east by the Rio Hondo. Along the southern boundary is the Southern Pacific Railroad right-of-way shared with the South Gate city line. Along the northern boundary is the City of Commerce. Bifurcating the city are two main arteries running north to south - one being Garfield Avenue, and the other being a transmission corridor with a roughly 300'-wide right-of-way, currently occupied by plant nurseries.

Health & Mobility

The eastern and western edges of Bell Gardens are bounded by the Rio Hondo Bike Path and the Los Angeles River Bike Path, respectively. Both paths connect to the Southern Pacific Railroad, which has potential as a future multi-use trail with its excess right-of-way. Bell Gardens has several parks, including the John Anson Ford Park. The park provides sports fields, a community golf course and lakeside recreation space. An existing trailhead to the Rio Hondo Spreading Grounds provides a great opportunity for unearthing the hidden potential for new and improved trails in the spreading grounds.

05 Cerritos

Built Environment

The City of Cerritos hugs Artesia on its western, southern and eastern boundaries. Artesia and Cerritos are known to be home to Little India, however the commercial stretch of Pioneer Blvd that is host to the Indian and Pakistani restaurants and shops is actually located in Artesia. The city straddles the distance between the San Gabriel River and Coyote Creek. Cerritos consists mostly of single family homes which provide opportunity for xeriscaped lawns. Regional attractions are focused on its western and eastern edges. The western activity hub includes Cerritos College, Cerritos Auto Square (potential Urban Rivers greenscape), and Los Cerritos Center. The eastern activity hub includes Cerritos Towne Center, Cerritos Center for the Performing Arts, and Don Knabe Community Regional Park.

Health & Mobility

The City of Cerritos enjoys regional walking and biking paths on the San Gabriel River and Coyote Creek. With a 16-acre horse stable situated adjacent to the San Gabriel River, these river trails have potential to better accommodate the horseback riding community with wider paths, porous and granular surfaces, and amenities like hitching posts and water stations. There are bike lanes on major streets in the northeast corner of the city. Bisecting the city is Metro's West Santa Ana Branch right-of-way in which the future light rail and potential adjacent multi-modal greenway will bring greater mobility to the city.

06 Commerce

Built Environment

Commerce is a community that consists largely of commercial and industrial uses. There is a small residential community in the Bandini and Gage neighborhoods. It is bordered by the Los Angeles River on the west, East Los Angeles on the north, Bell Gardens on the south, and Montebello on the east. The Los Angeles River forms part of its southwestern boundary, and the Rio Hondo separates it from Downey. Commerce has major attractions including the Commerce Casino and the Citadel Outlets. The outlets announced in early 2019 that [expansion plans](#) are under review for 44-acres of additional retail, restaurants, a hotel, and entertainment complex; linked by a proposed monorail system.

In 2019, an Initial Study was undertaken for the [Modelo Project](#), a 17-acre site adjacent to the Rio Hondo which involves reconstruction of Veterans Memorial Park, plus a vacant parcel into a mixed-use development, including public community uses. The vacant site was elevated as an Urban Rivers greenscape opportunity site for this project, based on planning research, GIS data, and its high ranking Priority Greening Score.

Health & Mobility

Commerce is served by the Long Beach and Santa Ana freeways, as well as the Metrolink commuter rail service at the Commerce station. There is a proposed Metro L Line (Gold) extension, with a station near the Citadel Outlets along Smithway. The line will continue along Washington Boulevard, exiting the city on its east side. The LA County Park Needs Assessment put forth an option for a new park near Sheila Street and Atlantic Boulevard. The most prominent priority greenscapes identified in Commerce include Arterial Streets, Alleys, Infrastructure Corridors, Underutilized Parking Lots, and Urban Rivers.

07 Compton

Built Environment

The City of Compton is located at the western edge of the Gateway Cities & Rivers Study Area. The Alameda Corridor, lined predominantly by industrial uses, bisects the city and intersects the east-west commercial corridors along Rosecrans Ave and Compton Blvd. A quarter mile to the west is the Metro Blue Line with Compton Station located near Compton Towne Center. Plans are underway for the Compton Station TOD Specific Plan, and a Downtown Innovation District that will serve to guide the future growth, character, and development along Compton Blvd. Another infrastructural feature of Compton is the 160'-wide power line corridor running east-west adjacent to Greenleaf Blvd; potentially serving as a linear parkway.

Health & Mobility

Compton Creek is the city's most prominent "natural" feature with several plans documented over the years that call for the creek's viability as an active transportation network. Not only are the trails along Compton Creek in need of repair, the trails cease to exist as it gets buried by the Gateway Towne Center parking lot. The Artesia Station TOD Specific Plan highlights intentions to unearth the creek's edge, to add vegetation that will promote biodiversity, to create garden streets with shade trees, and to build a downtown zone that is programmed to bring a sense of place and wellness.

The [Compton Jr. Posse](#) of Richland Farms plays a vital part in the health, education and mobility of local youth; providing after-school enrichment teaching commitment and self-esteem through riding and animal care.

The most prominent priority greenscapes identified in Compton include Neighborhood Creeks, Urban Rivers, Infrastructure Corridors, and Multi-Family Housing.

08 Cudahy

Built Environment

Cudahy is bounded on the east by the Los Angeles River and the I-710 Corridor, on the south by the City of South Gate, on the west by west by the City of Huntington Park, and on the North by the City of Maywood. One of the most unique characteristics in the multi-family residential community are the elongated 400' shared driveways. Residential blocks tend to be a half-mile long as a result of the [historic ranching geometry](#) planned for agricultural purposes back in the 1900s when poultry farms and produce such as walnuts, apples, sugar beets and onions were once cultivated. These sites have been elevated as Multi-Family Housing greenscape opportunities for this project.

Health & Mobility

The City of Cudahy is lacking in active transportation facilities like safe walking trails, and currently there are no bicycle lanes, however, Metro's West Santa Ana Branch (WSAB) light rail line is expected to bring greater mobility including a much needed bikeway to the community. Connecting the future WSAB greenway to the Los Angeles River will be key to forging a regional green network for the greater Gateway Cities and Rivers Study Area. With over 50% of the community living within 1-mile of the Los Angeles River, many residents will benefit from the Urban Rivers multi-use path and terraced river park that has been proposed, and is identified on the map.

09 Downey

Built Environment

Downey is located at the center of the Gateway Cities & Rivers Study Area. It is situated between the Rio Hondo on the west and the San Gabriel River on the east. The 5 Freeway cuts across the northern portion of the city, and the 105 Freeway cuts across the southern portion. Downey boasts several key attractions including the Downey Civic Theater. The City of Downey has developed [Specific Plans](#) for its downtown area and adjacent civic center. The Civic Center Master Plan calls out opportunities for greenscapes related to this project, particularly the reconfiguration of 8 acres of underutilized parking lots and vast paved surfaces as public amenities.

Health & Mobility

The future Metro West Santa Ana Branch (WSAB) light-rail and greenway will pass through a tiny sliver of the southwest corner of Downey with a potential station near Gardendale and Garfield. This will give the city access to two Metro lines including the Metro C Line (Green) which has a station at the intersection of Lakewood and the I-105. The Downey Civic Center Master Plan proposes extending the DowneyLINK directly to the Metro C Line. Along with new public transportation options, the city is focused on providing active transportation facilities in the city. The Downtown and Civic Center Specific Plans call for improvements that will make

walking and biking safer for residents. Traffic calming infrastructure like bulbouts can already be found in the downtown district on Downey Ave. The portion of the San Gabriel River running through Downey is soft bottomed, and the city has capitalized on its conditions by creating the Downey Wilderness Park along its banks. Further opportunities for Urban Rivers and Spreading Grounds greenescapes are prominent along the San Gabriel River edge of Downey.

10 Hawaiian Gardens

Built Environment

Hawaiian Gardens is bounded on the north by Lakewood, on the east by Coyote Creek, on the south by Long Beach, and on the west by I-605. The city's commercial center sits primarily at Carson Street and Norwalk Blvd in the Downtown District, providing opportunities for Small Commercial Space greenescapes. The community consists of multi-family homes in the southern portion of the city, and single family homes in the northeast. The main commercial corridors are along Norwalk Blvd and Carson St. At the west end of Carson St is the Hawaiian Gardens Casino.

Health & Mobility

Coyote Creek provides a bit of natural relief in the highly urbanized surrounds of Hawaiian Gardens, although there is currently only one trailhead in the city that provides access to the creek. An Urban Rivers greenscape opportunity near Carson St could open up a new trailhead and frontage to the creek. Neighborhood Creeks greenescapes could help forge connections between schools, neighborhoods and shopping areas that flank the North Fork of Coyote Creek.

11 Huntington Park

Built Environment

Huntington park is a dense, industrial community north of South Gate and south of Vernon. Much of the city's commercial land is found in the central downtown district along Pacific Blvd. The downtown Huntington Park district is one of the highest earning latino-driven commercial areas in Southern California and is home to thriving events and street fairs. Small Commercial Space greenscapes have been identified along Pacific Blvd to complement such programming.

Health & Mobility

The City of Huntington Park has made a commitment to complete street concepts since 2012, two years before the 2014 Bicycle Transportation Master Plan. The plan outlines four miles of protected bike trails, including a project along the Union Pacific Railroad. Metro's West Santa Ana Branch light rail line is expected to bring greater mobility including a much needed bikeway to the community. The city is committed to providing first/last mile options for residents in preparation for the planned Metro station at Pacific and Randolph. Alley and Arterial Streets greenscapes are identified opportunities that could facilitate such connections.

12 La Habra Heights

Built Environment

La Habra Heights is a 6 square-mile rural community, nestled in the Puente Hills. The city is located in the easternmost edge of the Gateway Cities & Rivers Study Area, bounded on the west by Whittier, on the north by Hacienda Heights, on the east by unincorporated Los Angeles County, and on the south by the City of La Habra. The city consists of primarily hillside residential farms. Crops are primarily citrus, avocado and tree farms, however, other agricultural uses have been encouraged. There are no schools in the city, nor a commercial center. The City of La Habra Heights has supported the community's desire to implement [greywater](#) irrigation at their homes, exempting the need to obtain permits for laundry to landscape systems at their homes. Unincorporated La Habra Heights sits along the southern boundary of the city and comprises about 94 acres of single family homes (that are not hillside farms), providing opportunities for xeriscaped lawns.

Health & Mobility

Dedicated to the preservation of wildlife and open space, over twenty percent of the city is committed to permanent, public, natural open space, and another twenty percent is committed to recreational open space. One of the natural [wildlife concerns](#) for La Habra Heights and the surrounding communities is the potential extinction of the Santa Monica mountain lion population. While roads have light traffic, there are currently no animal bridges that safely allow wildlife to traverse the Puente Hills. Perhaps some of the Arterial Streets greenscape opportunities could include such a unique feature for this community. According to the City of La Habra Heights General Plan, the community discourages urban features like curbs, gutters, sidewalks, streetlights, and traffic signals. However, the city does encourage the expansion and

use of the existing trail system for horseback riding, bicycling, and hiking. Hacienda Road represents the main regional road in and out of the community. The city is currently exploring [traffic calming measures](#) along the thoroughfare.

13 La Mirada

Built Environment

The City of La Mirada is on the border of Los Angeles and Orange Counties, located east of Santa Fe Springs, south of Whittier, and north of Buena Park. The southwestern portion of the city is primarily industrial, while the rest of the city remains full of single family homes with several schools and parks. The Imperial Highway Specific Plan identifies commercial nodes around the intersections of La Mirada and Imperial Hwy, and Santa Gertrudes Ave and Imperial Hwy. These nodes serve commercial needs of the primarily low-density residential community, providing opportunities for Small Commercial Space greenscapes as new infill development and commercial development take place.

Health & Mobility

Milan Creek, La Mirada Creek, and Coyote Creek all run through the community providing opportunities to become linear green connections between neighborhoods, schools and parks. La Mirada Creek runs along the Biola University campus, and through the ½-mile long, 11-acre Creek Park. Per the [Creek Park Master Plan](#), the neighborhood waterway will become more naturalized as it gets integrated into the park with enhanced accessibility and improvements to trails, bridges and park amenities.

14 Lakewood

Built Environment

The City of Lakewood, located south of Bellflower, west of Cypress, Cerritos and La Palma, and northeast of Long Beach, and likely named for the small subregional creeks and local ditches that run through the city. The vast majority of Lakewood's land use is single-family residential. Unique to the commercial landscape in Lakewood is its layout of corner commercial intersections that break up the residential parcels. South St and Del Amo Blvd are wide city roads flanked by medians separating "little" neighborhood residential streets. At main intersections, the "little" streets' right-of-ways terminate, making way for drive-thru fast-food and convenience stores. The 200-acre Lakewood Center Mall sits at the heart of the city, at the intersection of Lakewood Blvd and Candlewood St. East of the mall is the Civic Center, camouflaged by the vast surface parking. A large empty lot sits at the corner of Del Amo Blvd and Civic Center Way.

Health & Mobility

The city has over 150 acres of open space amongst its 14 parks, providing relatively high park access for the community. Several of the city's parks are bordered or bisected by neighborhood creeks that run through the city, with potential to become neighborhood waterway greenscapes as identified in the map at the right. The 2-mile long West San Gabriel River Parkway Nature

Trail provides the community with recreational opportunities and connects to Mae Boyar Park, and Monte Verde Park. Aside from the Nature Trail, there are no other protected bikeways in Lakewood, however bike lanes along Paramount, Del Amo, South St. and Woodruff Ave could potentially reclaim roadway to add protective features to make safer connections to the regional bike trails on the San Gabriel River and Coyote Creek. Lakewood's most prominent priority greenscape opportunity sites include Arterial Streets and Neighborhood Creeks.

15 Long Beach

Built Environment & Mobility

The City of Long Beach is the largest of the Gateway Cities at 50 square miles, and is the receiving basin to which the five main channelized rivers drain. The Los Angeles River and Dominguez Gap Wetlands are in the western portion of the city, while the San Gabriel River and Coyote Creek run along the east side of the city. Plans for improving and expanding the existing trail systems along the river edges are in place for bringing better accessibility, safety, capacity and more nature-based solutions to the surrounding communities. Other existing trails lie along the shoreline, providing scenic waterfront views. Still, many opportunities exist for new and restorative urban greening projects in Long Beach including those which tap into previous studies such as the RiverLink project, which proposes added open space to the western portion of the city along the Los Angeles River.

The Metro A Line (Blue) originates in Downtown Los Angeles, running southbound and crossing over the Los Angeles River, providing 8 stations in Long Beach including its terminus loop in the Downtown Core. The Downtown & TOD Pedestrian Master Plan calls for pockets of "Green Alleys" and "Stitch Streets" that will facilitate safer and more resilient connections to transit and active transportation hubs from the neighborhoods that flank Long Beach Blvd.

The Gateway Cities COG Strategic Transportation Plan identifies six new Bus Rapid Transit corridors (running along Artesia, Del Amo, Willow, Lakewood, Norwalk, and 7th Street in Long Beach) and a number of "Smart Corridors" that consist primarily of truck routes. These roadways have been elevated to the Arterial Streets Greenscape as opportune areas for stormwater infrastructure solutions, and air quality improvements through the planting of trees and vegetation, with more frequent trail access to the Los Angeles River, San Gabriel River and Coyote Creek trails.

Despite the efforts to build a more sustainable Long Beach, the Gateway Cities Council of Governments recognizes the importance of the role of Long Beach Airport, the oil industry, and the facilitation of truck traffic along the I-710 Corridor for goods movement. The freeway runs parallel to the Los Angeles River, connecting the ports of Los Angeles and Long Beach to warehouses in the industrial surrounds of Los Angeles. The I-710 Livability Report outlines goals to improve air quality along 30 east-west corridors that cross the freeway.

Key Open Space Projects

While Long Beach offers many parks and open spaces for the community including the waterfront and beach trails, there are three recently implemented and/or ongoing projects to add to the contextual understanding of the city's greening:

In 2018, the [DeForest Park Wetlands](#) was restored in Long Beach, opening up 34 acres of river parkway bordering the east side of the Los Angeles River, just north of the Dominguez Gap Spreading Grounds. This community amenity includes an elevated trail bridge, space for bird watching, and trails for walking and horseback riding within an eco-restorative freshwater wetlands. The landscape has been designed to resiliently and aesthetically manage stormwater.

Back in 2008, the [Dominguez Gap Wetlands](#) converted 37 acres of spreading grounds into a multi-benefit wetlands with new equestrian, bike and walking trails between Del Amo Blvd and the Metro A Line (Blue). This project comprises about $\frac{1}{3}$ of the spreading grounds, which leaves plenty more opportunity to expand the riverway with new trails, park amenities and plantings to ecologically restore wildlife in the remaining spreading grounds.

Lastly, an [oil consolidation and restoration project](#) is currently in the planning stages for Los Cerritos Wetlands. The project will include oil well removal, consolidation, remediation and restoration of 76 acres of land along Los Cerritos Channel. A new visitor's center and revegetated wildlife habitat to enhance the tidal connection as a "self-sustaining ecosystem".

16 Lynwood

Built Environment

The City of Lynwood is situated between the Alameda Corridor on its western boundary and the I-710 on its eastern boundary. Both boundaries are lined by industrial uses. The central crosshairs of the city are the intersection of the east-west running I-105/Metro C Line (Green) Station and the north-south commercial retail strip of Long Beach Boulevard. Because pedestrian crossings are so infrequently marked on Long Beach Blvd, a tall metal fence has been installed in a planted median strip up to Magnolia to prevent people from running across the street. Atlantic Avenue serves as a commercial retail spine, and has been identified as a future BRT Corridor by the Metro Active Transportation Strategic Plan. A majority of the land use in the city is dedicated to multi-family residential and single-family residential. Prominent priority greenscapes in Lynwood include green alleys.

Health & Mobility

The Los Angeles River skims the eastern city boundary of Lynwood. Central to the city is 29-acre Lynwood Park. One of the most recent and impactful community benefit facilities built from Prop 84 funds is Ricardo Lara Linear Park which runs along the publicly owned

right-of-way north of I-105. This 5-acre park is 1-mile long and includes a community garden, a dog park, playground, fitness zone and public art in a 45'-wide strip. A stormwater infiltration bioswale runs along the parkway. It's a great example of an Infrastructure Corridor greenscape. Potential Arterial Streets greenescapes include provisions for cycle tracks along the Alameda Corridor per the city's Bicycle Master Plan.

17 Maywood

Built Environment

Bounded on the north and west by the industrial cities of Commerce and Vernon and nestled into a bend in the Los Angeles River, Maywood can take advantage of creating Urban Rivers greenescapes that create front doors to the Los Angeles River. The city's main commercial crosshairs follow Slauson Ave and Atlantic Blvd, providing opportunities for Arterial Streets connections and Small Commercial Space greenescapes on Atlantic Blvd.

Health & Mobility

Maywood is focused on developing "mini-parks" and other tactical urban greening projects to provide connectivity benefits to the community. The Southern California Edison corridor on Randolph Street is currently under study as a potential option for the Rail to River active transportation corridor. Several schools have been selected as prioritized Schools greenescapes in Maywood.

18 Montebello

Built Environment

Montebello is one of the northernmost cities in the Study Area, bounded by the Rio Hondo on its eastern boundary, and located just south of Whittier Narrows. The city is now a major industrial and logistics center of the Los Angeles basin with industrial land uses concentrated in the southwest corner of the city. The downtown core is situated along Beverly Blvd where City Hall is located, and along Whittier Blvd where a corridor of Small Commercial Space greenescapes have been identified. A Metrolink corridor cuts east-west through the city with the Montebello/Commerce station located east of Garfield Avenue. Metro's Eastside Transit Corridor Phase 2 has two alternatives under study, both of which will service Montebello - one station at Garfield Ave and SR60, the other at Washington Blvd and Greenwood Ave.

Health & Mobility

The City of Montebello has 12 parks including a portion of the large Whittier Narrows Recreation on its north east edge, and the Rio Hondo Spreading Grounds with existing perimeter trails off Bluff Rd. Washington Blvd also connects to the Spreading Grounds, with potential to become an Arterial Streets greenscape, enhancing access to the existing trailheads just beyond the city line. Metro's Active Transportation Strategic Plan calls for a multi-use trail network wrapping around the recreation area and along the western edge of the Rio Hondo in Montebello. Much of the wild hilltop areas that gave Montebello its name were historically developed into oil fields and still have some active oil rigs. Arterial Streets greenescapes that facilitate improved

stormwater management have been identified along Garfield Ave and Washington Blvd, connecting to the Rio Hondo Confluence and the Rio Hondo Spreading Grounds, respectively.

19 Norwalk

Built Environment

Norwalk is situated in the central area of the Gateway Cities and Rivers Study area, bounded on the west by the San Gabriel River and on the east by Santa Fe Springs. The civic center is located at Norwalk Blvd and Imperial Hwy; its commercial and entertainment center lined by wide 6-lane arterial streets. Small Commercial Space greenescapes have been identified along these corridors.

Health & Mobility

Norwalk has just over 3 miles of unpaved hiking and riding trails on the east side of the San Gabriel River, with trail access aligned with commercial corridors spaced approximately $\frac{3}{4}$ -mile apart. The [Norwalk Green Line Extension Study](#) is currently in the feasibility stage for extending the Metro C Line (Green) east from the Norwalk Station to connect to the Norwalk/Santa Fe Springs Metrolink Station. Currently, a 2.8-mile rail gap exists between the two rail lines that have stations on the far west and east edges of the city. Arterial Streets greenscape opportunities run along the commercial corridors of Imperial Highway and Firestone Blvd.

20 Paramount

Built Environment

Paramount is bounded on the west by the Los Angeles River and I-710 corridor, on the east by Bellflower, on the north by Downey, and on the south by Long Beach. At the intersection of Paramount Blvd and Rosecrans Ave sits the Paramount Swap Meet with low lying single-family residential lots on the outskirts. This intersection is slated for the forthcoming West Santa Ana Branch (WSAB) light rail transit station. The [Station Area Plan](#) at this location calls for phased redevelopment opportunities that will consider housing uses in addition to new retail as part of its Downtown Transit District zone. The city has a prominent industrial core with some multi-family residential areas flanking the commercial corridors. Infrastructure Corridors and Underutilized Parking Lots that flank them have been identified as priority greenscape opportunity sites in the city.

Health & Mobility

Metro's WSAB light rail line is expected to bring greater mobility including a much needed bikeway to the community. Connecting the WSAB bikeway to the Los Angeles River trails will be key to forging a regional green network for the greater Gateway Cities and Rivers community. Recent livability improvements include the $\frac{1}{2}$ -mile [Paramount streetscape plan](#) between Jackson Street and Madison Street. Bifurcating the city are utility corridors owned by LADWP and SoCal Edison. Portions of the right-of-way under these transmission lines are programmed as nurseries, equestrian centers and parks; however, there is potential for

establishing new agreements with existing tenants of the corridors for expanding their use as open space with new active transportation trails.

21 Pico Rivera

Built Environment

Pico Rivera is bounded by the Rio Hondo and its associated spreading ground on the west side, and the San Gabriel River with its associated spreading ground on the east side. To the north is Whittier Narrows and to the south is the City of Downey. Several infrastructure corridors run through the city, flanked by single family housing. The commercial corridor along Whittier Blvd has been slated for Small Commercial Space green spaces. Industrial sites along the Rio Hondo Spreading Grounds have the opportunity to become Urban Rivers opportunities in order to create new front doors and access to the existing open spaces off the Rio Hondo Channel.

Health & Mobility

Pico Rivera's Urban Greening Report outlines goals to "provide a safe and connected bicycle network and pedestrian improvements, create a unifying street tree canopy for more walkable and bikeable neighborhoods, and identify prospective green spaces and hydrology improvements." In addition, the Green Streets plan outlines practices for better stormwater and urban runoff management, which dovetails with the Arterial Streets connections identified along Mines Ave, Washington Blvd, Telegraph Rd, and Rosemead Blvd.

22 Santa Fe Springs

Built Environment

Santa Fe Springs is a primarily industrial city, located to the east of the I-5 and I-605 interchange. The city is bounded by the San Gabriel River on the west, Los Nietos/West Whittier to the north, South Whittier/East La Mirada to the east, and Norwalk to the south. Due to its highway and rail access, food production, transport and mechanical parts manufacturing, there is a heavy industrial land use present. Residential communities are concentrated on the west side of the city, abutting the San Gabriel River. Several railroad tracks cut through Santa Fe Springs today. In the late 1800s, the [Kite-Shaped Track Excursion](#) routed from Los Angeles to Redlands on a day trip, passing through Santa Fe Springs and Los Nietos, promoting citrus groves, and showcasing scenic views of Southern California to tourists.

Health & Mobility

The Santa Fe Springs residential area is nestled along the soft bottom portion of the San Gabriel River where the lower part of the spreading grounds reside. This provides the community with access to the natural land corridor and the trails that loop around its perimeter. A bike trail along the north fork of the Coyote Creek runs through the city and eventually

connects to the San Gabriel River trail. The Norwalk Green Line Extension Study is currently undergoing a feasibility study for extending the Metro C Line (Green) east from the Norwalk Station to connect to the Norwalk/Santa Fe Springs Metrolink Station. If implemented, this would provide greater multi-modal options for the Santa Fe Springs community. Telegraph Rd and Santa Fe Springs Rd/Bloomfield Ave have been identified as potential Arterial Streets greenescapes with protected bicycle lanes.

23 Signal Hill

Built Environment

The City of Signal Hill is nestled into and completely surrounded by the City of Long Beach. The city comprises seven neighborhoods and is situated almost in the middle of the Long Beach; located southwest of Long Beach Airport, south of the 405 Freeway, east of the Metro A Line (Blue), and north of the Pacific Coast Highway. The city has a mix of residential and commercial land uses with some active oil production fields and wells sprinkled throughout. The city's Five Year Strategic Plan (2015-2019) fulfilled its goals of completing a new public library, now located at the heart of the Civic Center near Cherry Ave and Hill St. The city intends to add more retail, entertainment, and public spaces with cultural and historic wayfinding. A sustainable built environment has been at the forefront of the city's planning goals. Most recently, some urban greening projects like a parking lot renovation and xeriscaped residential lawns have received [beautification awards](#). The Single Family Housing greenscape strategies could be a useful tool for the city's [Kickin Grass Award Program](#).

Health & Mobility

Named for its topographic features, the city boasts a trail system with scenic views to Malibu and Newport Beach. The hilltop trail system that winds through city streets and gated residential communities is widely used, and features amenities like seating, lighting, telescopes, view areas, and interpretive panels. An active oil field on the hill north of the California Crown neighborhood has been identified as a possible nature preserve. Dotted with oil rig pump jacks and a single trail near the upper crest, this hillside does not exactly fall into the Infrastructure Corridors greenscape typology for this project; however it could certainly take on some of the features that benefit the the health, aesthetics, and ecology for a landscape that continues to pursue its main economic function.

24 South Gate

Built Environment

The City of South Gate is situated south of Bell and north of Lynwood. There are about a dozen districts within the community, with a majority of single family residential uses flanking the arterial streets of Firestone Blvd, Long Beach Blvd, Tweedy Blvd, State St, Atlantic Ave. South Gate's Green City Element of the General Plan has established a comprehensive street tree planting program to prioritize rebuilding the city's "urban forest", reducing the effects of climate

change while benefiting the health of the community. The City intends to establish a series of civic plazas as part of their greening plan; located at the Civic Center, the Gateway Transit Center, Hollydale Village, Tweedy Blvd, and the intersection of Imperial Blvd and Garfield Ave. Almost 3 miles of underutilized railroad right-of-way exists along Independence Avenue. While currently serving informal parking uses, the potential greenscape here could serve to formalize a permeable parking lot design with bioswales and shade trees.

Health & Mobility

South Gate encapsulates the Rio Hondo confluence with the Los Angeles River, and is poised to provide some highly anticipated urban greening projects including the Urban Orchard. The South Gate General Plan 2035 calls for the “Greening of South Gate”, prioritizing improvements to its existing multi-use trails along the Los Angeles River and Rio Hondo.

The transmission line to the north of Southern Ave has a 75’ right-of-way with a 2-mile trail, half of which has meandering paths and rest stops. This infrastructure corridor greenscape has the potential to continue ¾-mile east to meet up with the Los Angeles River greenway. The existing trail could use shade trees and plants that would promote biodiversity.

Metro’s West Santa Ana Branch (WSAB) light rail line is expected to bring greater mobility including a much needed bikeway to the community. The proposed Firestone Station (South Gate/Cudahy), Gardendale Station (Downey), and the I-105/Metro C Line (South Gate/Paramount) would all serve the city in some capacity. Connecting Metro’s WSAB future greenway to the Los Angeles River and Rio Hondo trails will be key to forging a regional green network for the greater Gateway Cities and Rivers community. While both rivers have existing multi-use trails, they are lacking in amenities for pedestrians, bicyclists, and the horseback riding community; however [Parque dos Rios](#) in South Gate is currently under construction and will serve as an example for future Urban Rivers greenscape projects.

25 Vernon

Built Environment

Vernon is almost an exclusively industrial city, and its General Plan outlines policy that supports this primary land use to remain as such. A few pockets of land along Santa Fe Ave and Bandini are set aside for commercial development. There is only one elementary school in the city. Vernon is home to an intermodal rail yard which receives shipments from the Ports of Los Angeles and Long Beach through the Alameda corridor, which runs along the western boundary of the city. Due to the dominance of industrial buildings, most of the built environment consists of wide truck-friendly roads which are not well-suited for active transportation uses. This leads to an environment with little shade in an area highly susceptible to urban heat. However, Downey Road, Slauson Ave, and Maywood Ave have been identified as Arterial Streets greenscapes that have the added benefits of infiltrating stormwater runoff and cooling the environment.

Health & Mobility

Vernon is bisected by the Los Angeles River which means that it is poised for significant greening as the Los Angeles River revitalization plans come to fruition. The Metro Rail to River greenway project, slated for completion in 2021, will run along the north side of Slauson Avenue with Segment A terminating in Vernon. From there, Segment B extension options - which all run through Vernon - include routes to the Los Angeles River via the north-south Malabar Corridor, the north-south DWP Corridor, the continuation east-west along Slauson, or along Randolph St east-west alignment on the southern border of Vernon. Thus, Infrastructure Corridors and Urban Rivers greenscape projects have the potential to emerge over the coming years that dovetail with Metro's connectivity goals.

26 Whittier

Built Environment

Whittier is located in the northeastern portion of the Gateway Cities and Rivers Study Area, between the San Gabriel River on the west and La Habra Heights on the east. Whittier Boulevard is one of the most defining infrastructure components in the city, running east-west and passing through the Specific Plan areas of the Gateway Segment and continuing east through the Workplace District, Shopping Clusters, Whittwood Towne Center, and Neighborhood Spine. The Boulevard terminates at the Orange County line on the east. Flanking the Boulevard is a low density residential community. [The Groves](#) is a new mixed-use residential and retail development at the site of the former [Fred C. Nelles boys reform school](#) campus, ripe for Small Commercial Spaces and Multi-Family Housing greenescapes.

Health & Mobility

Whittier offers a number of recreational opportunities with hiking and equestrian trails in the open spaces of Sycamore Canyon, Turnbull Canyon, Worsham Canyon, and Arroyo San Miguel. The roads leading to these sites, such as Colima Rd, have the potential to become safer routes with protected bicycle lanes. The existing 4.5-mile Whittier Greenway Trail provides a multi-use path along the Union Pacific Railroad right-of-way. Converted from a formerly active railroad right-of-way, the facility includes exercise stations, interpretive exhibits and striking artwork. It currently terminates at the intersection of the Southern Pacific Railroad which remains active, yet plans for utilizing a 15' right-of-way as a 2.8-mile bikeway extension are underway. This extension will link up to the Brea Trail in Orange County. On completion, this project will be representative of an Infrastructure Corridors greenscape.

The Five Points intersection, in Whittier, is considered a bottleneck area for traffic and is also where the Whittier Greenway Trail (converted Union Pacific Railroad right-of-way) crosses the Boulevard. This intersection has potential for tree-lined Small Commercial Spaces with bioswale parkways that lead into an Arterial Streets solution on Santa Fe Springs Rd. A mile-long segment of protected bike lanes could build safer and healthier connections between shopping centers, neighborhoods, parks and schools in Whittier.