

Los Angeles River Recreational Zone Pilot Program 2013 Summary Report and Recommendations

Los Angeles River Recreational Zone Pilot Program Community Advisory Committee
February 5, 2014



Committee Members

Elysian Valley Riverside Neighborhood Council

Allen Anderson

Isvinder (Lali) Grewall

Jeff Klein

Glassell Park Neighborhood Council

Art Camarillo

Michael Divic

Staff/Agency Representatives

Mountains Recreation & Conservation Authority

Walt Young

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National Park Service - Rivers, Trails & Conservation Assistance Program

Anne Dove



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Introduction

In March, 2013, the Los Angeles City Council (Council) adopted a motion to approve the Ad Hoc River Committee's recommendations to conduct the Los Angeles River Recreational Zone Pilot Program (Pilot Program) in summer, 2013. Those recommendations included a request that,

"...the [Mountains Recreation & Conservation Authority] MRCA to work with Council District (CD) One, CD Four, and CD 13 to create a community advisory committee to review and advise on policies and efforts for this Pilot Program. Committee representatives should represent the Pilot Program's target area."

Based on this recommendation, the Mountains Recreation & Conservation Authority (MRCA), with support from the National Park Service through the America's Great Outdoors Los Angeles River pilot project, worked with the specified Council Districts (CDs) and Neighborhood Councils to identify committee members. Based on Council direction, the committee was designed to include five members, including three from Elysian Valley, one from Cypress Park, and one from Glassell Park.

The Los Angeles River Recreational Zone Pilot Program Community Advisory Committee (Advisory Committee) convened monthly throughout the pilot period and in the months following the program's conclusion to hear updates from the MRCA regarding the progress of the program, and to convey community feedback collected through the Neighborhood Councils. Based on feedback about the program, the Advisory Committee prepared this summary report for the City of Los Angeles as a tool for deliberating the future of the Los Angeles River Recreational Zone program.

Background

The 2013 Pilot Program was the result of a series of public policy and legislative efforts at multiple levels of government that were catalyzed by public support for river-based recreation on the Los Angeles River. The following is a summary of the steps that led to the implementation of this program.

Policy and Legislative Overview

The Council adopted a motion on October 17, 2008 that requested policy recommendations regarding how to provide expanded public access to the Los Angeles River (Council File 07-1342-S5) in response to an increasing community demand for safe and lawful access to the river and acknowledging the historic and ongoing activities that were already taking place within the river. The US Army Corps of Engineers (USACE) issued a license to the LA Conservation Corps with assistance from the MRCA, for the purpose of assessing feasibility of non-motorized boating along a portion of the river within Sepulveda Basin, an area under federal ownership. The pilot program for seasonal non-motorized boating in the Sepulveda Basin stretch of the river was initiated in August, 2011.

The Council's Ad Hoc River Committee adopted a motion in August 2011 requesting recommendations on the establishment of recreation zones within the Los Angeles River (*Appendix A: August 10, 2011 City Council Motion*). This motion directed City staff to evaluate the feasibility of providing seasonal public access to the river in certain areas and to propose recommendations for implementation of those activities.

In May 2012, based on review of the 2011 pilot program for Sepulveda Basin and in response to public interest in non-motorized boating, the USACE examined the non-concrete bottom Glendale Narrows stretch of the river and issued a letter stating that seasonal boating from Memorial Day to Labor Day within that stretch would generally not interfere with USACE operation and maintenance of the Los Angeles County Drainage Area (LACDA) flood control project. This letter of no objection identified safety and environmental considerations for boaters. This “letter of no objection” documenting USACE’s conclusions was provided to the City and Los Angeles County Flood Control District (District).

On August 2012, Governor Brown signed Senate Bill (SB) 1201, which amended the Los Angeles Flood Control Act, “to provide for public use...” SB 1201 cited the 2010 Traditionally Navigable Waters designation by the US Environmental Protection Agency (EPA) under the Clean Water Act and the character of the river in codifying the river’s status as navigable waters protected under the California Constitution. Subsequent to this, meetings were held with City, District, USACE, and MRCA staff which developed the subject proposal for implementation of the Program in the Los Angeles River’s Glendale Narrows. The proposal incorporated considerations from the USACE’s May 2012 letter.

At the January 7, 2013 meeting of the District’s Los Angeles River Cooperation Committee, the Pilot Program was presented as an information item to the committee’s member agencies, including City of Los Angeles Bureau of Engineering (BOE), City of Los Angeles Department of Recreation and Parks (RAP), District and USACE.

A public meeting was held January 24 to seek input to the Draft Report on the Los Angeles River Recreational Zone Pilot Program, dated January 15, 2013.

On January 28, 2013, a meeting of the Ad Hoc Committee on the Los Angeles River provided an additional opportunity for public input into the program. The agenda item relating to the Pilot Program was continued to the Committee’s next meeting.

Throughout this process, the City and MRCA worked closely with USACE and the District to identify program parameters and needs.

An additional public meeting was held February 23, 2013. This was followed by a meeting of the Ad Hoc Committee on the Los Angeles River on February 25, 2013. At this meeting, the Committee recommended Council action that would support the Program.

At the March 20, 2013 City Council meeting, Council supported the recommendations from the Ad Hoc River Committee as reflected in File No. 11-01403 (*see Figure I: Council File 11-1403; Appendix B: Council File 11-1403*).

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**TO THE COUNCIL OF THE
CITY OF LOS ANGELES**

Your AD HOC RIVER COMMITTEE

reports as follows:

AD HOC RIVER COMMITTEE REPORT relative to the establishment of Recreational Zones along the Los Angeles River in coordination with County agencies and the U.S. Army Corps of Engineers.

Recommendations for Council action, as initiated by Motion (Reyes – Perry – Garcetti – Cardenas – LaBonge – Huizar):

1. DIRECT the City Administrative Officer in consultation with the Chief Legislative Analyst, Bureau of Sanitation, Bureau of Engineering, Bureau of Street Services, and Los Angeles Department of Water and Power, to report with near term recommendations for establishing recreational zones along the Los Angeles River in coordination with County agencies and the U.S. Army Corps of Engineers.
2. SUPPORT the Recreational Zone Pilot Program concept and the Mountains Recreation and Conservation Authority (MRCA) management of the program contingent upon Los Angeles (LA) County and other public agencies approvals as recommended in the letter from the Department of Recreation and Parks (attached to the Council file).
3. RECOMMEND that dogs be prohibited in the recreational zone which is defined as the river bed below the LA River's Ordinary High Water Mark. However, dogs, on a leash, are allowed on the path along the River and in the adjacent river parks
4. REQUEST the MRCA to work with Council District (CD) One, CD Four, and CD 13 to create a community advisory committee to review and advise on policies and efforts for this pilot program. Committee representatives should represent the pilot program's target area.
5. SUBMIT to the City Attorney, all project information received for review and opinion.
6. INSTRUCT all City departments including City Planning, Department of Recreation and Parks, Transportation, Bureau of Sanitation, Bureau of Engineering, Los Angeles Police Department, and Department of Water and Power to provide assistance in expediting any request for the implementation of this pilot program.
7. REQUEST the MRCA to rework parking on Fletcher in collaboration with CD Four and CD 13 as it relates to unloading equipment for recreational use during the pilot program.
8. REQUEST the MRCA to come back to the Ad Hoc River Committee with an evaluation at the end of the pilot program.

Fiscal Impact Statement: Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis on this report.

Community Impact Statement: None submitted.

(The Energy and Environment and Public Works Committees waived consideration of this matter.)

Figure 1: Council File 11-1403

Summary:

On February 25, 2013, your Committee considered Motion (Reyes – Perry – Garcetti – Cardenas – LaBonge – Huizar) relative to the establishment of Recreational Zones along the Los Angeles River in coordination with County agencies and the U.S. Army Corps of Engineers.

Representative from the Department of Recreation and Parks gave a presentation and answered various questions from the committee members. After providing an opportunity for public comment, the Committee recommended that Council approve the Motion and the additional recommendations as reflected in this report. This matter is now submitted to the Council for its consideration.

Respectfully submitted,

AD HOC RIVER COMMITTEE



<u>MEMBER</u>	<u>VOTE</u>
REYES:	YES
LABONGE:	YES
HUIZAR:	ABSENT

ESV
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- Not Official Until Council Acts -

Program Design

The City is the largest landowner in the Pilot Program area and possesses rights to the river's water; the District holds an easement in the project area for flood control purposes; the MRCA owns real property and manages park property along the river in the Program area; and the USACE is responsible for flood control operations and maintenance of the LACDA project in the program area. Each of these parties has expressed support for the Program.

The USACE concluded in a "letter of no objection" that, as long as the boating program occurs Memorial Day to Labor Day, does not interfere with operations and maintenance of the LACDA project in general, and that the boating program respects flow conditions, safety concerns around bridges and infrastructure, environmental considerations, other users, trash and debris, and future implementation of their Los Angeles River Ecosystem Restoration Feasibility Study, and that boating program elements are communicated effectively with users, that the agency does not have an objection to non-motorized boating in the non-concrete bottom of Glendale Narrows as identified in the letter of no objection.

The District supports boating activities consistent with those allowed via the seasonal "Paddle the LA River" programs implemented in the Sepulveda Basin Recreational Area during summer, 2012.

Both government- and privately-owned river properties are now subject to the Public Trust Doctrine below the river's Ordinary High Water Mark (OHWM) under the California Constitution. Public Trust Doctrine activities include the right to travel, fish, and boat below the OHWM, assuming lawful entry into the Recreational Zone, and subject to reasonable public safety and resource protection regulations, as well as operation and maintenance of the federal LACDA flood control project as directed by Congress. The Public Trust Doctrine activities permitted within the Program area did not interfere with the flood control mission of the District or USACE. No physical improvements or alterations to the flood control facilities within the Program area occurred.

Traditional park activities not included in the Public Trust Doctrine were governed by easements over the real property owned by various parties. Current regulatory authority, permit regulations and procedures for non-protected activities (river clean-ups as an example) remained in effect.

Historically the public has traveled across the river below the OHWM near North Atwater Park. Additionally, there are existing public ownerships that provide legal public access into the river below the OHWM adjacent to Marsh Park and Steelhead Park/Egret Park vicinity.

Overview: As indicated above, the Program was designed to begin on Memorial Day (May 27th) and end on Labor Day (September 2nd) 2013, allowing daily public access to the Program area from sunrise until sunset.

The Program was originally intended to designate a five-mile stretch of the river below the OHWM from North Atwater Park on the east bank to Egret Park on the west bank (*see Figure 2: Map of Recreational Zone*). However, due to construction projects in the Atwater Village area reach of the Los Angeles River, the Program area was redefined as extending from Rattlesnake Park on the west bank to Egret Park on the west bank. Non-motorized boating was a featured activity within the Program

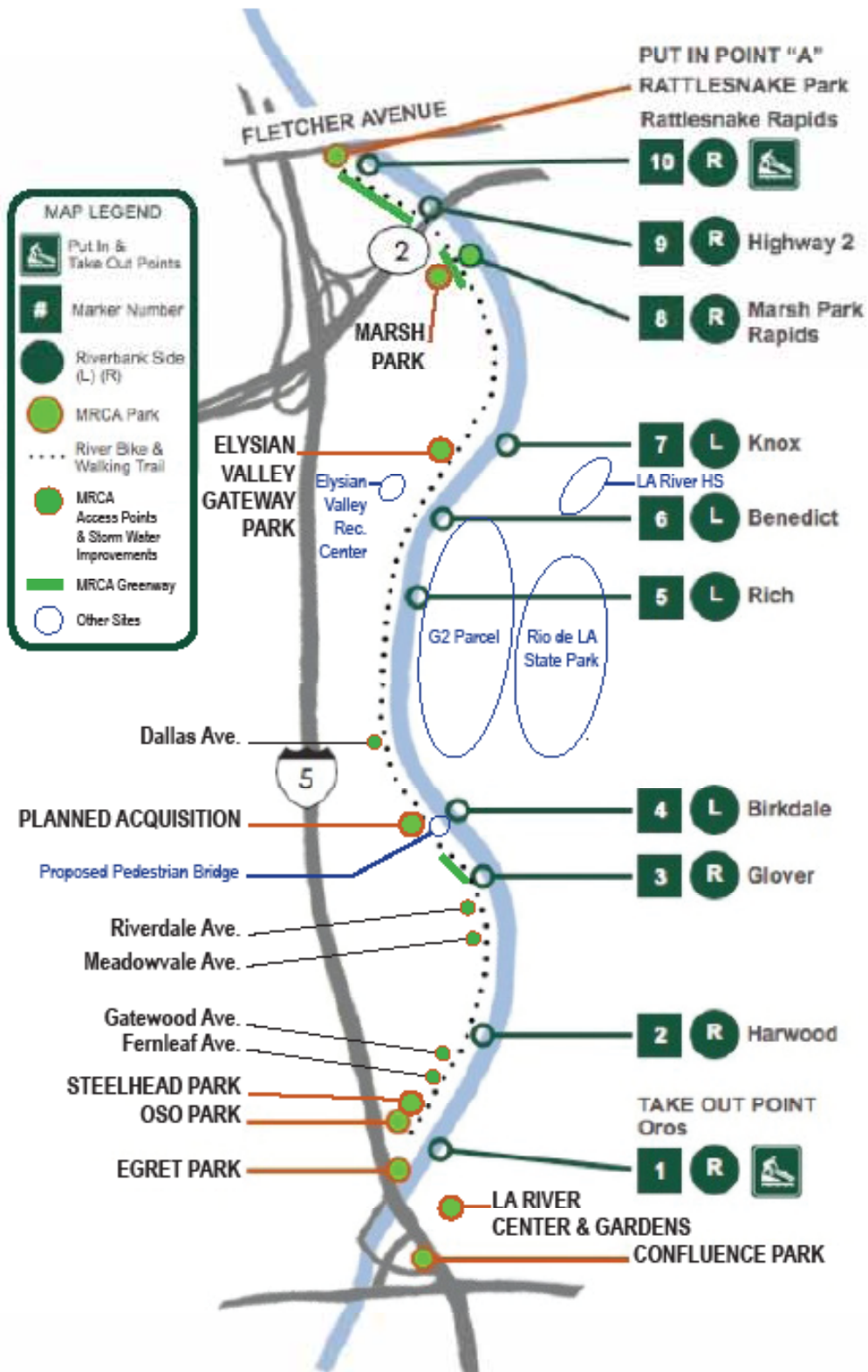


Figure 2: Map of Recreational Zone

area, with the establishment of a self-directed boating course utilizing a series of river-adjacent parks for access. Boating operations were subject to USACE restrictions.

Two park locations were identified for public entrance/exit of boating trips: Rattlesnake Park, and the Steelhead Park/Egret Park vicinity. An additional site at Marsh Park was utilized for MRCA-led programs. These three parks areas have adjacent public ownership leading from the existing bike path to below the OHWM. Moderate street parking was available around Rattlesnake Park, while Marsh Park had excellent public parking. At Egret and Oso Parks, vehicle post-trip loading zones were established.

Parking for post-boat trip vehicles was established near Arroyo Seco Confluence Park, which has excellent parking capacity. All three access parks are owned and managed by the MRCA. No District property was utilized above the OHWM for the boating program. Comprehensive signage was sited at each of these locations as well as at additional main river entrances to provide wayfinding and safety information on the Recreational Zone and river uses.

Activities: In addition to non-motorized boating, specific allowable uses under the Public Trust Doctrine included fishing, bird watching, traveling/hiking/walking and related activities. Relatively small permitted events (organized gatherings, such as tours) were allowed in specific areas, as deemed appropriate. Group and fee-based uses were governed by the MRCA ordinance.

Activities that may be harmful to habitat, such as smoking, littering/dumping, weapons discharge, or the use of motorized vehicles, were prohibited. Bicycling was restricted to existing, designated bike paths located outside the boundaries of the Program area. As additional funding became available, permitted events, such as structured boating programs were accommodated. These additional permitted uses were administered consistent with prevailing public agency regulations as administered at other public recreation areas.

Administration/Enforcement: The MRCA, with its mandate to preserve, protect and maintain open space parklands in the Los Angeles area, performed the lead role in administering the Pilot Program. The MRCA provided ranger, maintenance, and administrative resources. The City's public safety personnel continued to provide police and fire protection services. The California Department of Fish and Wildlife (CDFW) focused enforcement efforts on fishing regulation. The MRCA Park Ordinance was amended to reflect the park rules and will be enforceable within the Program area by any California Peace Officer. Additionally, State codes related to water activities were posted and enforced.

The LA Conservation Corps' LA River Corps performed maintenance services in the area and were trained to initiate response from various enforcement agencies. Friends of the Los Angeles River (FoLAR) supported the Program with informational walks and outreach to their 6,000 plus member social media contacts.

The MRCA coordinated with partner agencies, including USACE and the District, throughout the season.

Education/Liability Management: Durable signage were erected to detail permitted/prohibited activities and to educate the public regarding Program use policies. The purpose of this signage was to

clearly identify the Program area, educate the public with clear and consistent use policies, provide emergency and maintenance information, and to reduce liability through public notification. Posting of applicable statutes enabled enforcement by a variety of agencies, including any State-designated Peace Officer. The declarative signage was posted throughout the Pilot Program area.

Flood Control Safety: The general public was required to exit the Program area boundaries when a National Weather Service flood watch or warning was issued for the Los Angeles River watershed (upstream water sources). While general use boating was customarily directed to specific entry and exit points, in an emergency, boaters were permitted to exit throughout the Program area as necessary.

User Fees: The implementation plan called for no-cost access to the Program area for individual users engaging in non-structured activity. As practiced in MRCA-managed areas elsewhere, customary special use fees, which in addition to providing cost recovery for the MRCA or other operating agencies, served to identify and hold organized and fee-based groups accountable. These groups were required to satisfy MRCA insurance requirements and indemnify all public agencies within the Program area.

Program Implementation

The City of Los Angeles requested that the MRCA manage the Recreational Zone from sunrise to sunset from Memorial Day (May 27) through Labor Day (September 2) for the 2013 Pilot Program, and a report prepared by the MRCA describes their management of the Pilot Program (*Appendix C: MRCA Los Angeles River Recreation Pilot Zone 2013 Report*). The Recreational Zone extended 2.5 miles between Rattlesnake Park near Fletcher Avenue and Steelhead Park/Egret Park vicinity near San Fernando Road and Riverside Drive.

During the Pilot Program, seventeen youth organizations with approximately 275 participants were served by no-cost, MRCA-led programs that featured kayaking and education related to the river's history, wildlife, habitat, biodiversity and watersheds. The MRCA also provided similar programs to approximately 50 individuals associated with two organizations serving people with disabilities. In partnership with a kayak vendor, the MRCA also provided three community evening paddling programs at no cost to the nearly 100 participants.

Over 3,000 people participated in the Pilot Program, with approximately 2,200 people experiencing the program as part of an organized group activity.

Advisory Committee Recommendations

Following several months of community input and review of the Pilot Program's outcomes, the Advisory Committee recommends that the program be continued in 2014 and into the future. This section will outline the justification for our recommendation and the need for continuation of this program for both the immediate operation and the future of the Recreational Zone. Contained herein is a description of the various avenues and approaches the Advisory Committee used to obtain community feedback and input, a description of the different areas of criteria taken into account while forming its recommendation, and a detailed description of the recommendation itself.

Section 1 – Community Input:

When the Advisory Committee began the process of understanding the impacts of the Pilot Program, along with implementation, operation, and community interaction, there was a need to engage stakeholders through a variety of opportunities. Through such community engagement and involvement, the Advisory Committee received valuable and definitive stakeholder input. Specifically, input was received via three different formats: community surveys, a focus group, and a town hall/public feedback meeting. Each form of input and the type of data received is described below:

I. Surveys:

Surveys were distributed via Neighborhood Councils, community based organizations such as Neighborhood Watch and Los Angeles River-associated organizations, and direct person-to-person interaction from September 30, 2013 through to October 23, 2013 (*Appendix D: LA River Recreational Zone Pilot Program Feedback Online Survey Form and Survey Results*). The results of the surveys indicated that not only was the Recreational Zone used by those whose communities are considered “LA River Communities” (approximately 75%), but a significant number of survey respondents stated they did not feel that their community was an “LA River Community” (approximately 25%). This is an important distinction because, while future programs similar to this Pilot Program in this area directly impact and are enjoyed by those in the immediate or adjacent communities, the data show that such a program is of interest to individuals from all parts of the city. In some cases, individuals responding to the survey were from as far as the San Fernando Valley, San Pedro, and the Westside. Additionally, as indicated by our survey data, over 87% of those responding stated that the Recreational Zone is something that benefits all communities/people of Los Angeles.

Most strikingly, perception of the Los Angeles River drastically improved as a result of community interaction. When respondents were asked how their community perceived the Los Angeles River prior to Memorial Day, over 40% rated it as poor or very poor, with slightly fewer than 60% rating it as fair or better – including only 3% perceiving the Los Angeles River as very favorable. However, post-Pilot Program, we see a significant improvement in how communities and individuals view the Los Angeles River. The 40% unfavorable rating drops to approximately 14%, with favorable rating rising from 60% to 86%. This includes an improvement of 3% to 17% for very favorable rating.

In addition to survey data which indicated that the Recreational Zone was of interest to all parts of the city, as well as illustrating the improved perception and image that benefited the Los Angeles River, when respondents were asked if future funding of a similar program is a proper use of City funds, over 89% stated yes. Furthermore, the majority of survey respondents (66.7%) stated that the program’s timeframe was too short. This further evidences that individuals believe future programs similar to the Pilot Program to be a valuable community asset and would like increased access.

Additional survey data, including specific statements and details provided by respondents, will be referenced later when discussing the benefits of the Recreational Zone.

II. Focus Group:

The Advisory Committee held a focus group on September 24, 2013 to discuss several key areas and questions. Participants represented a cross-section of stakeholders and included: representatives of a local Neighborhood Council, President of a local Neighborhood Watch, a staff member from FoLAR,

a recreation and kayaking enthusiast, and local residents (*Appendix E: Los Angeles River Recreational Zone Pilot Program – Focus Group Notes September 24, 2013*).

This focus group served as an opportunity to informally engage a small group of stakeholders representing a variety of interests and perspectives around the Pilot Program. The session was moderated and facilitated through a series of prompting questions.

More details of statements and comments provided by focus group participants will be included later when discussing the criteria the Advisory Committee evaluated, however, the following topics were discussed at length:

- A. Community relationship with and perception of the Los Angeles River prior to the establishment of the Recreational Zone.
- B. Environmental issues and how increased usage has impacted the Los Angeles River.
- C. Parking while the Recreational Zone was in operation and the impact outside visitors had on local neighborhoods.
- D. The impact the Recreational Zone had on recreation activities in general.
- E. The impact establishment of the Recreational Zone has had on public safety.
- F. The future and direction of the Los Angeles River.

III. Town Hall/Public Feedback Meeting:

In addition to receiving direct feedback via focus group, the Advisory Committee also received input through a town hall/public feedback meeting convened on October 2, 2013 at the Los Angeles River Center and Gardens in Cypress Park (*Appendix F: LA River Recreational Zone Pilot Period – Public Feedback Meeting October 2, 2013*). The purpose of this meeting was to create a more informal forum where residents could voice opinions – both positive and negative – regarding key areas of discussion. Most attendees were residents of local communities, and most had used the Recreational Zone. Some in attendance were local small business owners. Others were not residents of Los Angeles River communities, but were residents of Los Angeles City and other regional cities/communities.

As with the focus group input, details of statements and comments will be included later when discussing the criteria the Advisory Committee evaluated, however, the following topics were discussed during this public meeting:

- Fishing Activities
- Neighborhood Impacts/Crime
- Restroom Access
- Dogs
- Future Scope of the Pilot Program
- User Conflicts
- Parking/Shuttle Use
- Community Vision for the Future of the Los Angeles River

Section 2 – Criteria:

While establishing recommendations and analyzing the input received from numerous community members and various sources, the Advisory Committee based its decisions on five main criteria: recreation, public safety, public health/education, parks/green space/beautification, and costs. While these five criteria are not the only areas of interest identified by stakeholders, they represent the primary areas of interest as indicated by the data received via survey, focus group, and town hall/public feedback meeting. A description of each criterion is listed below.

I. Recreation:

The primary focus of the Recreational Zone took place in various forms that included kayaking, walking, bird watching, and fishing. Outside the Recreational Zone, there was an increase in recreational activities and interests, particularly the use of the shared bike-pedestrian path with activities that included walking, running, biking, general exercise, and dog walking. Establishment of the Recreational Zone encouraged residents and participants to enjoy all aspects of the Recreational Zone. Essentially, by establishing the Pilot Program, it created somewhat of a “buzz” that attracted a variety of outdoors activities.

The input received by the Advisory Committee identifies the increased access to recreation as something that is highly valued. As one survey respondent noted, *“I am not sure my community realizes what a great opportunity the LA River provides.”* A number of other respondents commented that the Recreational Zone creates a great opportunity for more recreation and open space. Additionally, several individuals commented that they enjoyed the benefits of the Pilot Program on multiple occasions.

II. Public Safety:

Individuals cited a significant increase to public safety as one of the key benefits of an active and monitored Recreational Zone. Not only did patrols by MRCA Park Rangers have a positive impact on public safety, increased public use of the shared bike-pedestrian path and area surrounding the Recreational Zone helped improve this area.

Several survey respondents cited more interest in stewardship and awareness of what happens in this area. Moreover, one resident who lives adjacent to the shared bike-pedestrian path noted:

“The overall sense of security and safety has been one of the great transformative parts of the experience. The more this increases, the greater sense of attachment and the sense of this being a special place increase, and you had people talking to each other who wouldn’t before. You had people crossing social boundaries.”

Neighbors working together and talking with one another, and working to keep the area safe and secure has been one of the side benefits that has had a huge impact on the success of the Pilot Program. It is one of the key reasons why many of the local residents would like this program to continue. Additionally, one resident noted that they have seen an increase in graffiti and tagging since the ending of the Pilot Program.

In terms of public safety dangers posed by implementing and operating the Pilot Program, there were only a few minor injuries with approximately 25 visitors who required Ranger assistance due illness.

III. Public Health/Education:

A significant amount of time and attention put forth by local Los Angeles River-associated organizations, such as FoLAR, MRCA, and event licensed vendors was devoted to public health awareness and education. Many members of the public recognized and valued these opportunities and requested that similar opportunities are made available in the future. (Increased access to recreation was listed as the primary area of interest for many of our survey respondents and public meeting participants.) While increased access to recreation does have a direct link to improved public health, in terms of encouraging active lifestyles, other aspects of public health benefit in terms of increased stewardship and maintaining a healthy environment.

MRCA partnered with a vendor to provide free community kayak nights resulting in access to the Recreational Zone activities and education opportunities to the community on the benefits of kayaking. Additional educational opportunities also emerged. MRCA coordinated kayak tours with youth groups that included numerous City of Los Angeles Youth Community Centers (Baldwin Hills, Banning, Cypress, Elysian Valley, Jordan Downs, Mt. Carmel, Toberman, and Wm. Nickerson), LA Conservation Corps (Clean and Green Youth from City of Angels, Franklin AEWC, and Ramon C. Cortines High School), Anahuak Soccer Club, Palmdale Sheriff's Explorers, Compton Jr. Posse, and Marina Del Rey Jr. Rangers. MRCA also provided education and recreation to organizations that assist individuals with disabilities, including two chapters of Arroyo Development Services.

In total, public health and education programs were provided to almost 500 individuals at no-cost to participants.

Several community members noted increased access and stewardship of the Los Angeles River may lead to additional educational opportunities for local students, from elementary to high school.

IV. Parks/Green Space/Beautification:

A number of stakeholders cited interest in improved parks and green space. This came from a number of residents adjacent to the Recreational Zone (per survey data and public meeting feedback). Many individuals simply noted improved beautification of Los Angeles City and greater pride in their communities. As noted under "Section 1 – Community Input; I. Surveys," the Los Angeles River favorable rating increased dramatically after individuals had visited the Recreational Zone and participated in the Pilot Program.

Furthermore, as increased demand for green and park space continues, many residents – both local and from other parts of the region – cite this as a high level of interest. During the town hall/public meeting, one resident noted, "*[The Recreational Zone] increased awareness of the positive potentials of the Los Angeles River as better connecting the community.*"

Another stakeholder explained, "*The community realized that there is a place of aquatic habitat and nature that is walking/biking a short distance from their homes and they don't need to drive to the Pacific Ocean.*"

One local resident further described the positive impact, "*Bringing new people into the area to raise awareness of business and environmental issues was one of the positive effects.*"

V. Costs:

Although not an area that received a significant amount of attention from members of both the focus group and attendees to the public meeting, it was necessary to factor as a significant piece of criteria because cost does affect all policy decisions. However, it is worth noting almost 90% of surveys stated that funding future programs similar to the Pilot Program would be a proper use of City funds.

A sample budget with itemized costs can be found as *Appendix G: 2014 Anticipated Projected Expenses*.

Section 3 – Recommendation:

After reviewing input and data receive from a variety of sources, stakeholders, and community members, the Advisory Committee recommends that a program similar to the Pilot Program be implemented in the Recreational Zone and be permanently funded by the City of Los Angeles. This program should be offered as a service and unique opportunity to the people of Los Angeles. At present time, we hereby recommend the following:

Managing/Supervising Agency: Los Angeles City authorizes MRCA to manage the Recreational Zone utilizing the MRCA park ordinance. This would include overseeing the permitting process for all vendors and related businesses/organizations/agencies offering services in connection to the Recreational Zone.

Timeframe: The program will operate from Memorial Day through Labor Day, or later. MRCA should work with USACE and the District in determining the feasibility of extending the program beyond Labor Day.

Days & Hours of Operation: The program will operate from sunrise to sunset, seven days a week.

Boundaries: Los Angeles City adopts the MRCA recommendations regarding the 2014 boundary for the Recreational Zone and Study Area.

River Alterations: Los Angeles requests that MRCA makes “minor” river alterations, subject to authorization by the appropriate regulatory agency/authority. Minor alterations would include debris/hazard removal, small rock relocations, non-native foliage trimming, and strainer removal.

Improvements: Los Angeles City requests that MRCA install temporary and removable launch and safety devices, subject to authorization by the appropriate regulatory agency/authority.

Public Safety: Los Angeles City requests that MRCA provide safety patrols, including river safety patrols, during high hazard events and as a way to work with LAPD to improve overall public safety on river-related details.

Unregulated Businesses: Los Angeles City polices unregulated (non-permitted) businesses operating within the Recreational Zone vicinity, which may provide rental or vending services.

Funding: Los Angeles City coordinates future provisions for funding of the program. Funding should range from \$200,000 to \$300,000, depending on the level of service desired.

Water Levels: Los Angeles City directs the Department of Sanitation to increase water releases during weekend and holiday period to improve kayaking conditions.

Access: Los Angeles City provides additional public access across City property (DWP, RAP, etc.) within the Recreational Zone. Additionally, the City requests that the District provide additional public access across District property for public access.

Signage: Los Angeles City provides directions for visitors and appropriate signage to improve directional sense within the Recreational Zone and adjacent vicinity.

Parking: Los Angeles City identifies more adequate parking accommodations for increased vehicles entering local neighborhoods. This is the result of greater interest in the Recreational Zone and surrounding area, as well as kayaking patrons. Contracting with shuttle companies may be possible, if off-site parking is the only reasonable venue. Non-shuttle services are preferable. A number of stakeholders expressed problems using the recent shuttle service that was provided, specifically the shuttle company contracted to provide service in order to mitigate parking issues and general inconvenience created as a result of the construction of the Figueroa Street Bridge (where Figueroa Street and Riverside Drive meet). While many of the local residents expressed some issue with street parking, a number of residents noted they did not mind the additional traffic into the neighborhood as long as parking issues were mitigated.

Toilets: Los Angeles City requests that the MRCA place of portable toilets at Rattlesnake Park and Egret Park. This was an area cited of great interest by stakeholders. Additionally, a secondary benefit of such toilets along the area adjacent to the Recreational Zone would be for cyclists and pedestrians who regularly use the shared bike-pedestrian path.

11-1403

ENERGY & ENVIRONMENT

PUBLIC WORKS

AUG 10 2011

MOTION

With the recent establishment of the Paddle the LA River non-motorized boating pilot program, the Los Angeles River presents the City with an array of future recreational, tourist, and educational opportunities. The public is beginning to recognize the River's value and is demanding and taking advantage of the River for various purposes.

In order to explore and manage these opportunities, the City should investigate the feasibility of creating seasonal recreational zones along the River that allow safe, ecologically sensitive uses of the River at appropriate times of the year.

These uses can include boating, tours, clean ups, birding, horseback riding, pools, non-motorized boating, fishing, sports, biking, performance art, and cultural/social activities.

Many of these uses could be implemented with relative speed and minimal costs while recognizing that safety, wildlife habitat, seasonal weather variations, and flood management are primary concerns to be addressed.

I THEREFORE MOVE that the City Administrative Officer in consultation with the Chief Legislative Analyst, Bureau of Sanitation, Bureau of Engineering, Bureau of Street Services, Department of Water and Power, be directed to report with near term recommendations for establishing recreational zones along the Los Angeles River in coordination with County agencies and the U.S. Army Corps of Engineers.

ORIGINAL

PRESENTED BY:



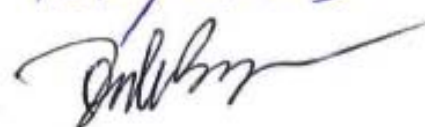
ED P. REYES
Councilman, 1st District

SECONDED BY:



Jose Huiza

Tony Cardo



August 10, 2011



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File No. 11-1403

TO THE COUNCIL OF THE
CITY OF LOS ANGELES

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AD HOC RIVER COMMITTEE REPORT relative to the establishment of Recreational Zones along the Los Angeles River in coordination with County agencies and the U.S. Army Corps of Engineers.

Recommendations for Council action, as initiated by Motion (Reyes – Perry – Garcetti – Cardenas – LaBonge – Huizar):

1. DIRECT the City Administrative Officer in consultation with the Chief Legislative Analyst, Bureau of Sanitation, Bureau of Engineering, Bureau of Street Services, and Los Angeles Department of Water and Power, to report with near term recommendations for establishing recreational zones along the Los Angeles River in coordination with County agencies and the U.S. Army Corps of Engineers.
2. SUPPORT the Recreational Zone Pilot Program concept and the Mountains Recreation and Conservation Authority (MRCA) management of the program contingent upon Los Angeles (LA) County and other public agencies approvals as recommended in the letter from the Department of Recreation and Parks (attached to the Council file).
3. RECOMMEND that dogs be prohibited in the recreational zone which is defined as the river bed below the LA River's Ordinary High Water Mark. However, dogs, on a leash, are allowed on the path along the River and in the adjacent river parks
4. REQUEST the MRCA to work with Council District (CD) One, CD Four, and CD 13 to create a community advisory committee to review and advise on policies and efforts for this pilot program. Committee representatives should represent the pilot program's target area.
5. SUBMIT to the City Attorney, all project information received for review and opinion.
6. INSTRUCT all City departments including City Planning, Department of Recreation and Parks, Transportation, Bureau of Sanitation, Bureau of Engineering, Los Angeles Police Department, and Department of Water and Power to provide assistance in expediting any request for the implementation of this pilot program.
7. REQUEST the MRCA to rework parking on Fletcher in collaboration with CD Four and CD 13 as it relates to unloading equipment for recreational use during the pilot program.
8. REQUEST the MRCA to come back to the Ad Hoc River Committee with an evaluation at the end of the pilot program.

Fiscal Impact Statement: Neither the City Administrative Officer nor the Chief Legislative Analyst has completed a financial analysis on this report.

Community Impact Statement: None submitted.

(The Energy and Environment and Public Works Committees waived consideration of this matter.)

Summary:

On February 25, 2013, your Committee considered Motion (Reyes – Perry – Garcetti – Cardenas – LaBonge – Huizar) relative to the establishment of Recreational Zones along the Los Angeles River in coordination with County agencies and the U.S. Army Corps of Engineers.

Representative from the Department of Recreation and Parks gave a presentation and answered various questions from the committee members. After providing an opportunity for public comment, the Committee recommended that Council approve the Motion and the additional recommendations as reflected in this report. This matter is now submitted to the Council for its consideration.

Respectfully submitted,

AD HOC RIVER COMMITTEE



<u>MEMBER</u>	<u>VOTE</u>
REYES:	YES
LABONGE:	YES
HUIZAR:	ABSENT

ESV
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- Not Official Until Council Acts -

To: Members of the Ad Hoc River Committee

Ed P. Reyes, Chair

Tom LaBonge, Vice Chair

Jose Huizar, Member

CC: City Clerk:

From: Department of Recreation and Parks

Date: February 25, 2013

Date: 2-25-13
Submitted in AD HOC RIVER Committee
Council File No: 11-1403
Item No.: 2
Deputy: RECI PARKS

Re: Los Angeles River Recreational Zone Pilot Program

Objective: To authorize and execute a temporary program to allow public recreational use of the Elysian Valley portion of the Los Angeles River (LA River), including a pilot boating program, from May 27th (Memorial Day) to September 2nd (Labor Day) 2013. The pilot recreational zone program (Program) will be implemented in accordance with the rights of the Public Trust Doctrine of the California Public Lands Commission¹ by the Mountains Recreation and Conservation Authority (MRCA) in partnership with the City and County of Los Angeles and United States Army Corps of Engineers (USACE). The Program will result in the clear identification of the pilot zone area, including posting/public notification of pertinent use regulations and Program oversight/monitoring. The goal of the Program is to provide expanded opportunities for safe public access to recreation within a designated stretch of the LA River, consistent with the goals and past actions of the partner agencies in pursuing LA River revitalization.

Background: The Los Angeles City Council (Council) adopted a motion on October 17, 2008 that requested policy recommendations regarding how to provide expanded public access to the LA River (Council File 07-1342-S5) in response to an increasing community demand for safe and lawful access to the river and acknowledging the historic and ongoing activities that were already taking place within the river. A pilot non-motorized boating program was initiated in the Sepulveda Basin stretch of the river in August 2011, which was made possible via the United States Environmental Protection Agency (USEPA) decision that declared the LA River a traditionally-navigable waterway in 2010. The Council's Ad Hoc River Committee adopted a motion in August 2011 requesting

¹ The United States Supreme Court issued its landmark opinion on the nature of a state's title to its tide and submerged lands nearly 110 years ago, and although courts have reviewed tidelands trust issues many times since then, the basic premise of the trust remains fundamentally unchanged. The Court said then that a state's title to its tide and submerged lands is different from that to the lands it holds for sale. "It is a title held in trust for the people of the State that they may enjoy the navigation of the waters, carry on commerce over them, and have liberty of fishing" free from obstruction or interference from private parties. [Illinois Central R.R. Co. v Illinois (1892) 146 U.S. 387, 452] In other words, the public trust is an affirmation of the duty of the state to protect the people's common heritage of tide and submerged lands for their common use. [National Audubon Society v. Superior Court (1983) 33 Cal.3d 419, 441] Cited here from the California State Lands Commission (pp. 2-3 of http://www.slc.ca.gov/policy_statements/public_trust/public_trust_doctrine.pdf). See also: http://www.slc.ca.gov/Misc_Pages/Public_Trust/Public_Trust.pdf.

AD HOC RIVER

MAR 07 2013

recommendations on the establishment of recreation zones within the LA River (Attachment 2: Council File 11-1403). This motion directed City staff to evaluate the feasibility of providing seasonal public access to the river in certain areas and to propose recommendations for implementation of those activities.

On August 28, 2012, Governor Brown signed Senate Bill 1201, which amended the Los Angeles Flood Control Act *"to provide for public use of navigable waterways under the district's control that are suitable for recreational and educational purposes, when these purposes are not inconsistent with the use thereof by the district for flood control and water conservation."* Subsequent to this, meetings were held with City, County, USACE, and MRCA staff which developed the subject proposal for implementation of the Program in the LA River's Glendale Narrows.

The City is the largest landowner in the Program area and possesses rights to the river's water; the County's Flood Control District holds an easement in the project area for flood control purposes²; the MRCA owns real property and manages park property along the river in the Program area; and the USACE provides flood control operations and maintenance services in the area. Each of these parties has expressed support for the Program.

USACE has concluded that, as long as the boating program is seasonal (avoids the season of high flows), does not interfere with operations and maintenance of the LACDA (LA County Drainage Area) project in general, and that the boating program respects flow conditions, safety concerns around bridges and infrastructure, environmental considerations, other users, trash and debris, and future implementation of their LA River Ecosystem Restoration Feasibility Study, and that boating program elements are communicated effectively with users, that the agency does not have an objection to non-motorized boating in the area.

Both government- and privately-owned river properties are now subject to the Public Trust Doctrine below the river's Ordinary High Water Mark (OHWM) due to the designation of the river as a traditionally-navigable waterway. Public Trust Doctrine activities include the right to travel, fish, and boat below the OHWM, assuming lawful entry into the zone, and subject to reasonable public safety and resource protection regulations. The Public Trust Doctrine activities permitted within the Program area will not interfere with the flood control mission of the County Flood Control District or USACE. No physical improvements or alterations to the flood control facilities within the Program area will occur.

Traditional park activities not included in the Public Trust Doctrine will be governed by easements over the real property owned by various parties. Current regulatory authority, permit regulations and procedures for non-protected activities (river clean-ups as an example) will remain in effect. Additionally, there are existing public ownerships that

²Posted signage within the Program area in the vicinity of Steelhead Park describes the non-exclusive flood control easement for the properties as follows: "...Los Angeles County Flood Control District shall and by this judgment does take and acquire an easement in, over and across said parcels of land for the purpose of widening and deepening the Los Angeles River channel, and for the construction and maintenance thereon of levees and appurtenant structures to confine and control the flood and storm waters of the Los Angeles River..." (Book16930, page 303, October 18, 1939).

provide legal public access into the river below the OHWM adjacent to Marsh Park and Steelhead Park.

Overview: As indicated above, the Program will begin on Memorial Day (May 27th) and end on Labor Day (September 2nd) 2013 and will allow daily public access to the Program area from sunrise until sunset.

The Program will designate a 2.5 mile stretch of the river below the OHWM from Rattlesnake Park (west bank) to Egret Park (west bank). Non-motorized boating will be a featured activity within the Program area, with the establishment of a self-directed boating course, subject to USACE restrictions.

Parking for post-boat trip vehicles will be established near Arroyo Seco Confluence Park, which has excellent parking capacity. No County property will need to be utilized above the OHWM for the boating program. Comprehensive signage will be posted at each location and additional main river entrances to provide wayfinding and safety information on the zone and river uses.

Activities: In addition to non-motorized boating, specific allowable uses under the Public Trust Doctrine will include fishing, bird watching, and traveling/hiking/walking. Relatively small permitted events (organized gatherings, such as tours or performances) may be allowed in specific areas, as deemed appropriate. Group and fee-based uses will be governed by the MRCA ordinance.

Activities that involve habitat destruction, such as smoking, littering/dumping, weapons discharge, or the use of motorized vehicles, will be prohibited. Bicycling will be restricted to existing, designated bike paths located outside the boundaries of the Program area.

If additional funding becomes available, permitted events, such as structured boating programs and special use days (fishing days or school days) may be accommodated. These additional permitted uses would be administered consistent with prevailing public agency regulations at other public recreation areas.

Administration/Enforcement: The MRCA, with its mandate to preserve, protect and maintain open space parklands in the LA area, will perform the lead role in administering the proposed Program (Attachment 5: MRCA Ordinance). The MRCA will provide ranger, maintenance, and administrative resources. The City's public safety personnel will continue to provide police and fire protection services. The California Department of Fish and Game will focus enforcement efforts on fishing regulation. The MRCA Park Ordinance will be amended to reflect the park regulations identified in Attachment 3 [Policies and Regulations] and will be enforceable within the Program area by any California Peace Officer. Additionally, State codes related to water activities will be posted and enforced.

The LA Conservation Corps' LA River Corps currently perform oversight and maintenance services in the area from Monday through Saturday and are trained to initiate response from various enforcement agencies. Local nonprofit Urban Semillas will work with the various public agencies to establish water quality testing in the proposed area and Friends

of the Los Angeles River (FoLAR) will support the Program with informational walks and outreach to their 6,000 plus member social media contacts.

Education/Liability Management: Durable signage will be erected to detail permitted/prohibited activities and to educate the public regarding Program use policies. The purpose of this signage is to clearly identify the Program area, educate the public with clear and consistent use policies, provide emergency and maintenance information, and to reduce liability through public notification. Posting of applicable statutes will enable enforcement by a variety of agencies, including any State-designated Peace Officer (Attachment 3: Policies and Regulations). The declarative signage will be posted throughout the zone.³

Flood Control Safety: The general public will be required to exit the Program area boundaries when a National Weather Service *flood watch* or *warning* has been issued for the Los Angeles River watershed (upstream water sources). While general use boating will be customarily directed to specific entry and exit points, in an emergency, boaters will be permitted to exit throughout the Program area as necessary.

User Fees: The implementation plan currently calls for free access to the Program area for individual users engaging in non-structured activity. As practiced in MRCA-managed areas elsewhere, customary special use fees, which in addition to providing cost recovery for the MRCA or other operating agencies, will serve to identify and hold organized and fee-based groups accountable. These groups must satisfy MRCA insurance requirements and will indemnify all public agencies within the Program area.

List of Attachments

Attachment 1	RAP Non Objection Letter
Attachment 2	LA City Council File No.11-1403
Attachment 3	Policies and Regulations
Attachment 4	Liability
Attachment 5	MRCA Ordinance

³ Per State law, immunity based on GC 831.7 is as follows:(a) Neither a public entity nor a public employee is liable to any person who participates in a hazardous recreational activity, including any person who assists the participant, or to any spectator who knew or reasonably should have known that the hazardous recreational activity created a substantial risk of injury to himself or herself and was voluntarily in the place of risk, or having the ability to do so failed to leave, for any damage or injury to property or persons arising out of that hazardous recreational activity. (b) As used in this section, "hazardous recreational activity" means a recreational activity conducted on property of a public entity that creates a substantial, as distinguished from a minor, trivial, or insignificant, risk of injury to a participant or a spectator (Attachment 5: Liability Language).

Attachment 1: RAP Non-objection Letter

BOARD OF RECREATION AND
PARK COMMISSIONERS

BARRY A. SANDERS
PRESIDENT

LYNN ALVAREZ
VICE PRESIDENT

W. JEROME STANLEY
JILL T. WERNER
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CITY OF LOS ANGELES
CALIFORNIA



ANTONIO R. VILLARAIGOSA
MAYOR

DEPARTMENT OF
RECREATION AND PARKS

221 NORTH FIGUEROA STREET
15TH FLOOR, SUITE 1550
LOS ANGELES, CA 90012

(213) 202-2633
FAX (213) 202-2613

JON KIRK MUKRI
GENERAL MANAGER

February 22, 2013

Honorable Members of the Ad Hoc River Committee
Ed P. Reyes, Chair
Tom LaBonge, Vice Chair
Jose Huizar, Member
c/o Office of the City Clerk, 200 N. Spring Street, Room 360
Los Angeles, CA 90012

Attn: Eric Villanueva

Dear Ad Hoc River Committee Members:


This is to affirm that the Department of Recreation and Parks (RAP) has no objection to the Los Angeles River Recreation Zone/Mountains, Recreation and Conservation Authority (MRCA) managed pilot Recreation Zone Program. This program is proposed to operate within the Elysian Valley segment of the Los Angeles River, and is described in a staff report submitted on January 25, 2013, to the Ad Hoc River Committee.

In preparation for the start of the pilot program, RAP recommends and supports a resolution to request that the MRCA manage the program under conditions mutually agreed to by the County of Los Angeles Flood Control District, United States Army Corps of Engineers (USACOE), and the City of Los Angeles.

Following City Council approval of a resolution, RAP similarly supports the MRCA's request for a letter of non-objection from the USACOE and the Department of Water and Power (DWP).

Sincerely,


JON KIRK MUKRI
General Manager


KEVIN W. REGAN
Assistant General Manager
Operations Branch

KWR:JK/sa

cc: Regina Adams, Recreation and Parks
Mike Shull, Recreation and Parks
Jon Kopitzke, Recreation and Parks

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11-1403

ENERGY & ENVIRONMENT

AUG 10 2011

MOTION

With the recent establishment of the Paddle the L.A River non-motorized boating pilot program, the Los Angeles River presents the City with an array of future recreational, tourist, and educational opportunities. The public is beginning to recognize the River's value and is demanding and taking advantage of the River for various purposes.

In order to explore and manage these opportunities, the City should investigate the feasibility of creating seasonal recreational zones along the River that allow safe, ecologically sensitive uses of the River at appropriate times of the year.

These uses can include boating, tours, clean ups, birding, horseback riding, pools, non-motorized boating, fishing, sports, biking, performance art, and cultural/social activities.

Many of these uses could be implemented with relative speed and minimal costs while recognizing that safety, wildlife habitat, seasonal weather variations, and flood management are primary concerns to be addressed.

I THEREFORE MOVE that the City Administrative Officer in consultation with the Chief Legislative Analyst, Bureau of Sanitation, Bureau of Engineering, Bureau of Street Services, Department of Water and Power, be directed to report with near term recommendations for establishing recreational zones along the Los Angeles River in coordination with County agencies and the U.S. Army Corps of Engineers.

ORIGINAL

PRESENTED BY:

Ed P. Reyes

ED P. REYES
Councilman, 1st District

SECONDED BY:

[Signature]

August 10, 2011

[Signature]

Tommy Carde

[Signature]

[Signature]

Attachment 3: Liability

MRCA Ordinance 2.1—Posted Condition of Use (proposed)

No person shall enter within the Los Angeles River Park Recreational Zone when a National Weather Service *flood, small stream or thunderstorm watch or warning* has been issued

Fish and Game Regulations

[fishing will be permitted]

Harbors and Navigation Code

HNC 658.3(a) and CCR 6565.5(a)—Personal Flotation Device (PFD) use

HNC 660 and 651(v)—non-motorized boating

Penal Code

PC 409.5—emergency closing of an area

Attachment 4: Policies and Regulations

(Pilot Recreation Area) Regulations for Posting in Channel:

1. Do use only during designated period of Memorial Day through Labor Day
2. Do use between sunrise and sunset only
3. Do exit upon notification that hazardous conditions exist (flood watch or warning)
4. Do use a steerable, non-motorized boat only
 - Do launch and remove boats only at a designated river adjacent facility (unless emergency conditions occur)
 - Do walk, hike, run, birdwatch, photograph
 - Do fish within designated areas only following Fish and Game regulations
 - Do not use bicycles or motorized vehicles within the river banks
 - Do not litter, dump waste or trash
 - Do not destroy, alter or remove river habitat
 - Do not start fires, including use of barbecues or fire pits
 - Do not operate machinery including generators, heaters or pumps
 - Prohibited Articles and Activities
 - Alcohol
 - Weapons
 - Dogs or pets
 - Glass containers
 - Smoking
 - Nudity
 - Soliciting
 - Swimming

Attachment 5: MRCA Ordinance

MOUNTAINS RECREATION AND CONSERVATION AUTHORITY

**AN ORDINANCE OF THE MOUNTAINS RECREATION AND CONSERVATION
AUTHORITY AMENDING THE MOUNTAINS RECREATION AND CONSERVATION
AUTHORITY PARK ORDINANCE ESTABLISHING PARK RULES AND
REGULATIONS AND PRESCRIBING THE PUNISHMENT FOR
VIOLATION THEREOF**

As amended February 1, 2012.

The Governing Board of the Mountains Recreation and
Conservation Authority Ordains as follows:

The Mountains Recreation and Conservation Authority Park Ordinance is hereby
amended to read as follows:

Chapter 1. General Provisions

§ 1.0. Short Title. This ordinance shall be known and may be cited as the "Mountains
Recreation and Conservation Authority Park Ordinance."

§ 1.1. Definitions. As used in this ordinance the following words have the meanings given
below, unless the context indicates otherwise:

(a) "Administrative citation" means a notice of violation of this Ordinance processed
pursuant to Chapter 6 herein.

(b) "Administrative compliance order" means a notice of violation of this ordinance
processed pursuant to Chapter 6 herein that requires the alleged violator to undertake
certain actions to achieve compliance with the Ordinance.

(c) "Administrative costs" means all direct and indirect costs incurred by
responsible persons as a result of an administrative citation and/or an administrative
compliance order, including but not limited to, investigation, initial review, processing,
attorneys fees, and costs relating to administrative hearings.

(d) "Administrative penalty" means the fine or penalty imposed on responsible
persons for violations of this Ordinance resulting in administrative citations or
administrative compliance orders.

(e) "Authority" is the Mountains Recreation and Conservation Authority established
by joint exercise of powers agreement between the Santa Monica Mountains
Conservancy and the Conejo Recreation and Park District and the Rancho Simi
Recreation and Park District.

(f) "Chief Ranger" is the chief park ranger of the Authority.

(g) "Commercial use" is for-profit use by any person of any park or portion thereof,
but does not include the charging of a fee by the Authority that is used to defray the cost
of park operations and maintenance or any permitted use as described in § 3.22.

- (h) "Days" means calendar days, unless otherwise indicated.
- (i) "Enforcement authority" means the authority to enforce any law, ordinance, rule, regulation or resolution duly adopted and noticed by any jurisdiction where the Authority has management authority or where otherwise authorized by law or by agreement, contract, memorandum of understanding, or request for service.
- (j) "Enforcement officer" means any Authority park ranger or other Authority employee with delegated authority to enforce the provisions of this Ordinance.
- (k) "Executive Officer" is the Executive Officer of the Authority, who serves *ex officio*, as Executive Director of the Santa Monica Mountains Conservancy pursuant to § 10.1 of the Mountains Recreation and Conservation Authority Joint Exercise of Powers Agreement.
- (l) "Filming" means motion picture, video, or still photography, using any imaging media whatsoever, other than casual imaging by park visitors unrelated to commercial use.
- (m) "Management authority" of lands, buildings, park improvements, roadways or public open space may be demonstrated by, but is not limited to, contracts, memoranda of understanding, cooperative agreements, requests for service, and governmental resolutions.
- (n) "MRCA" is the acronym of Mountains Recreation and Conservation Authority.
- (o) "Park" or "parkland" means any land, building, park improvement, roadway, or public open space owned in fee title or lesser interest, or subject to the Authority's management authority.
- (p) "Park ranger" or "ranger" means any sworn Authority peace officer pursuant to Penal Code § 830.31(b).
- (q) "Permit" is an entitlement for use issued by the Executive Officer or the Executive Officer's designee.
- (r) "Person" includes any individual, firm, association, organization, partnership, limited liability company, business trust, corporation, group, or company.
- (s) "Post" or "posted" is a sign displayed in a conspicuous place at the primary entrance to the park giving notice, in summary form, of the rules, regulations, and special conditions applicable to use of the parkland. Signs giving notice of special conditions of use may be erected where necessary. A full copy of this ordinance shall be available for inspection by members of the public at each office, ranger station, nature center, or visitor's center maintained by the Authority.
- (t) "Responsible person" means any person or persons, as defined in § 1.1(r) who:
- (1) Causes or materially contributes to the causation of a violation of this Ordinance;
 - (2) Maintains or allows a violation of this Ordinance to continue by his or her action or inaction;
 - (3) Engages another person as an agent, employee, or independent contractor who causes or materially contributes to the causation of a violation of this Ordinance;
 - (4) Is an on-site manager of a business or project which causes or materially contributes to the causation of a violation of this Ordinance;

(5) Is a trustee or other person who is given legal authority to manage property in a manner that causes or materially contributes to the causation of a violation of this Ordinance;

(6) Is a parent or guardian having custody and control of a minor under the age of eighteen (18) who contributes to the causation of a violation of this Ordinance;

(7) Is the owner of, or who exercises control over, or any lessee or sublessee with the current right of possession of, real property, the improvement, modification, or alteration of which causes or materially contributes to the causation of a violation of this Ordinance, or

(8) Is the registered owner of a vehicle who has been cited for a violation of any section of Chapter 4 of this Ordinance.

(u) "Rim of the Valley Trail Corridor" means the geographic area described by reference in Public Resources Code § 33105.6.

(v) "Santa Monica Mountains Conservancy Zone" means the geographic area described in Public Resources Code § 33105.

(w) "Uniformed public officer" is a civilian Authority employee who has been authorized by the Executive Officer to enforce the provisions of this Ordinance pursuant to Public Resources Code § 5786.17(c).

§ 1.2. Purpose. (a) The Mountains Recreation and Conservation Authority employs park rangers who are peace officers pursuant to Penal Code § 830.31(b) to protect the parks and other property of the Authority and preserve the peace therein. Authority rangers may, in addition to enforcing state law, local ordinances, this Ordinance, and conditions of use on parkland, may also enforce Public Resources Code §§ 33211.5 and 33211.6 for properties owned or subject to the management of the Santa Monica Mountains Conservancy pursuant to reciprocal management agreement(s) with the Santa Monica Mountains Conservancy. The Authority also employs uniformed public officers pursuant to Public Resources § 5786.17(c) who are authorized to enforce the provisions of this Ordinance on lands owned or managed by the Authority. In order to avoid confusion to the public and to ensure uniformity of management, where such a management agreement applies, this ordinance shall be applicable to property of the Santa Monica Mountains Conservancy. The Authority, pursuant to contractual agreements to provide park ranger services to other public entities, may also enforce this Ordinance on parkland or other property owned and/or managed by said public entities. This Ordinance may be enforced by any duly authorized California Peace Officer, or by a National Park Service Law Enforcement Ranger as authorized by California law.

(b) Outside the Santa Monica Mountains Zone and Rim of the Valley Trail Corridor, rangers of the Authority must rely exclusively on state law and local ordinances that in many instances do not provide sufficient protection for park visitors or the natural resources of parkland belonging to the Authority. The Authority finds that the adoption of the provisions of this ordinance will provide additional enforcement authority needed to provide effective management of parkland.

§ 1.3. Severability. If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held to be invalid or unconstitutional, such decisions shall not affect the validity of the remaining portions of this Ordinance.

§ 1.4. Applicability. Whenever in this Ordinance any act or omission is made unlawful it shall include causing, allowing, permitting, aiding, abetting, suffering, or concealing the fact of such act or omission.

§ 1.5. Claims. Pursuant to § 935 of the California Government Code, all claims against the Authority for money or damages not otherwise governed by the Tort Claims Act, (California Government Code § 900 *et seq.*), or by another state law shall be presented within the time, and in the manner, prescribed by Part 3 of Division 3.6 of Title 1 of the California Government Code (commencing with § 900 thereof) for the claims to which that Part applies by its own terms, as those provisions now exist or shall hereafter be amended. All claims shall be made in writing and verified by the claimant or by his or her guardian, conservator, executor, or administrator. No claim may be filed on behalf of a class of persons unless verified by every member of that class as required by this section. In addition, all claims shall contain the information required by California Government Code § 910. In accordance with California Government Code §§ 935(b) and 945.6, all claims shall be presented as provided in this section and acted upon by the Authority board prior to the filing of any action on such claims and no such action may be maintained by a person who has not complied with the requirements of this section. Any action brought against the Authority upon any claim or demand shall conform to the requirements of §§ 940 through 949 of the California Government Code. Any action brought against any employee of the Authority shall conform with the requirements of §§ 950 through 951 of the California Government Code.

§ 1.6. Service of citations, orders, and notices. All citations, orders, and notices required by this Ordinance may be served either by personal delivery thereof to the person to be notified or by deposit in the United States mail, in a sealed envelope, or postal card, postage prepaid, addressed to such person to be notified at his or her last known business or residence address as the same appears in the public records of the Authority or other records pertaining to the matter to which such notice is directed. Service by mail shall be deemed to have been completed at the time of deposit in the postal service. Failure to receive any notice specified herein does not affect the validity of proceedings conducted hereunder.

Chapter 2. Management of Parkland

§ 2.0. Delegation of Management Authority. Except as otherwise stated, the Executive Officer of the Authority is delegated management of the parklands owned or managed by the Authority, and to that end the Executive Officer or the Executive Officer's designee may cause to be posted special conditions of use applicable to such property and suited

to the unique conditions of each park. Where the Authority provides contract services to an agency or owner of certain parks or parkland, the agency or owner retains all management authority not otherwise provided by such contract or agreement.

§ 2.1. Posted Conditions of Use. In addition to the general provisions as established in Chapter 3 of this Ordinance, no person shall violate the posted special conditions of use as established by the Executive Officer. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(1).

§ 2.2. Emergency closures. The Executive Officer or the Executive Officer's designee may close any parkland of the Authority by posting a notice of closure thereon where there is substantial risk of injury or loss of life caused by natural hazards or other emergency conditions. Any property so closed shall be reopened as soon as there is no longer a substantial danger of injury or loss of life. No person shall violate any posted notice of closure. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(1).

§ 2.3. Rain closures. The Executive Officer may designate certain areas subject to an automatic forty eight (48) hour rain closure when such areas are prone to extensive damage following rainstorms. Such parks will display a special posting giving notice to the public. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(1).

§ 2.4. Ejection from facilities. The Executive Officer or the Executive Officer's designee has the authority to eject and expel from any park any person who violates any provision of this ordinance or is reasonably believed by the Authority representative to be violating this ordinance and where there is a reasonable likelihood that the act or acts resulting in the violation will continue. A person ejected or expelled from an Authority park or facility may be excluded from the park in lieu of being cited for violation of this Ordinance, but expulsion or ejection will not preclude the person being cited or arrested for conduct in violation of this ordinance or other provisions of California law. No person being ejected or expelled pursuant to this section shall refuse or fail to leave as ordered, nor shall any person who has been so ejected or expelled return to the same park during the calendar day in which that person was ejected or expelled. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(1).

Chapter 3. General Rules and Regulations

§ 3.0. General. This Chapter establishes general rules and regulations applicable to all parkland ; such rules and regulations shall be posted on the internet.

§ 3.1. Park hours. Parkland is closed from sunset to sunrise unless different hours are otherwise posted. No person shall be present in or remain in or upon parkland during hours that the property is closed. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(1).

§ 3.2. Smoking and fires. (a) Except where expressly permitted, no person shall smoke any substance on parkland. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(1). Violation of this section on red flag or high fire risk days, as determined by the National Weather Service or any other governmental agency shall be punishable pursuant to § 5.0(a) § 6.2.1(b)(2).

(b) No person shall light or maintain any fire of any kind; provided, however, that the Executive Officer or the Executive Officer's designee may issue campfire permits and other special use permits for activities that might otherwise contravene this section if he finds that adequate precautions will be taken by the permittee. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(3). Violation of this section on red flag or high fire risk days, as determined by the National Weather Service or any other governmental agency shall be punishable pursuant to § 5.0(a) § 6.2.1(b)(4).

§ 3.3. Alcohol. No person shall possess any alcoholic beverage, except pursuant to a permit issued by the Executive Officer or the Executive Officer's designee. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(1).

§ 3.4. Littering and dumping. (a) No person shall litter or leave any trash, garbage or refuse of any kind on parkland. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(1).

(b) No person shall dump any earth, rocks, construction debris, cut vegetation, furniture, rubbish, or discarded materials of any kind on such parkland. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(3).

§ 3.5. Injury to property. No person not having a permit from the Executive Officer shall encroach upon, injure, deface, damage, destroy, collect, harvest, construct upon, grade, or in any way alter the existing condition of any parkland or the property thereon. The Executive Officer or the Executive Officer's designee may issue permits for the limited taking or collecting of specimens for educational or scientific purposes or the alteration of property for management purposes; any person acting pursuant to such a permit, except contractors or employees of the Authority, shall have an original signed copy of the permit on his or her person at all times, and shall display such permit upon the request of any employee of the Authority or any peace officer. A person is liable for a separate violation of this section for each day an unpermitted injury to property, as described herein, is maintained on parkland. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(2).

§ 3.6. Wildlife. (a) No person shall hunt, fish, or take wildlife, except that the Executive Officer may designate and post fishing areas specifically developed for that purpose. Taking of wildlife shall have the same meaning as defined in the California Fish and Game Code § 86. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(4).

(b) No person shall feed any wildlife on parkland. Violation of this section is

punishable pursuant to § 5.0(a) and § 6.2.1(b)(1).

§ 3.7. Weapons. No person shall possess a firearm, bow and arrow(s), or any air or spring powered device capable of firing a projectile, including, but not limited to, any paint ball gun, BB gun or pellet gun. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(3).

§ 3.8. Fireworks. No person shall use or possess any fireworks except by permit signed by the Executive Officer or the Executive Officer's designee. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(3).

§ 3.9. Dogs. (a) The Authority finds that based on its own management experience and that of other park agencies it is in the public interest to strictly regulate the presence of dogs so as to provide for the comfort and safety of park visitors, protect against pollution, and minimize adverse impact on native wildlife.

(b) No person shall permit a dog to be off leash on parkland, except as provided herein. No person shall permit a dog to be out of his or her immediate control. For the purposes of this section, "immediate control" means that degree of control that would prevent any uninvited contact between the dog and any person. The fact that a dog may be on leash does not excuse the obligation to exercise immediate control over such animal. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(1).

(c) The Executive Officer or the Executive Officer's designee may prohibit all dogs from entering any area of a park by posting a dog closure, and no person shall bring or permit a dog to enter such a closed area. No person shall bring a dog onto parkland in violation of such posted rules or conditions. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(1).

(d) No person shall bring an aggressive dog onto parkland. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(2).

(e) No person shall bring a dog onto parkland which shall cause injury or damage to other persons or animals. Responsible persons bringing dogs onto parkland which cause injury or damage to other persons or animals shall be held liable for violations of this Ordinance. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(4).

(f) No person shall fail to clean up after such any dog on parkland under his or her control or allow the excrement thereof to remain. Every person in possession of any dog must visibly carry the means to pick up and dispose of dog excrement at all times. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(1).

(g) Where conditions permit, the Executive Officer may post an area where dogs may be present off-leash so long as the owner or person in possession of the dog (1) exercises that degree of control that enables such person to recall the dog on command, and (2) has a leash on his person at all times so as to be able to restrain the dog if necessary. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(1).

(h) No person may be in possession of more than three dogs, either on or off leash, at any time. Violation of this section is punishable pursuant to § 5.0(a) and §

6.2.1(b)(1).

§ 3.10. Bicycle and motorized travel. (a) No person shall operate a bicycle on a trail or other area that has been posted against such use. The maximum speed limit for bicycles shall be 15 miles per hour on any trail or otherwise permitted area. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(1).

(b) No person shall operate a motor vehicle, motorcycle, motorized bicycle, or motorized scooter anywhere other than on a paved roadway or parking lot. Except as authorized by the Executive Officer or the Executive Officer's designee, no person shall operate any off-road vehicle, off-road motorcycle, or all terrain vehicle on parkland. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(3).

(c) No person shall operate any bicycle, motor vehicle, motorcycle, motorized bicycle, or motorized scooter on parkland in a reckless or hazardous manner. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(3).

(d) Nothing contained in this section is intended to supersede or otherwise affect or conflict with any provision of federal, state, or local law related to access to parkland by disabled persons.

§ 3.11. Camping. No person shall camp on any parkland except by permit issued by the Executive Officer or the Executive Officer's designee. Camping areas shall be expressly designated and posted for that purpose. Any person or group camping in such a designated area shall have the original signed permit in their possession and shall display such permit at the request of any employee of the Authority or any peace officer. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(1).

§ 3.12. Closed areas. No person shall enter into or remain upon any area that has been closed to public use. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(1).

§ 3.13. Commercial filming and use. (a) No person shall use parkland for any commercial or filming use without a permit issued by the Executive Officer or the Executive Officer's designee. Commercial filming use may be permitted only when to do so would not damage or impair the natural features of any park, nor unreasonably interfere with public enjoyment of the area. Any person using parkland for commercial filming purposes shall have the original signed permit in their possession and shall display such permit at the request of any employee of the Authority or any peace officer. No person shall violate any term, condition, or limitation of any such permit. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(1).

(b) No person shall use parkland for any commercial use without a permit issued by the Executive Officer or Executive Officer's designee. Commercial uses include, but are not limited to, fitness instruction,, dog walking, food vending, and ancillary services for commercial filming as described in subsection (a). Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(1).

§ 3.14. Nudity and Disrobing. No person shall appear, bathe, sunbathe, walk, change clothes, or disrobe in such manner that his or her genitals are exposed to public view. This section shall not apply to persons under the age of ten (10) years, provided such children are sufficiently clothed to conform to accepted community standards. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(1).

§ 3.15. Disruptive conduct. No person shall willfully disturb another person by loud and unreasonable noise, or any other activity which maliciously and willfully disturbs the peace of another person. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(2).

§ 3.16. Powered hobby motors/rockets. (a) No person shall operate any device, model or vehicle not otherwise described in this Ordinance, which utilizes a combustive fuel motor or rocket motor. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(2).

(b) No person shall operate any model aircraft or other vehicle in a reckless or hazardous manner. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(2).

§ 3.17. Flight. No person shall parachute into, fly an unlicensed aircraft, ultralight vehicle, helicopter, or hang glider over, or parasail or balloon at an altitude of less than 500 feet except by permit signed by the Executive Officer or the Executive Officer's designee. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(2).

§ 3.18. Trespass. No person shall trespass or otherwise enter onto, over, or under parkland in violation of this Ordinance or posted rules without the permission of Executive Officer or Executive Officer's designee. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(1).

§ 3.19. Failure to comply with subpoena. Pursuant to Section 6.6, no person shall fail to comply with a subpoena issued for the purposes of an administrative hearing. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(2).

§ 3.20. Violations in specific jurisdictions. Any person who violates any law, ordinance, rule, regulation or resolution punishable as a misdemeanor or infraction, which has been duly adopted and noticed by any jurisdiction with authority over any public open space, park, parkland, forest, recreation area, scenic parkway, scenic highway, trail or roadway in which the Authority has enforcement authority, is guilty of a misdemeanor or an infraction, but shall not be punishable to any degree greater than allowable under the underlying provision. A list of such violations need not be posted. The citation will state this section number, the section of the underlying provision, and a short description of the violation. As an alternative to prosecution, violation of this section is punishable by administrative penalty pursuant to this Ordinance.

§ 3.21. Special Provision Applicable to Property of the Authority within the City of Malibu. The Authority finds that special provisions are necessary for property within the City of Malibu in order to reassure the public that nothing in this ordinance is intended, nor shall it be construed to, supersede any provision of any permit or plan adopted by the California Coastal Commission within the jurisdiction of the City of Malibu, including, without limitation, the Malibu Parks Public Access Enhancement Plan-Public Works Plan.

§ 3.22. Permitted Public Use. Use of parkland by for events exceeding twenty (20) people or events that would restrict use of any parkland or park facility by members of the public not otherwise addressed in this Ordinance shall require a permit for such use from the Executive Officer or Executive Officer's designee. Violation of this section is punishable pursuant to § 5.0(a) and § 6.2.1(b)(1).

Chapter 4. Vehicle Use

§ 4.0. Traffic control. No person shall drive any vehicle, as defined in the California Vehicle Code, upon any parkland, roadway or parking areas except upon, and subject to, any posted traffic control signs and/or pavement markings. Traffic control signs include, but are not limited to, stop signs, speed limit signs, directional signs; turning signs, road closure signs, road hours of operation signs, commercial truck restrictions, and signs limiting vehicle use on trails. Traffic control pavement markings include curb markings, limit lines, lane dividing lines and parking stall lines. The speed limit for vehicles operating on property owned or managed by the Authority is fifteen (15) miles per hour, unless otherwise posted. Radar enforcement is authorized on roadways in which a traffic engineer has determined the safe maximum speed limit.

§ 4.1. Parking control. (a) No person shall park any vehicle upon any parkland except upon, and subject to, any posted parking regulation sign. Parking control signs include, but are not limited to, designated parking area, no parking, and no unauthorized vehicle use signs.

(b) No person shall stop a vehicle in an area designated as a no stopping or standing zone.

(c) No person shall park or stop a vehicle in a manner that blocks or hinders emergency vehicle access.

(d) Violation of this section shall be enforceable as a civil penalty pursuant to § 5.2 below.

§ 4.2. Liability. (a) Except as provided herein, the registered owner and driver, rentee, or lessee of a vehicle cited for any violation of §§ 4.0 and 4.1 shall be jointly liable for penalties imposed under this Ordinance, unless the owner can show that the vehicle was used without consent of that person, express or implied. An owner who pays any administrative penalties or parking fines pursuant to this Ordinance shall have the right to recover the same from the driver, rentee, or lessee.

(b) The driver of a vehicle who is not the owner thereof but who uses or operates

the vehicle with the express or implied permission of the owner shall be considered the agent of the owner to receive citations served in accordance with this Ordinance and may contest the citation.

§ 4.3. Automated motor vehicle enforcement. (a) "Automated motor vehicle enforcement" is any photographic or video equipment linked to any violation detection system that synchronizes the taking of a photograph, video, or digital image with the occurrence of a violation of §4.0.

(b) "Currently registered vehicle owner" is the person identified by motor vehicle registration as the registered owner of the vehicle.

(c) "Citation" is the administrative citation and shall include the following:

- (1) The name and address of the currently registered owner of the vehicle;
- (2) The registration plate number of the motor vehicle involved in the violation;
- (3) The violation charged;
- (4) The time and location of the violation;
- (5) The amount of the administrative penalty imposed and the date by which the administrative penalty should be paid, and
- (6) A sworn statement signed by the officer or employee of the Authority that based on inspection of the recorded images, the subject motor vehicle was being operated in violation of § 4.0.

§ 4.3.1. Automated motor vehicle enforcement citation procedure. Prior to issuance of a citation for violation of § 4.0, a park ranger shall examine the photographic or video equipment recordings authorized under this Ordinance to determine whether an offense has occurred. If the park ranger determines that an offense has occurred and the license plate number or other source of identification of the ownership of the offending vehicle can be established, the ranger may issue an administrative citation to the registered owner, and any other liable party pursuant to § 4.2, within thirty (30) calendar days of the offense. Pursuant to § 4.2, if the registered owner satisfactorily proves to the hearing officer that he or she is not liable, the Authority may reissue the citation to any party who may be jointly liable under this Ordinance. The reissued citation shall be mailed to remaining liable parties no later than thirty (30) calendar days from the date of the administrative order of the hearing officer.

§ 4.3.2. Administrative appeal of automated motor vehicle citation. (a) At an administrative hearing regarding any automated motor vehicle citation, a copy of the citation alleging the violation along with a copy of the image that served as a basis of the citation shall be prima facie evidence of the facts contained therein and shall be admissible in a proceeding alleging a violation under this section.

(b) If a prima facie case has been established, the hearing officer may consider any and all legal and factual defenses, including, but not limited to the following:

- (1) That the automated motor vehicle enforcement system was not operating properly at the time of the offense;
- (2) That the license plate number or other source of identification of the vehicle

cannot be determined;

(3) That the motor vehicle or registration plates of the motor vehicle were stolen before the violation occurred;

(4) That the vehicle was operated without the consent of the registered vehicle owner pursuant to § 4.2(a);

(5) The lawfulness of this Ordinance, and

(6) That other extenuating circumstances were present during the incident which, in the interest of justice, requires dismissal.

§ 4.4. Dismissal of citation. In the interest of justice, the Authority staff counsel or other attorney representing the Authority may, at any point after the issuance an administrative order under this Ordinance, cause the underlying citation to be vacated and dismiss all pending enforcement actions. The Authority shall provide written notice of dismissal to any person in receipt of a citation. Within sixty (60) days of the date of dismissal, the Authority shall process a refund of any advance deposit made by citation recipient.

Chapter 5. Penalty for Violations

§ 5.0. Violations. (a) Unless otherwise specified, any violation of any provision of this Ordinance shall be a misdemeanor punishable by a maximum fine of one thousand dollars(\$1,000), or imprisonment in the county jail for six months, or both such fine and imprisonment, pursuant to Public Resources Code § 5786.17.

(b) Where indicated, certain violations of this ordinance shall be an infraction punishable by: (1) a fine of not more than one hundred dollars (\$100); (2) a fine not exceeding two hundred dollars (\$200) for a second violation of the same section of this Ordinance within one year; (3) a fine not exceeding five hundred dollars (\$500) for each additional violation of the same section of this Ordinance within one year.

§ 5.1. Traffic control violations. (a) Any violation of § 4.0 shall be punishable as infraction and is subject to penalties pursuant to § 5.0(b).

(b) Imposition of liability for violation of § 4.0 by automated motor vehicle enforcement shall not be considered a violation under the California Vehicle Code, shall not be deemed a conviction as an operator, and shall not be made part of the operating record upon whom such liability is imposed. No points authorized by the California Vehicle Code ("Point System for License Suspension") shall be assigned to the owner or driver of the vehicle for violation of § 4.0 enforced by means of automated motor vehicle enforcement. The fine for any violation of the § 4.0 enforced by automated motor vehicle enforcement shall not exceed one hundred dollars (\$100).

§ 5.2. Parking violation fines. (a) Violation of any parking sign as provided in § 4.1(a) of this Ordinance shall be subject to an administrative or civil penalty of not more than seventy dollars (\$70).

(b) Any violation of §§ 4.1(b) or 4.1(c) of this Ordinance shall be subject to an administrative or civil penalty of not more than eighty eight dollars (\$88).

§ 5.3. Reduction of misdemeanor to infraction. Any violation punishable as a misdemeanor shall be reduced to an infraction if the prosecuting attorney files a complaint in the superior court specifying that the offense is an infraction or if the prosecuting attorney makes a motion to reduce a misdemeanor charge to an infraction prior to trial on the matter. Any person convicted of the offense after a reduction shall be punished by: (1) a fine not exceeding one hundred dollars (\$100) for a first violation; (2) a fine not exceeding two hundred dollars (\$200) for a second violation of the same section of this Ordinance within one year, and (3) a fine not exceeding five hundred dollars (\$500) for each additional violation of the same section of this Ordinance within one year.

§ 5.4. Separate offense. Each person is guilty of a separate offense for each and every day during any portion of which any violation of this ordinance is committed, continued, maintained, or permitted by such person and shall be punished accordingly.

§ 5.5. Use of administrative remedies. (a) In addition to all other remedies available to the Authority, the Authority may pursue administrative remedies pursuant to Chapter 6 for both misdemeanor and infraction violations of this Ordinance, as authorized pursuant to Government Code § 53069.4. Use of administrative remedies shall be at the sole discretion of the Authority and its authorized representatives. Payment of administrative penalties and/or administrative costs shall not bar criminal enforcement proceedings for any continuation or repeated occurrence of any violation.

(b) The penalty for any violation of this Ordinance that would otherwise be an infraction, and which is enforced through administrative remedies pursuant to Government Code § 53069.4, shall not exceed the maximum fine or penalty amounts for infractions set forth in § 5.0(b) and § 6.2.1(a).

(c) The penalty for any violation of this Ordinance that would otherwise be a misdemeanor, and which is enforced through administrative remedies pursuant to Government Code § 53069.4, shall be punishable as set forth in § 6.2.1(b) for each individual occurrence of said violation.

(d) In addition to the payment of any administrative penalties and/or costs imposed herein, violations enforced pursuant to Chapter 6 of this Ordinance may also require compliance with the conditions outlined in an administrative compliance order issued by the Authority and/or an administrative order issued by an administrative hearing officer.

§ 5.6. Remedies for injury to parkland. In addition to penalties and costs authorized under this Ordinance, the measure of damages and/or the remedy for any violation of this Ordinance that results in an injury to parkland or any other Authority property shall include the restoration of the property to its condition immediately prior to the violation or restitution payment of an amount equal to the actual cost of said restoration, including administrative costs.

§ 5.7. Remedies cumulative. Except as expressly stated in this Ordinance, the remedies

provided in this Ordinance are cumulative and are in addition to any other remedies and penalties available under this Ordinance and the laws of the State of California and the United States.

Chapter 6. Administrative Remedies

§ 6.1. Parking citations. (a) Authorization. This section provides for the issuance of administrative parking citations, as authorized pursuant to Government Code § 53069.4.

(b) Contents of administrative parking citation. Each administrative parking citation shall contain the following information: the date of the violation; the address or description of the location of the violation; the section or sections of this code violated and a description of the acts or omissions constituting the violation; the amount of the penalty for the code violation; a description of the penalty payment process, including a description of the time within which and the place to which the penalty shall be paid, and the name of the citing enforcement officer. A notice of a right to a hearing, including the time within which the administrative citation may be contested, and how to request a hearing, will be provided at the time of citation.

§ 6.1.2. Parking citation process – initial review. For a period of twenty one (21) calendar days from the issuance of a notice of parking violation or fourteen (14) calendar days from the mailing of a notice of delinquent parking violation, any person in receipt of a parking citation may request an initial review of the citation by the Authority and either in writing, in person, or telephonically. The Authority shall have the authority to dismiss citation, if, following the initial review, it is determined that a) the violation did not occur, or b) a dismissal is in the interest of justice. The results of the initial review will be mailed to the person contesting the citation.

§ 6.1.3. Parking citation process – administrative review. (a) If the person in receipt of a parking citation is dissatisfied with the results of the initial review, he or she may make a written request for an administrative hearing of the violation within twenty one (21) calendar days following the mailing of the results of the Authority's initial review. All requests for administrative hearings must be accompanied by an advance deposit equal to the amount of the parking citation fine, payable as indicated by the citation or subsequent notices. An administrative hearing shall be held within sixty (60) days of receipt by the Authority of any valid request. The request for hearing will be considered complete only upon receipt of written request and advance deposit, or advance deposit hardship waiver pursuant to subsection (b).

(b) Advance deposit hardship waiver. In lieu of the advance deposit, any person who requests a hearing to contest an administrative parking citation may request in writing an advance deposit hardship waiver, including the reasons for the request. The Executive Officer or the Executive Officer's designee may issue an advance deposit hardship waiver if he or she is satisfied that the person is unable to deposit the full amount of the penalty in advance of the hearing. The Executive Officer or the Executive Officer's designee shall issue a written determination of whether to issue the advance deposit hardship waiver. The written determination shall be final, subject only to judicial review as provided by law. If the Executive Officer or the Executive Officer's designee determines not to issue an advance deposit hardship waiver, the person shall remit the

deposit to the Authority within ten (10) calendar days of the date of that decision in order to secure the hearing.

(c) Payment of administrative parking citation penalties. Any person who has not made a deposit pursuant to subsection (a) of this Section who is found liable for the underlying violation by the administrative hearing officer shall remit the balance of the full administrative penalties due within twenty (20) days following the mailing of the administrative order.

§ 6.1.4. Hearing officer. All hearings on administrative parking citations shall be heard and conducted by a hearing officer. The Executive Officer or the Executive Officer's designee shall designate a hearing officer for administrative hearings who shall not be the citing enforcement officer and who shall be an attorney licensed to practice law in the State of California or a retired judicial officer of the State of California. The employment, performance evaluation, compensation and/or benefits of the hearing officer shall not be directly or indirectly conditioned upon the amount of administrative penalties or the rulings upheld, revised or otherwise issued by the hearing officer.

§ 6.1.5. Notice and time of hearing. (a) Administrative parking citation hearings. Written notice of hearing shall be served on any person to whom the citation was addressed pursuant to § 6.1 and shall contain the date, time, and place at which the hearing shall be conducted. The hearing shall be set for a date that is not less than fifteen (15) calendar days from the date of the mailing of the notice of hearing. The hearing must be held within sixty (60) calendar days of the receipt by the Authority of the advance deposit and request of the hearing by recipient of an administrative parking citation. The hearing officer may approve a continuance of the hearing to any date for good cause.

§ 6.1.6. Hearing procedure. (a) Evidence and testimony. All oral and written evidence presented at the hearing shall be presented under oath and under the penalty of perjury, except that the administrative citation and any additional report submitted by the park ranger, shall be admissible and shall constitute prima facie and presumptive evidence of the respective facts contained in those documents. At the hearing, the alleged responsible person shall have the opportunity to testify, present evidence, and to cross-examine witnesses concerning the administrative parking citation. The alleged responsible person may appear personally or through an attorney. Telephonic appearances may be allowed at the discretion of the hearing officer. Prehearing discovery is not authorized. The Authority and alleged responsible persons are authorized by this Ordinance to subpoena relevant witnesses and documents in accordance with policies and procedures established by the Governing Board of the Authority. Disobedience of such subpoenas, or the refusal to testify (upon other than constitutional grounds), shall constitute a misdemeanor violation of this Ordinance. The hearing officer may conduct the hearing informally, both as to rules of procedure and admission of evidence, he or she may consider and make findings in any manner which will provide a fair hearing, and may continue the hearing to obtain additional evidence. Unless otherwise required, the presence of the issuing ranger at the hearing is not mandatory.

(b) Hearing by written declaration. In lieu of personal appearance, any alleged responsible person subject to an administrative parking citation may elect to proceed with

an administrative hearing by written declaration signed under penalty of perjury. The Executive Officer or the Executive Officer's designee shall prescribe the procedures to be followed when a hearing is conducted by written declaration.

(c) Failure to appear. The unexcused failure of any alleged responsible person to appear at the hearing after proper notice or, in the alternative, to present written or demonstrative evidence shall constitute an admission of the violation by the alleged responsible person and an exhaustion of administrative remedies that may bar judicial review. Refusal to participate in said hearing through one of the methods prescribed herein or engaging in behavior disruptive to the hearing may, at the sole discretion of the hearing officer, constitute failure to appear for the purposes of this section.

(d) Withdrawal of hearing request. Any person who has requested a hearing on the issuance of an administrative parking citation may withdraw said request upon written notice to the Authority. A withdrawal under this section shall constitute a forfeiture of any advance deposit of administrative penalty and/or costs and shall constitute a waiver of any right to challenge the underlying administrative citation. A withdrawal under this section shall also be a bar to judicial review of the administrative parking citation for failure to exhaust administrative remedies.

§ 6.1.7. Administrative order – administrative parking citations issued pursuant to § 6.1.

(a) Decision of the hearing officer. After considering all the testimony and evidence submitted at the hearing, the hearing officer shall determine if the responsible person is liable for the underlying violation by a preponderance of the evidence. The hearing officer shall issue a written administrative order, including findings regarding the existence of each violation and notice of the right to judicial review, at the hearing or within thirty (30) calendar days following completion of the hearing. The responsible person shall be served with a copy of the administrative order at the hearing or within ten (10) calendar days following its issuance. The administrative order shall be final upon service on the responsible person, subject only to judicial review as allowed by law.

(b) Penalty. If the hearing officer determines that the responsible person committed the violation alleged by a preponderance of the evidence, the hearing officer shall assess the administrative penalty specified on the citation pursuant to this Ordinance. In cases of extreme hardship or in the interest of justice the hearing officer may reduce or suspend the administrative parking citation penalty. The hearing officer shall set a date the penalty shall be due and payable, which date shall ordinarily be thirty (30) calendar days from date of service of the administrative order, unless for good cause the hearing officer extends such date. If the hearing officer finds that the administrative citation should not be sustained or that the amount of the administrative penalty should be reduced, the Authority shall refund the amount within thirty (30) calendar days of the order.

§ 6.1.8. Failure to pay administrative parking citation penalties and failure to comply with administrative order.

(a) Administrative parking citation penalties shall be due by the date specified in an administrative order issued pursuant to § 6.1.7. Failure to pay the assessed penalties by the date specified in the citation will result in a notice of delinquency. Failure to pay the fine by the date specified in the notice of delinquency will result in a doubling of the citation amount. Unpaid fines may be enforced as a personal obligation of the responsible person, which shall remain in effect until all of the

administrative penalties, interest and all other applicable costs are paid in full and shall be collectable by the Authority by all lawful means of collection, including the utilization of third party collections providers. Unpaid administrative penalties and costs may be reported to appropriate credit reporting agencies.

(b) Lien procedure. Upon the responsible person's failure to pay administrative parking citation penalties as ordered by the hearing officer or by the superior court, the Authority may record a judgment lien against responsible person's real property pursuant to Code of Civil Procedure §§ 674 and 697.310, *et seq.*

§ 6.1.9. Judicial review. Any person subject to a decision of the hearing officer may obtain judicial review of the decision in the superior court pursuant to the provisions of California Government Code § 53069.4.

§ 6.2. Administrative citations. (a) Authority. This section provides for the issuance of administrative citations, as authorized pursuant to Government Code § 53069.4. As an alternative enforcement method, a park ranger may issue an administrative citation for any violation of this Ordinance. The administrative penalties and costs prescribed herein may be sought in addition to any other legal remedies, including, but not limited to, criminal penalties, injunctive relief, specific performance, civil damages, and any other remedy which may be pursued by the Authority to address any violation of this Ordinance. The issuance of administrative citations and administrative compliance orders shall not be deemed a waiver of any other enforcement remedies available at law to the Authority. The use of the remedies and procedures of this section shall be at the sole discretion of the Authority.

(b) Contents of administrative citation. Each administrative citation shall contain the following information: the date of the violation; the address or description of the location of the violation; the section or sections of this code violated and a description of the acts or omissions constituting the violation; the amount of the penalty for the code violation; a description of the penalty payment process, including a description of the time within which and the place to which the penalty shall be paid, and the name of the citing enforcement officer. A notice of a right to a hearing, including the time within which the administrative citation may be contested, and how to request a hearing, will be provided at the time of citation.

§ 6.2.1. Administrative citation penalty. (a) Infractions. The amount of the administrative penalty for each violation of a section of this Ordinance otherwise punishable as an infraction shall be (1) a fine of not more than one hundred dollars (\$100); (2) a fine not exceeding two hundred dollars (\$200) for a second violation of the same section of this Ordinance within one year; (3) a fine not exceeding five hundred dollars (\$500) for each additional violation of the same section of this Ordinance within one year. Each person is guilty of a separate offense for each and every day during any portion of which any violation of this Ordinance is committed, continued, maintained, or permitted by such person and shall be punished accordingly. Failure to pay the assessed administrative penalties specified in the citation may be enforced as a personal obligation of the person responsible for payment and shall be collectable by the Authority by all lawful means of collection, including the utilization of third party collections providers.

(b) Misdemeanors.

(1) The amount of the administrative penalty for each violation of this Ordinance otherwise punishable as a misdemeanor under this subdivision shall be one hundred seventy five dollars (\$175), a fine not exceeding two hundred fifty dollars (\$250) for a second violation of the same section of this Ordinance within one year, and a fine not exceeding five hundred dollars (\$500) for each additional violation within one year;

(2) The amount of the administrative penalty for each violation of this Ordinance punishable under this subdivision shall be two hundred fifty dollars (\$250), a fine not exceeding five hundred dollars (\$500) for a second violation of the same section of this Ordinance within one year, and a fine not exceeding one thousand dollars (\$1000) for each additional violation within one year;

(3) The amount of the administrative penalty for each violation of this Ordinance punishable under this subdivision shall be five hundred dollars (\$500), and a fine not exceeding one thousand dollars (\$1000) for each additional violation within one year;

(4) The amount of the administrative penalty for each violation of this Ordinance punishable under this subdivision shall be one thousand dollars (\$1000);

(c) Each person is guilty of a separate offense for each and every day during any portion of which any violation of this ordinance is committed, continued, maintained, or permitted by such person and shall be punished accordingly. Failure to pay the assessed administrative penalties specified in the citation may be enforced as a personal obligation of the person responsible for payment and shall be collectable by the Authority by all lawful means of collection, including the utilization of third party collections providers.

(d) Reduction of misdemeanors. Notwithstanding anything contained herein, in the interest of justice, any violation of this Ordinance otherwise punishable as a misdemeanor may be subject to a reduced administrative penalty pursuant to § 6.2.1(a) at the sole discretion of the Authority.

§ 6.2.2. Administrative citation hearing. (a) Request for administrative citation hearing. Any recipient of an administrative citation pursuant to § 6.2 may contest it before the hearing officer by requesting a hearing in writing and submitting an advance deposit of the administrative penalty within thirty (30) calendar days from the date the administrative citation is served. The request for hearing will be considered complete only upon receipt of written request and advance deposit, or advance deposit hardship waiver pursuant to subsection (b).

(b) Advance deposit – traffic control violations. Notwithstanding subsection (a) above, the advance deposit required to secure a hearing on any administrative citation issued for a violation of § 4.0 shall not exceed twenty five percent (25%) of the total administrative penalty.

(c) Advance deposit hardship waiver. In lieu of the advance deposit, any person who requests a hearing to contest an administrative citation may request in writing an advance deposit hardship waiver, including the reasons for the request. The Executive Officer or the Executive Officer's designee may issue an advance deposit hardship waiver if he or she is satisfied that the person is unable to deposit the full amount of the penalty in advance of the hearing. The Executive Officer or the Executive Officer's designee shall issue a written determination of whether to issue the advance deposit hardship waiver. The written determination shall be final, subject only to judicial review as provided by law.

If the Executive Officer or the Executive Officer's designee determines not to issue an advance deposit hardship waiver, the person shall remit the deposit to the Authority within ten (10) calendar days of the date of that decision in order to secure the hearing.

(d) Payment of administrative penalties. Any person who has made a partial deposit pursuant to subsection (b) of this Section or has received an advance deposit hardship waiver pursuant to subsection (c) of this Section who is found liable for the underlying violation by the administrative hearing officer shall remit the balance of the full administrative penalties pursuant to the administrative Order.

§ 6.2.3. Hearing officer. All hearings on administrative citations shall be heard and conducted by a hearing officer. The Executive Officer or the Executive Officer's designee shall designate a hearing officer for administrative hearings who shall not be the citing enforcement officer and who shall be an attorney licensed to practice law in the State of California or a retired judicial officer of the State of California. The employment, performance evaluation, compensation and/or benefits of the hearing officer shall not be directly or indirectly conditioned upon the amount of administrative penalties or the rulings upheld, revised or otherwise issued by the hearing officer.

§ 6.2.4. Notice and time of hearing - Administrative citation hearings. Written notice of hearing shall be served on any person to whom the citation was addressed pursuant to § 6.2 and shall contain the date, time, and place at which the hearing shall be conducted. The hearing shall be set for a date that is not less than fifteen (15) calendar days from the date of the mailing of the notice of hearing. The hearing must be held within sixty (60) calendar days of the request of the hearing by recipient of an administrative citation. The hearing officer may approve a continuance of the hearing to any date for good cause.

§ 6.2.5. Hearing procedure. (a) Evidence and testimony. All oral and written evidence presented at the hearing shall be presented under oath and under the penalty of perjury, except that the administrative citation and any additional report submitted by the park ranger, shall be admissible and shall constitute prima facie and presumptive evidence of the respective facts contained in those documents. At the hearing, the alleged responsible person shall have the opportunity to testify, present evidence, and to cross-examine witnesses concerning the administrative citation. The alleged responsible person may appear personally or through an attorney. Telephonic appearances may be allowed at the discretion of the hearing officer. Prehearing discovery is not authorized. The Authority and alleged responsible persons are authorized by this Ordinance to subpoena relevant witnesses and documents in accordance with policies and procedures established by the Governing Board of the Authority. Disobedience of such subpoenas, or the refusal to testify (upon other than constitutional grounds), shall constitute a misdemeanor violation of this Ordinance. The hearing officer may conduct the hearing informally, both as to rules of procedure and admission of evidence, he or she may consider and make findings in any manner which will provide a fair hearing, and may continue the hearing to obtain additional evidence. Unless otherwise required, the presence of the issuing ranger at the hearing is not mandatory.

(b) Hearing by written declaration. In lieu of personal appearance, any alleged responsible person subject to an administrative citation may elect to proceed with an

administrative hearing by written declaration signed under penalty of perjury. The Executive Officer or the Executive Officer's designee shall prescribe the procedures to be followed when a hearing is conducted by written declaration.

(c) Failure to appear. The unexcused failure of any alleged responsible person to appear at the hearing after proper notice or, in the alternative, to present written or demonstrative evidence shall constitute an admission of the violation by the alleged responsible person and an exhaustion of administrative remedies that may bar judicial review. Refusal to participate in said hearing through one of the methods prescribed herein or engaging in behavior disruptive to the hearing may, at the sole discretion of the hearing officer, constitute failure to appear for the purposes of this section.

(d) Withdrawal of hearing request. Any person who has requested a hearing on the issuance of an administrative citation may withdraw said request upon written notice to the Authority. A withdrawal under this section shall constitute a forfeiture of any advance deposit of administrative penalty and/or costs and shall constitute a waiver of any right to challenge the underlying administrative citation. A withdrawal under this section shall also be a bar to judicial review of the administrative citation for failure to exhaust administrative remedies.

§ 6.2.6. Administrative order – administrative citations issued pursuant to § 6.2. (a) Decision of the hearing officer. After considering all the testimony and evidence submitted at the hearing, the hearing officer shall determine if the responsible person is liable for the underlying violation by a preponderance of the evidence. The hearing officer shall issue a written administrative order, including findings regarding the existence of each violation and notice of the right to judicial review, at the hearing or within thirty (30) calendar days following completion of the hearing. The responsible person shall be served with a copy of the administrative order at the hearing or within ten (10) calendar days following its issuance. The administrative order shall be final upon service on the responsible person, subject only to judicial review as allowed by law.

(b) Penalty. If the hearing officer determines that the responsible person committed the violation alleged by a preponderance of the evidence, the hearing officer shall assess the administrative penalty specified in § 6.2.1 and any administrative costs established pursuant to subdivision (c) of this section. In cases of extreme hardship or in the interest of justice the hearing officer may reduce or suspend the administrative penalty specified in § 6.2.1. The hearing officer shall set a date the balance of the penalty and any administrative costs shall be due and payable, which date shall ordinarily be thirty (30) calendar days from date of service of the administrative order, unless for good cause the hearing officer extends such date. If the hearing officer finds that the administrative citation should not be sustained or that the amount of the administrative penalty should be reduced, the Authority shall refund the amount within thirty (30) calendar days of the service of the order.

(c) Administrative costs. The hearing officer may impose administrative costs, including any and all costs incurred by the Authority in connection with the matter before the hearing officer, including, but not limited to, investigation, staffing costs incurred in preparation for the hearing and for the hearing itself. In no case shall the cost of the hearing officer himself or herself be included in any costs assessed against the responsible person.

§ 6.2.7. Failure to pay administrative penalties and costs and failure to comply with administrative order. (a) Administrative penalties and costs assessed by the hearing officer shall be due by the date specified in an administrative order issued pursuant to § 6.2.6. Failure to pay the assessed administrative penalties and/or administrative costs specified in the administrative order may be enforced as a personal obligation of the responsible person, which shall remain in effect until all of the administrative penalties, interest and administrative costs are paid in full and shall be collectable by the Authority by all lawful means of collection, including the utilization of third party collections providers. Unpaid administrative penalties and costs may be reported to appropriate credit reporting agencies. In addition to all other means of enforcement, if the violation is in connection with real property, the Authority may place a lien on the real property which shall remain in effect until all the administrative penalties and costs, plus interest, are paid in full, and/or until responsible person achieves full compliance with any and all conditions in the administrative order.

(b) Late payment charges. Late payment charges of ten percent (10%) per month, simple interest on the delinquent amount, shall accrue and are payable. If the delinquent amount has not been paid within sixty (60) calendar days of the date set for payment then a twenty five percent (25%) nonpayment penalty shall be added to the principal amount due, and thereafter interest shall accrue on the delinquent amount plus the nonpayment penalty.

(c) Failure to pay administrative costs within the time allowed under this chapter shall constitute a violation of this code punishable as a misdemeanor and shall further be subject to collection as otherwise provided for administrative penalties herein.

(d) Lien procedure. Upon the responsible person's failure to pay administrative penalties and costs as ordered by the hearing officer or by the superior court, the Authority may record a judgment lien against responsible person's real property pursuant to Code of Civil Procedure §§ 674 and 697.310, *et seq.*

§ 6.2.8. Judicial review. Any person subject to a decision of the hearing officer may obtain judicial review of the decision in the superior court pursuant to the provisions of California Government Code § 53069.4.

§ 6.3. Administrative compliance orders. (a) Authorization. This section provides for the issuance of administrative compliance orders, as authorized pursuant to Government Code § 53069.4. In addition to any other legal remedies, including, but not limited to, criminal penalties, injunctive relief, specific performance, civil damages, and any other remedy which may be pursued by the Authority to address any violation of this Ordinance, the Chief Ranger, enforcement officer, or any park ranger, or other employee designated by the Chief Ranger, may issue a written compliance order for any violation of this Ordinance. Administrative penalties may accrue immediately upon issuance of a compliance order, subject to the provisions of Government Code § 53069.4(a)(2).

(b) Contents of administrative compliance order. A compliance order issued pursuant to this section shall contain the following information: the date and location of the violation; the section of this Ordinance violated and a description of the violation; all actions required to correct the violation; and the amount of the administrative penalty or

penalties. At the discretion of the Chief Ranger or enforcement officer, or as required by Government Code § 53069.4(a)(2), the compliance order shall also indicate a reasonable time period after which administrative penalties will begin to accrue if compliance with the order has not been achieved. The responsible person shall remain liable for and shall pay all Administrative Costs associated with the compliance order. Correction of underlying violation shall not absolve responsible person from this obligation.

(c) Willful violations. If the Chief Ranger or enforcement officer determines that a violation of this Ordinance giving rise to issuance of an administrative compliance order was done so willfully, daily administrative penalties shall begin to accrue upon issuance of compliance order.

(d) Compliance and failure to comply. If the Chief Ranger or the designated park ranger or enforcement officer determines that all violations have been corrected within the time specified in the compliance order or within any amended orders, he or she shall so advise each party to whom the compliance order was addressed. If full compliance is not achieved within the time specified in the compliance order or within any amended orders, the Chief Ranger or the designated park ranger or employee shall schedule a hearing before the hearing officer.

(e) Administrative order by hearing officer. Upon consideration of evidence presented at the administrative hearing, the hearing officer shall issue a written administrative order, pursuant to this section. The administrative order of the hearing officer shall be final, subject only to judicial review as authorized by law. The hearing officer shall have continuing jurisdiction over administrative compliance orders until the underlying violation has been remedied or the matter has been otherwise resolved.

§ 6.3.1. Hearing officer. All hearings on administrative compliance orders shall be heard and conducted by a hearing officer. The Executive Officer or the Executive Officer's designee shall designate a hearing officer for administrative hearings who shall not be the citing enforcement officer and who shall be an attorney licensed to practice law in the State of California or a retired judicial officer of the State of California. The employment, performance evaluation, compensation and/or benefits of the hearing officer shall not be directly or indirectly conditioned upon the amount of administrative penalties or the rulings upheld, revised or otherwise issued by the hearing officer.

§ 6.3.2. Notice and time of hearing - Administrative compliance order hearings. Written notice of hearing shall be served on any person or persons to whom the order was addressed pursuant to § 6.3 and shall contain the date, time, and place at which the hearing shall be conducted. The hearing shall be set for a date that is not less than fifteen (15) calendar days from the date of the notice of hearing. The hearing officer may approve a continuance of the hearing to any date for good cause.

§ 6.3.3. Hearing procedure. (a) Evidence and testimony. All oral and written evidence presented at the hearing shall be presented under oath and under the penalty of perjury except that the administrative citation and any additional report submitted by the park ranger, shall be admissible and shall constitute prima facie and presumptive evidence of the respective facts contained in those documents. At the hearing, the alleged responsible person shall have the opportunity to testify, present evidence, and to cross-

examine witnesses concerning the administrative compliance order. The alleged responsible person may appear personally or through an attorney. Telephonic appearances may be allowed at the discretion of the hearing officer. Prehearing discovery is not authorized. The Authority and alleged responsible persons are authorized by this Ordinance to subpoena relevant witnesses and documents in accordance with policies and procedures established by the Governing Board of the Authority. Disobedience of such subpoenas, or the refusal to testify (upon other than constitutional grounds), shall constitute a misdemeanor violation of this Ordinance. The hearing officer may conduct the hearing informally, both as to rules of procedure and admission of evidence, he or she may consider and make findings in any manner which will provide a fair hearing, and may continue the hearing to obtain additional evidence. Unless otherwise required, the presence of the issuing ranger at the hearing is not mandatory.

(b) Hearing by written declaration. In lieu of personal appearance, any alleged responsible person subject to an administrative compliance order may elect to proceed with an administrative hearing by written declaration signed under penalty of perjury. The Executive Officer or the Executive Officer's designee shall prescribe the procedures to be followed when a hearing is conducted by written declaration.

(c) Failure to appear. The unexcused failure of any alleged responsible person to appear at the hearing after proper notice or, in the alternative, to present written or demonstrative evidence shall constitute an admission of the violation by the alleged responsible person and an exhaustion of administrative remedies that may bar judicial review. Refusal to participate in said hearing through one of the methods prescribed herein or engaging in behavior disruptive to the hearing may, at the sole discretion of the hearing officer, constitute failure to appear for the purposes of this section.

(d) Withdrawal of hearing request. Any person who has requested a hearing on the issuance of an administrative compliance order may withdraw said request upon written notice to the Authority. A withdrawal under this section shall constitute a forfeiture of any advance deposit of administrative penalty and/or costs and shall constitute a waiver of any right to challenge the underlying administrative compliance order. A withdrawal under this section shall also be a bar to judicial review of the administrative citation for failure to exhaust administrative remedies.

§ 6.3.4. Decision and administrative order of the hearing officer. (a) Decision of the hearing officer. The hearing officer shall consider any written or oral evidence consistent with ascertainment of the facts regarding the violation and compliance with the order. Within a reasonable time following the conclusion of the hearing, the hearing officer shall decide the issues at question, based on a preponderance of the evidence presented at the hearing, and make findings and issue a decision regarding the existence of the violations, the extent of compliance with the compliance orders issued by the Authority, and the amount of applicable administrative penalties, costs, and further action required.

(b) Findings - violations. The hearing officer shall issue written findings on each violation of this Ordinance alleged by the Authority. The findings shall be supported by evidence received at the hearing. If the hearing officer finds by a preponderance of the evidence that a violation has occurred and that the violation was not corrected within any

applicable time period specified in the compliance order, those findings shall be included in the administrative order. If the hearing officer finds that no violation has occurred or that the violation was corrected within the time period specified in the compliance order, the hearing officer shall issue a finding of those facts in the administrative order.

(c) Findings – penalties, costs and corrections. If the hearing officer determines that a violation occurred which was not corrected within the time specified in the compliance order, the administrative order shall impose on the responsible persons all of the following, if applicable:

- (1) Administrative penalties as provided in § 6.3.6, and
- (2) Administrative costs as provided in § 6.3.7.

§ 6.3.5. Administrative penalties. (a) The hearing officer shall impose administrative penalties for each day during which a violation is maintained after the date when compliance was ordered to be achieved. The amount of the daily administrative penalty shall be determined pursuant to § 6.2.1. The hearing officer may take any or all of the following factors into consideration:

- (1) The duration of the violation;
- (2) The frequency, recurrence, and number of violations, related or unrelated, by the same responsible person;
- (3) The seriousness of the violation;
- (4) The good faith efforts of the responsible person to come into compliance;
- (5) The economic impact of the violation on the community, and
- (6) Such other factors as justice may require.

(b) Administrative penalties imposed by the hearing officer shall accrue from the date specified in the compliance order and shall cease to accrue on the date the violation is corrected as determined by the enforcement officer. Administrative penalties assessed by the hearing officer shall be due by the date specified in the administrative order. The Chief Ranger or enforcement officer may suspend the imposition of applicable penalties for any period of time during which:

- (1) The responsible person has filed for necessary permits;
- (2) Such permits are required to achieve compliance, and
- (3) Such permit applications are actively pending before the city, state, or other appropriate governmental agency.

(c) Willful violations. Pursuant to § 6.3(c), if the hearing officer determines, on a preponderance of the evidence, that a violation of this Ordinance giving rise to a compliance order under this chapter was a willful act, the daily administrative penalties shall be deemed to have begun to accrue as of the date of the compliance order.

(d) Failure to correct. If the violation is not corrected as specified in the administrative order, administrative penalties shall continue to accrue on a daily basis until the violation is corrected.

(e) Compliance with administrative order. If the responsible person gives written notice to the enforcement officer that the violation has been corrected and if the enforcement officer finds that compliance has been achieved, the enforcement officer shall deem the date of that final inspection to be the date on which the enforcement

officer finds that the violation was corrected.

§ 6.3.6. Administrative costs. In addition to any administrative penalties imposed, the hearing officer shall also assess appropriate administrative costs against the responsible person. Administrative costs may include any and all costs incurred by the Authority in connection with the compliance order and the administrative hearing, including, but not limited to costs of investigation, staffing costs incurred in preparation for the hearing and for the hearing itself, and costs for all re-inspections necessary to enforce the compliance order. Failure to pay administrative costs within the time allowed under this Chapter shall constitute a violation of this Ordinance punishable as a misdemeanor and shall further be subject to collection as otherwise provided for administrative penalties herein.

§ 6.3.7. Failure to pay administrative penalties and costs and failure to comply with administrative order. (a) Administrative penalties and costs assessed by the hearing officer shall be due by the date specified in an administrative order. Failure to pay the assessed administrative penalties and/or administrative costs specified in the administrative order may be enforced as a personal obligation of the responsible person, which shall remain in effect until all of the administrative penalties, administrative costs, and interest are paid in full and shall be collectable by the Authority by all lawful means of collection, including the utilization of third party collections providers. Unpaid administrative penalties and costs may be reported to appropriate credit reporting agencies. In addition to all other means of enforcement, if the violation is in connection with real property, the Authority may place a lien on the real property which shall remain in effect until all the administrative penalties and costs, plus interest, are paid in full, and/or until responsible person achieves full compliance with any and all conditions in the administrative order.

(b) Late payment charges. Late payment charges of ten percent (10%) per month, simple interest on the delinquent amount, shall accrue and are payable. If the delinquent amount has not been paid within sixty (60) calendar days of the date set for payment then a twenty five percent (25%) nonpayment penalty shall be added to the principal amount due, and thereafter interest shall accrue on the delinquent amount plus the nonpayment penalty.

(c) Failure to pay administrative costs within the time allowed under this chapter shall constitute a violation of this code punishable as a misdemeanor and shall further be subject to collection as otherwise provided for administrative penalties herein.

(d) Lien procedure. Upon the responsible person's failure to pay administrative penalties and costs as ordered by the hearing officer or by the superior court, the Authority may record a judgment lien against responsible person's real property pursuant to Code of Civil Procedure §§ 674 and 697.310, *et seq.*

§ 6.5. Judicial review. Any person subject to a decision of the hearing officer under this Chapter may obtain judicial review of the decision in the superior court pursuant to the provisions of California Government Code § 53069.4.


Chairperson

AYES: Hasenauer, Hayduk, Daniel, Lange

NOES: none

ABSENT: none

ABSTAIN: none

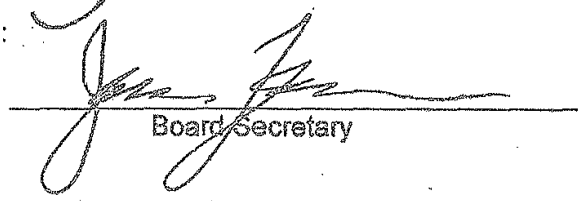
I HEREBY CERTIFY that the foregoing Ordinance was adopted at a regular meeting of the Governing Board of the Mountains Recreation and Conservation Authority, duly noticed and held according to law, on the 1st day of February, 2012.

Date: 2-1-12


Executive Officer

ATTESTED by the Secretary of the Board:

Date: 2-1-12


Board Secretary



Los Angeles River Recreation Pilot Zone 2013 Report

The Mountains Recreation and Conservation Authority (MRCA) was selected by the City of Los Angeles to manage the Los Angeles River Recreation Pilot Zone (LARRPZ) from sunrise to sunset from Memorial Day (May 27) through Labor Day (September 2), a 2.5-mile stretch of the river in Elysian Valley, between Rattlesnake Park near Fletcher Avenue and Steelhead Park near San Fernando Road. This area was open to the public for kayaking, walking, bird watching, and fishing. Pets, barbecues, glass containers or swimming among others, however, were not permitted in the area.

Thanks to the Rangers and staff of the MRCA, for the first time ever, the public was able to take their kayaks down to the L.A. River in Elysian Valley. Permissible crafts included kayaks, canoes, and inflatable boats.

MRCA Rangers and staff provided educational programs that included history, wildlife, habitat, watersheds, and the biodiversity of the LA River. Visitors were given the opportunity to discover a living river that runs through the heart of Los Angeles. The MRCA is known for their dedication of the protection and preservation of watersheds and wildlife habitats. This was one of the Agency's principles towards the revitalization of the Los Angeles River.



Youth organizations served:

- City of Los Angeles Youth Community Centers; Baldwin Hills (CD10), Banning (CD15), Cypress (CD1), Elysian Valley (CD#13), Jordan Downs (CD15), Mt Carmel (CD8), Toberman (CD!), and Wm. Nickerson (CD15).
- Los Angeles Conservation Corps., Clean and Green Youth from City of Angels (CD1), Franklin AEWB (CD1) and Ramon C. Cortines HS (CD1).
- Anahuak Soccer Club, LA River Jr. Ranger Unit, CD1.
- Palmdale Sheriff’s Explorers from LA County Fifth District.
- Compton Jr. Posse from LA County Second District.
- Marina Del Rey Jr. Rangers from the LA County Fourth District.

Organizations with ADA needs:

Special inflatable boats were provided to meet the various needs of the groups.

- Arroyo Development Services, CD 13
- Arroyo Development Services, LA County First District

Organized Group Permits:

LA River Expeditions and LA River Kayak Safari were issued permits to take groups within the LARRPZ. Guidelines were given to both permit holders. They included providing liability insurance, helmet/personal floatation devise requirements for their participants, and size of group per trip.

Community Events:

MRCA and LA River Kayak Safari partnered to offer three FREE community evening paddle programs. Kayaks, vests, helmets, instructions, and an interpretation program were provided as part of the event. The opportunity for the community to partake in the event makes the LA River a place of recreation and gives the community a sense of ownership.

Participant Statistics

- Youth Participants.....274
- ADA:..... 49
- Community Participants:.....100
- Individual Participants:.....500
- Organized Group Participants..... 2,205
- TOTAL:..... 3,128

I. Injuries

A few minor scrapes and bruises, bumped knees, a neck spasm, a cut on the hand, a foot puncture, one skin rash (unknown origin), and one dislocated finger.

II. Safety Assists

25 visitors needed assistance while they were kayaking on the River. Rangers assisted due to complaints of dehydration, exhaustion, fatigue, and a neck spasm. Assistance was also provided to visitors on the River traveling in the late evening hours that may have contributed to an injury or 911 call.

III. Emergency Call Outs

There were ZERO call outs to the 911 emergency system due to kayak incidents because of the many hours Rangers patrolled.

IV. Closures

The LARRPZ was closed twice due to rain and thunderstorms in the area. A fuel spill on the Glendale Freeway caused the Recreation Zone to be closed due to the fuel and a fire on the River bed. A second incident in Van Nuys, Plating Fire (Chromium 6) run off due to the fire fight caused the closure as a precaution. After a series of tests, the River was cleared for permitted usage. All of these events resulted in seven days of closures at various dates during the Recreation Zone Pilot Program.

V. Ranger Contacts

- Six illegal camps were relocated without incident. Services were offered and refused.
- Three trash and debris clean up days.
- Numerous warnings for people swimming and wading (small children).
- Several kayakers removed for no PFD (vests) in possession.
- Three citations issued to return offenders for alcohol use within the recreation zone.
- One injured bird. City of LA handled the attempt to capture and rescue. We assisted several times and were unable to capture. Unknown of the disposition.

VI. Future Considerations

- City to provide additional City property access.
- City to ask County to provide additional County property for access.
- City to clarify the usage of the bridge shuttle.
- City to identify a management agency for River Program by February.
- City to work with County and ACE regarding program expansion regarding end date.
- City to ask MRCA to provide SUPPLEMENTAL high hazard day river patrols (rainy days).
- City, County and USACE – Allow management agency a 90 day authorization start up prior to opening the LARRZ.
- Port-a-potties – Place facilities at the start and end of the Recreation Zone.

Recommendations for next season

I. River Zone expansion

The following recommendation is based on the following facts:

- The North Atwater bridge is scheduled to be under construction. This will prevent in-water recreational activities in and around this area.
- The issue of extended portages around street bridges (example – Los Feliz cement under crossing is over 100 yards in length) creating safety concerns (slip & falls).
- The concentration of waterfowl between Los Feliz and Sunnynook on River Left poses several wildlife management issues.
- An expansion of the zone will require additional funding.
- The establishment of an expanded recreation zone without in-water activities (due to foot-bridge construction) would be confusing to the public.

It is the recommendation of the MRCA that:

- The Recreation Zone remains within the original geographical foot print during the 2014 season.
- The MRCA and City of Los Angeles would be issued a “Letter of No Objection” from ACE and the District to investigate expansion of the Recreation Zone from Colorado Blvd to Fletcher for the 2015 season, in order to accomplish the following tasks:

- Determine (City lead agency) the feasibility of concentrating water flow under the street bridges to increase flow across the cement structure. This would be the same k-rail configuration used during bridge retrofitting. It is a proven concept, and has passed environmental review. By channeling flow over the cement infrastructure, the depth is increased, thereby eliminating these portages. This concept would need safety testing by the MRCA during the 2014 season. This would turn a safety negative into a recreational positive.
- Determine (City lead agency) why the area between Los Feliz and the Sunnynook footbridge is such a haven for waterfowl. Can boaters be diverted to River Right and mid-channel, thus mitigating any wildlife impacts in this area?
- This proposal continues to move the recreation zone forward, while maintaining safety for park users and the environment.

Carrying capacity

The Recreation Zone can accommodate approximately eight organized trips per day consisting of six vendor trips plus two other/MRCA trips. Vendors must meet the following qualifications for the 2014 season:

- IRS non-profit status
- At least two trip leaders must have completed First Aid and CPR, a flat-water kayak course of instruction, State Fire Marshal River and Flood Rescue or approved equivalent.
- If three vendors are approved, vendors will be limited to two trips per day. If two vendors are selected, vendors will be limited to three trips per day.
- Selected vendors will be required to provide free community based programs.

II. Kayak rentals from Marsh Park

A non-profit vendor may be selected to provide a rental service using MRCA equipment during weekends. The non-profit will be paid on a percentage of gross basis and will be responsible for reservations, personnel, etc.

VII. 2014 Anticipated Projected Expenses

One-time expenses requiring a depreciation, replacement or sinking fund

- \$25,919 Kayaks, paddles, PFD, etc. (two year replacement cycle (\$12,959 per year))
- \$10,000 River net radio system (five year replacement cycle (\$2,000 per year))
- \$22,500 Signs (Two year replacement cycle (\$11,250 per year))
- \$9,000 Safety/Rescue equipment (Three year replacement cycle (\$3,000 per year))
- \$1,000 Port-a-potties and service

Yearly recurring expenses

- \$10,000 Safety training expense
- \$5,000 Web site and administrative support

Program Payroll

- \$33,000 Ranger program delivery
- \$124,700 Ranger patrol
- \$20,000 Maintenance
- \$10,000 Fire Division
- \$10,000 Planning staff

Total: \$281,119.00

Labor Reduction Strategies

- MRCA River Cadet program
- MRCA Volunteer River Patrol to assist with in-water programs

Appendix D: LA River Recreational Zone Pilot Program Feedback Online Survey Form and Survey Results

LA River Recreation Zone Pilot Program Feedback:

Now that the Summer, 2013 pilot program has ended, we invite your feedback. Thank you!



1. In what ZIP code is your home located? (enter 5-digit ZIP code; for example, 00544 or 94305)

2. Do you consider your community an “LA River Community?”

- Yes
- No
- I don't know

3. On a scale of 1 to 5, prior to Memorial Day, how do you believe your community viewed the LA River?

- | | | | | |
|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Very Poorly | Poorly | Fairly | Favorably | Very Favorably |
| <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

4. On a scale of 1 to 5, as of today, how do you believe your community views the LA River?

- | | | | | |
|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Very Poorly | Poorly | Fairly | Favorably | Very Favorably |
| <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

5. Please list any effects the LA River Recreation Zone Pilot Program had on your community. These can be positive or negative.

6. Did you participate in the Pilot Program by using the river channel? If so, please list activities.

Yes

No

Activities (please specify)

7. Did you participate in any activities adjacent to the river channel? If so, please list activities. (For example, you used the shared bike/pedestrian path that runs along the sides.)

Yes

No

Activities (please specify)

8. If you did not participate in the Pilot Program, what prevented you from doing so?

9. What worked well about the Pilot Program?

10. What could be improved with the Pilot Program?

11. Do you believe a recreation zone along the LA River benefits most or all communities/people of Los Angeles?

- Yes
- No

Why (please specify)

12. The duration of the Pilot Program ran from Memorial Day in May, through Labor Day in September. What is your opinion of this time frame?

Timeframe too short

Appropriate timeframe

Timeframe too long



13. LA City has no current plans to fund a recreation zone in 2014. Do you believe funding of this type of program in the future is a proper use of city money?

- Yes
- No
- I don't care

14. Please provide any additional comments below.

15. We may be talking with community members in more detail. If you would like to provide further input on this Pilot Program through discussion with a committee or staff member, please provide your contact information:

Name

Phone or Email

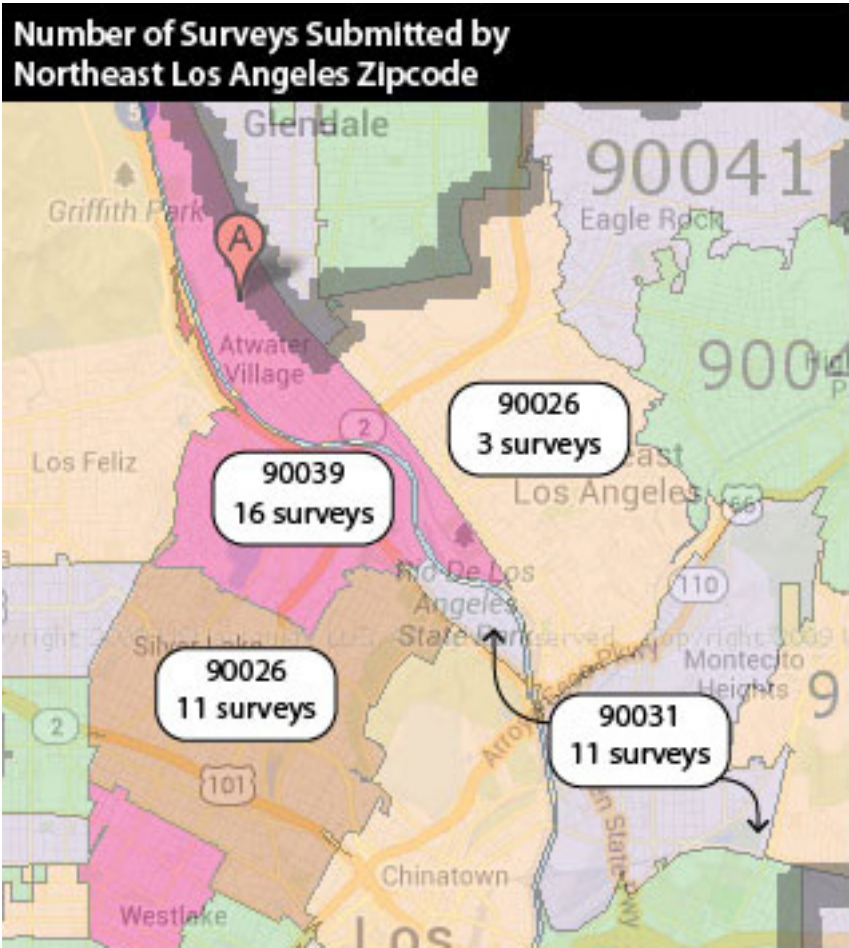
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Los Angeles River Recreation Zone Pilot Program Community Advisory Committee Post-Program Survey Results

The following is a summary of the results to an online survey prepared and distributed by the Los Angeles River Recreation Zone Pilot Program Community Advisory Committee. The purpose of the survey was to collect feedback on the Pilot Program. The survey was available online from September 30, 2013 through to October 23, 2013.

Question 1: In what ZIP code is your home located? (enter 5-digit ZIP code; for example, 00544 or 94305)

Zip	Number of Respondents
90039	16
90031	11
90026	9
90065	3
90066	3
81606	1
90013	1
90019	1
90024	1
90027	1
90032	1
90041	1
90043	1
90280	1
90403	1
91001	1
91030	1
91042	1
91105	1
91208	1
91214	1
91316	1
91423	1
91505	1
91604	1
91605	1
91701	1
92677	1

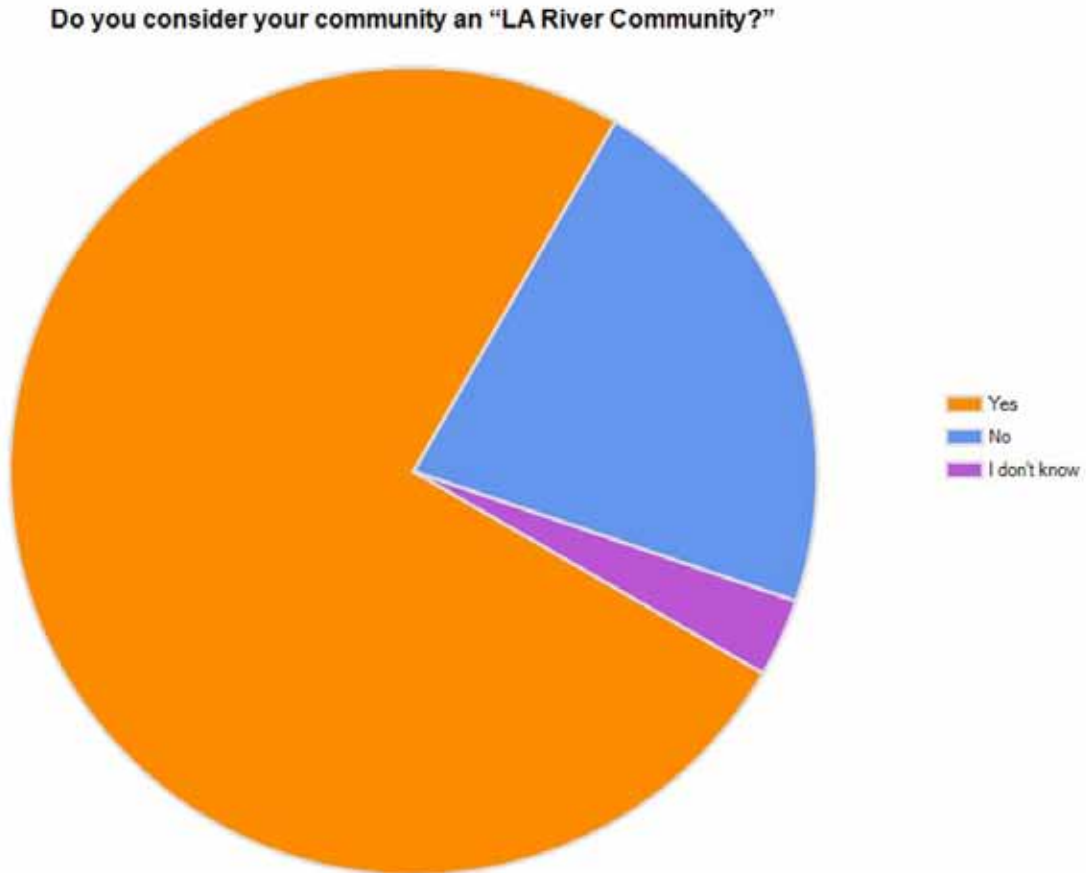


Question 2: Do you consider your community an “LA River Community”?

Yes: 75%

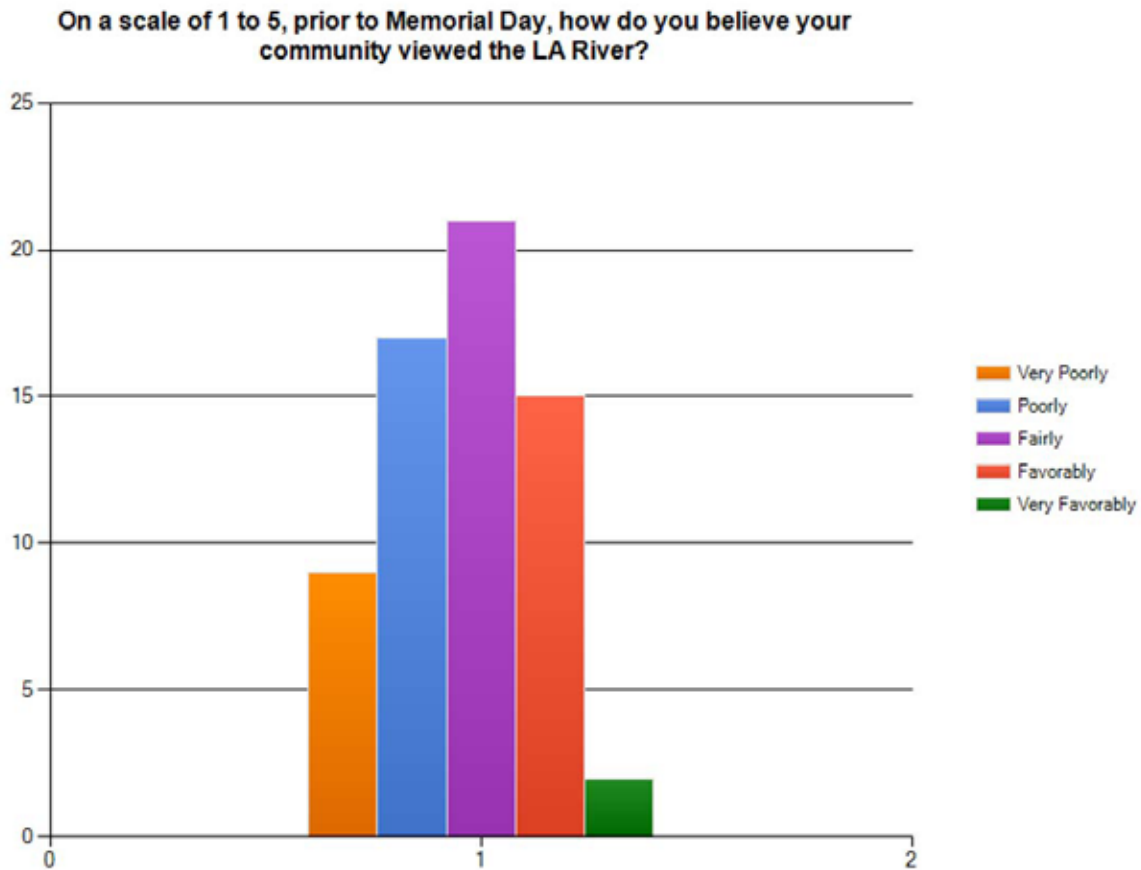
No: 21.9%

I don't know: 3.1%



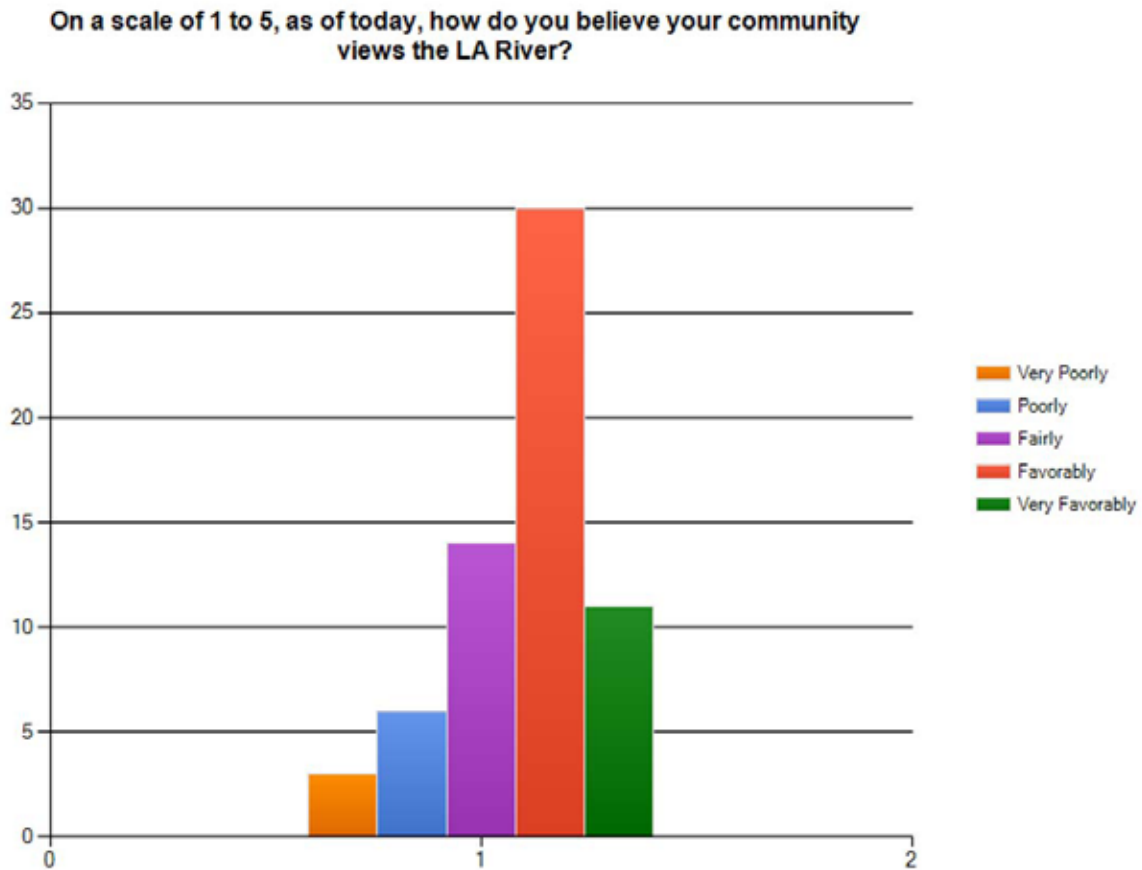
Question 3: On a scale of 1 to 5, prior to Memorial Day, how do you believe your community viewed the LA River?

Very Poorly: 14.1%
Poorly: 26.6%
Fairly: 32.8%
Favorably: 23.4%
Very Favorably: 3.1%



Question 4: On a scale of 1 to 5, as of today, how do you believe your community views the LA River?

Very Poorly: 4.7%
Poorly: 9.4%
Fairly: 21.9%
Favorably: 46.9%
Very Favorably: 17.2%



Question 5: Please list any effects the LA River Recreation Zone Pilot Program had on your community. These can be positive or negative.

- Not exactly my community but I am there several times a week and have been going to the river for many years. From my observations this program was poorly planned, poorly executed and had little public input. It was pitched as being "FREE" and of course was not! In addition to paying to vendors, who may or more likely were not paying the city of LA for this right, there were other costs as well. Have heard estimates of \$2 million to \$10 million. There was hundreds of thousands of extra water put into the river so it was deep enough for these people to boat, the algae was killed so the wildlife had no natural food to eat while this was going on and wildlife living in the area of this mess left that area.
- Created green minded people that are more conscious of the affects that their life styles have on the environment.
- It got people involved from the Echo Park community. It also shed some light on the fun and interesting recreational opportunities the river could provide. When I first shared the new about kayaking in the LA river most people were concerned about the water quality and what they might find there. But after experiencing it they definitely will visit more and have now also learned about the amazing bike path along the river.
- Community spirit and involvement, green concern, less crime, trash, graffitti, more wildlife. Water quality, big issue for me.
- Natural water recreation became available in our neighborhood
- Many people thought it would be crappy and smelly and after the trips they had totally changed their minds and can't wait to explore the river further
- Good -- the boating program was excellent. Bad -- limited to a few who could afford it. And other activities were limited. I no longer bike along the river. It's too dangerous. Other bikers are not polite. There are lots of things wrong - but opening up the river to more activities is a good idea -- even restaurants along the river would be lovely.
- people who used river bike path could see other uses of river, kayaking
- It increased awareness of the positive potentials of the Los Angeles River as a recreational and better connected it to our community.
- The community realized that there is a place of aquatic habitat and nature that is walking/biking a short distance from their homes and they don't need to drive to the Pacific Ocean to have that kind of an experience.
- Bringing new people into the area to raise awareness of businesses and environmental issues was one of the positive effects.
- I live near the take out on Barclay Street. I personally did not feel the affects, but neighbors complained about kayakers and others parking on their streets and backing vehicles down them. Some say the MRCA is working on having a take out at Egret Park next year, though it will require an easement from the DWP. I think that is a good thing, especially if the viewing area planned for the Figueroa bridge is completed. Pilot program also kept area well populated and made it harder for loiterers on bikepath and in riverbed.
- Those who could afford to particiapte in a kayak safari were able to enjoy the river in a whole new, more intimate and exciting way.

- It brought in people who otherwise viewed the community as not having much to offer. It also brought people from within the community together in a healthy way. And it made the bike path more interesting and fun to ride, seeing so many people using the river for kayaking and walking/hiking.
- Bringing more people to the area to explore the river.
- I don't many people in the community. I can say my family & friends (some which do not live in the community) came to ride bikes, jog & kayak this summer. Kayaking is viewed as an exciting addition to the river. Many people I know wanted to go, but could not find time during the summer. They & I wish it was a yearlong thing. We see no reason to cut it off on Labor Day. There have been discussion of buying kayaks so we are ready for next year. Those of us who did kayak, thoroughly enjoyed it & would do it again!
- I enjoyed seeing other people from different parts of the city come to the LA River. If this program had not been available, most of these people would never venture to come and explore this side of town.
- Positive: - more people on the bike path spending their free time in active way (exercising, walking, jogging, fishing, kayaking, biking, etc). - less graffiti and other kinds of vandalism - community feel safer because of the constant rangers' patrols - free community paddle evenings involved many community members and brought them closer to the LA River; they appreciate the service and opportunity of kayaking or canoeing the river Negative: - a lot of trash left by fishermen - left behind, dangerous for the wildlife fishing hooks and lines
- Encouraged ppl to really see the river area as a possible resource for activity and nature access.
- Both the canoers and fisher people were outside of the recreation zone, particularly those fishing. 1) Canoers -- when I informed them that Sunnynook Drive was not an appointed entry way, they kept saying "OK", but went right up and into the river anyway. No consideration for the residents/community based on the fact that they parked their vehicle partially blocking access to a driveway AND did not act in accordance with directions set forth by the Recreation Zone Program. 2) Fisher people -- the most damaging aspect is that their hooks get caught on ducks, geese, birds (and they leave hooks in the fish also) AND that their fishing lines wrap around legs of ducks, geese, etc. and are left everywhere: water, islands, the walkway! I have seen fisher people at NIGHT standing up on the ROCKS fishing, when it was pitch dark ! To the best of my knowledge neither Garcetti's or LaBonge's Office has every made a donation to the International Bird Rescue which treats the injured fowl, when we are lucky enough to catch them and get Animal Control to turn them over to IBR. p.s. and yes I have made a donation, as certainly the City is not interested in damage control or maintenance. 3) Look at the picture heading this survey: two little girls fishing on the river bank standing at an angle going downhill. They should be on a flat surface walkway, so that if/when they catch a fish, they can back-up and not fall into the river head first! Safety does not appear to be a priority NOR is concern for the water fowl and fish! I doubt this Program provided any information as to make fishing safe for people and to reduce damage to wildlife and the environment. This is to inform the Pilot Program sponsors that a teenage boy drowned in the LA River while fishing in August 2006 despite a

massive effort of emergency personnel and helicopters to find and rescue him. QUESTION: was any government agency found liable in that case?

- The pros: Brought new people to Elysian Valley - I was proud to be a resident! Weekends were fun and busy - it felt safer The kayak trip was AMAZING!!!! I'm in the river everyday and never saw what I saw that day - it was a real discovery to do it from a kayak perspective! The cons: I usually walk my dog in the river channel because the path has become now too dangerous to walk on since it has become a "high speed" bike lane - it was very frustrating to not be able to walk my dog in the river!
- We enjoy bike rides and walks down the LA River. Even though we did not participate in this years project, our friends did and enjoyed it. I think the section of the LA River near our place is a hidden gem that the community needs to be reintroduced to.
- I'm located out of the pilot zone... Yet, we experience kayakers and fishing.
- The Marsh Park summer campfire series was awesome.
- TRENDY PEOPLE EVERYWHERE, NOT GOOD AS THEY TOOK UP ALL THE PARKING AND ARE ANNOYING
- It brought positive awareness to the opportunities to enjoy the river.
- quite a few of us went kayaking on the river and really enjoyed it
- For residents on my street, on the West side of Silverlake, in the hills, I think only the users of the LA River bike path may be aware of enhancements and pocket park activities.
- It brought more people into the "River Community"
- increased traffic, there is no signage leading from Riverside Drive to Marsh Park increased number of bikes on the river bike path forcing me to take leave my dog at home. In fact so many people on bikes use the path on weekends, it's not pleasant to walk there.
- Nothing in particular on my local community because it's a long way away from the L.A. River.
- Wonderful. It showcases the community. There are enough people around during the day so that there isnt a lot of crime. During the night though is a different story. More patrols are needed.
- only the "privileged" participated. no disabled person could access the swamp water.
- Made folks more aware of the Ballona Creek issues as a related watershed and natural area.
- Ticket prices are too high. Prohibitive for families in the L.A. Area .
- I live in South Gate, one of the cities in which the LA River runs through and I believe that my community isn't very aware of the river. I only became aware of it & the potential the river has thanks to Jenny Price. I took one of her tours and fell in love. I took it upon myself to learn more about the river. Then I discovered the LA River kayaking which I participated in last year and this year. I've made a conscious effort to tell people in my community, friends and family about the river. I know I've stirred up interest in some but I can only hope that other take the initiative to also become more involved in educating themselves about the river and participating in helping to revitalize it.
- Only positive. Thanks to your documentary, articles in magazines and newspapers, and allowing us to partake the kayaking program.

- I think the Pilot Program had a positive effect on most communities but a negative effect on the Elysian Valley community. This is mostly a residential area and we need to work harder to create a sense of community so that residents do not feel 'invaded' by outsiders.
- Great opportunity for open space
- I just want to see more -- really hoping for long-term changes to the Arroyo Seco, including getting rid of some of the concrete channel. All of Northeast LA is part of the river community.
- I moved to LA in August, and am therefore not a legitimate judge of the changing attitudes of La Crescenta towards the LA River.
- No river access in our area this year due to ACOE failing to issue a permit.
- It made the distinction "River" versus "sewer ditch" or Spillway. Would like to see less concrete
- No negative. Only positive for people who used it.
- I am not sure my community realizes what a great opportunity the LA River provides for recreation
- I think my home (Rancho Cucamonga) is an LARiver community on a more generalized manner. We are pretty far from it, but the LA DTLA area is the area's central area. I had my first and only experience on the LA River this summer and I had a great time. I usually kayak in Newport Beach, and having the opportunity to do something like that in LA was amazing. Los Angeles needs a riverwalk area desperately. Look at Chicago, San Antonio and any other city that has waterways as a main focus. It invigorates the area nearby, with both residential and commercial opportunities. In a city that is so crowded with people, we desperately need a green space that allows for communal gathering
- Did the trip twice. Operations need to be streamlined but really great experiences and see huge upside potential.
- Great way to get outdoors have fun bring people together
- Brought community together. Lots of good, outside area attention. Increased recreation and outdoor activity.

Question 6: Did you participate in the Pilot Program by using the river channel? If so, please list activities.

Yes: 62.5%

No: 40.6%

Activities (please specify):

Activity(ies)/ Comments Category	Individual Comments
Kayaking/canoeing only	<ul style="list-style-type: none"> • Kayaked • Kayaking with L.A. River Expeditions • Worked for LA river expeditions as well as went on personal trips down the river. • Tried to book a kayak trip but always sold out • Kayaking • I went kayaking on the River with both La river Safari and LA River expeditions. I also volunteered as an educational guide. • Kayaking • Did about five recreational paddles as member of Los Angeles Kayak Club. Led approximately 25 trips of groups of 12-15 down the river as a lead guide for LA River Expeditions, one of the permittees on the stretch. • River safari kayaking • Kayaking • Kayaking • Kayaking • Kayaking • Kayak • Canoe • kayaked it 3 times. It was a blast! • Kayaking • Kayaking • Kayaking • Kayak • Kayak • Paddled the Glendale Narrows. • Kayaking • Kayaking. • Kayaked (LOVED IT) - multiple times. • Kayaking down the channel on 6 occasions • kayak both at the Glendale Narrows and in 2012 at the Sepulveda Basin • LA River kayaking with LA River Expeditions on June 29, 2013. • Kayaking with LA River Expeditions • Kayaking down the river • Kayaking

Kayaking+other activities	<ul style="list-style-type: none"> • Movie at the park near the River and Kayaking. The Kayaking was absolutely amazing I can't say enough positive things about it. Such a treat! • Kayaking trip and walking. Also rode bikes there
Walking, cycling, running	<ul style="list-style-type: none"> • Walked river channel • Cycling , Running , Walking
Other/misc.	<ul style="list-style-type: none"> • Photography, biking, trash clean up (on my own)
Comments that relate to "no" response	<ul style="list-style-type: none"> • You could not pay me enough money to risk my health by kayaking in water that is reclaimed sewer water swarming with chemicals and bacteria. • I BELIEVE ITS WRONG • too hot in the summer to walk in the riverbed and now you won't let me walk my dog in the flat part of the riverbed even on leash

Question 7: Did you participate in any activities adjacent to the river channel? If so, please list activities. (For example, you used the shared bike/pedestrian path that runs along the sides.)

Yes: 76.6%

No: 25%

Activities (please specify):

Activity(ies)/ Comments Category	Individual Comments
Biking/walking/running, some in combination with other activities (picnicking, nature watching, photography, kayaking)	<ul style="list-style-type: none"> • Used the bike path, used the small parks on the side of the river. • Biked the pathway by the LA River took friends and family as well. Several trips this summer with different groups. • biked alot on river bike path • Bicycling, jogging and walking. • I ride daily from top to bottom twice from home on Hillhurst Ave and back! Beautiful in the morning, lovely community! • Walk/bike the greenway • Biking, walking on river path everyday • Run, bike • We use the pedestrian paths on a regular basis. • I took a walk on along the pedestrian path from Dallas Street to Glendale Blvd. • walking - riding a bike - picnic • Bike and walk • Biking, walking. • walk and ride bike • Bike path • Walking • RUNNING • I do bicycling along the river • Walking, biking • biking reguarly during the summer and photographing the sights. • I already was using the bike/pedestrian path and contiuned to do so. The bike people myself included and the kayak goy along fine. • Running and walking • Shared Path • Just spending time on the path and parks. Walking, biking, going down to the riverbank • Bike • Walking • just walking along the banks • Walking, biking. • Rode the bike path. • Cycling • Biked along the Channel

	<ul style="list-style-type: none"> • Biked along same section • Bicycling • Have ridden the bike path from LA Zoo to the end for the last 4 years • We biked back to the input zone. Great decompression ride and terrific views. • I ride the bike path daily from Los Feliz to the Victory bridge down to the end of Elysian Vally, 2 laps, back up Fletcher Drive home to Hillhurst Ave • Bike and walked the path. Watched nature • Biking as part of the L.A. River Expeditions trip • Biked regularly along the path as a guide for LARivX.
<p>Biking, walking in combination with events</p>	<ul style="list-style-type: none"> • Frogtown Artwalk along the bike path • Biking, and kayaking and checking out the annual frog town art walk. • walked on bike path, went to the Frogtown Artwalk • campfire, movies, events. • Used the bike path for walking and riding. saw bike in movies at Marsh Park • Bike riding, walking, Frogtown Art Walk. • Used bike path, attended art festival
<p>Comments that relate to “no” response</p>	<ul style="list-style-type: none"> • Dumb question People been using the bike path-and it is not "the shared bike/pedestrian path" you all just threw that in-for many years. I have been going to the river since like1979. • too dangerous for disabled person to safely use. • I didn't even know there were other activities! Better outreach is necessary!

Question 8: If you did not participate in the Pilot Program, what prevented you from doing so?

- You could not pay me enough money to get into that sickening water!!! What prevented me for doing so?? My better judgement!!!
- not the water adventure type
- Don't like crowds - don't feel it is safe yet. Some day maybe it will be safe.
- sold out trip
- Really busy during the summer.
- I worked long hours at my job during the summer, precluding me from doing any daytime activities.
- Not enough time
- Didn't get around to putting it on the calendar.
- I never had the chance to participate, due to other engagements.
- FISHING IS WRONG, KAYAKING IS OF NO INTEREST
- what pilot program?
- Nothing stopped me from being in the river. I prefer to ride along side of the river
- Too many people on bikes on the narrow path in Elysian Valley who do not respect pedestrians make it miserable and dangerous and unpleasant to walk. I can't bring my well behaved large dog on a leash on the path because there are too many bikes. I'm not going to risk a ticket walking too close to the water with my dog who is always on a leash. I'm not setting foot in the LA River and risking a bacterial or microbial infection. And it's just too hot in the summer. I prefer the winter. You need more notice to the community about the free days - most people in the community can't afford \$75 to kayak their backyard
- Money. I don't own a kayak, so its pretty expensive.
- no accessibility for disabled people.
- I was traveling for work and quite busy with activities around my community in Del Rey.
- I almost couldn't participate because of my partners weight. Luckily he was able to lose the weight in time and we were able to attend.
- I had friends who did not participate because paddling tickets sold out so fast.
- Kayaking always full
- Not available locally.

Question 9: What worked well about the Pilot Program?

- As far as I am concerned nothing worked well with this program. Two groups of people made money off of it, the public was yet again lied to about it being free, about what the signage would look like and say, it was poorly planned, few people participated. Of those who did many did it once and will never return.
- I really enjoyed being able to kayak on the river!
- Absence of permitting was a good decision.
- Out reach was great. Making people aware that these programs are available is key.
- Simply this -- the public seeing the publicity about the program, footage of kayakers will help the river.
- Pretty much everything, it was fun and easy
- It seems to have helped the decision to improve the river - and invest in it for the future.
- It was great.
- The organization made things quite convenient for participants, providing all necessary equipment and bicycles for the return trip, all you had to do was show up!
- Community really engaged with the river. Kayakers shifted focus from shore to the water.
- Lots of people came into the neighborhood, who otherwise would not have. People along the bike path enjoyed seeing the kayakers in the river. Participants gained a greater appreciation for the value of the river.
- Everything seemed to go smoothly!
- Organized, got people to see the river in a different, positive & fun way, got people excited & energized, got people to do a form of exercise that was fun!
- It brought a great deal of attention to the fact that much of the Los Angeles Rivers has been reclaimed and has become a showplace for all of the possible recreational opportunities arising from reverting the river to its original wild state.
- It created better access and broader opportunities to experience the river, see its wildlife and have a nature break in the middle of the urban habitat. Pilot Program was keeping an eye on the safeness. It brought many people from all over LA. It made Elysian Valley more popular and as a destination point for recreation.
- The kayak activity was really great. The shuttle situation I heard was a total mess (and is still not working properly to some residents). Loved loved loved the "community kayak day" when everyone when to paddle together.
- The people in Elysian Valley seemed to have a good response to it at the public meeting. Although only 3,000 participants over 3 months is not many to absorb. BUT, if it's 3,000 a weekend - what would happen?
- Everything
- almost everything
- EXPOSURE TO THE RIVER AND ITS CHARM
- The river route, the organizations that were permitted to use the river, the unique opportunity to boat the river with people who had no idea that there is a river in LA.
- A large number of people used the river for a positive experience.
- It got people's attention.
- The markings on the sloped walls of the river were good. The description of the shuttle available and the parking situation at the end of the recreation zone was kind of confusing.
- Showcased the community. Plus, it made a community by bringing river advocates together.
- The publicity with beautiful images was very striking.

- I think this years program was even better than last years. Kayaking, biking and being on the LA River closer was definitely and experience.
- The leaders had planned everything out very well
- Great or and websites.
- Seeing the river from a different perspective
- The channel signs were large and easy to notice. I liked the pocket parks (not necessarily part of the Pilot Program), and the information they gave about the river.
- Having guided river trips- which helped people stay in the right channels and guided them through the rocky (shallow) parts of the River. Also the naturalists did a great job of educating folks on the River and it's ecosystems. River Guides helped a great deal with safety .
- Finally having access to at least a small part of the LA river for recreational use was a great change.
- Clean, green, legal access to river.
- The opening of the river was special
- Just the opportunity was great.
- Experience was eye opening. Had a docent on our first run which was enriching to the experience.
- I thought it as well organized and planned with bikes provided to get back to your vehicles
- Great first time. It was well organized and patrolled.

Question 10: What could be improved with the Pilot Program?

- Shutting it down!!! QUESTION: Who are the members of "LA River Recreation Zone Pilot Program Community Advisory Committee" and who appointed them and what qualifications were required to be a member of this Committee??????
- Put in and take out locations were less than ideal. Difficult terrain at both designated sites wasn't conducive for accessibility to the greatest number of people. Better maps could have been available so that people who came out were better set up to experience a successful ride down the river.
- More of everything.
- Less pricey projects. Simpler activities.
- more opportunities for kayaking
- Signage, parking and amenities (restrooms, snacks/drinks)
- The season should be extended at least into the fall, we are blessed with the best weather in the U.S. The other issues can be handled with notices for post heavy rains and windows for birds taken into account.
- The signage along the route should be clearly marked with street accesses to the path. We had to cut a pair of kayakers trip short due to their exhaustion and the street signs would enable the support team to readily locate those requiring assistance
- Better markers along the water trail. Better access to emergency help with signage and emergency phone info perhaps posted in the riverbed, particularly along the remote Cypress Park side of the river. As a guide, I frequently felt that I was alone in the riverbed dealing with issues that came up even though I carried a cellphone and other safety equipment. Evacuations were quite difficult.
- Maps of the river should be more prominently available, maybe with hard copies or a permanent copy at the launch points.
- More publicity, more variety of activities. Hopefully, this will happen as the river is improved more and more.
- Having kayak rentals at a low cost so people along the river can try kayaking.
- Extend it.
- put more trash cans along the bike path - racing bikes are dangerous, so it would be good to have some signs, which tell about "kayak crossing" at the places of entrance and exit river points - as a kayaker I found Arundo Donax very fast growing. It covers routes on the river and hit kayakers in the face, especially when you are going fast on the rapid. I would recommend to cut/trim this plant when it is excessive - I would recommend to go through the river/ explore it again before the opening of new season and remove all dangerous objects which do not belong to the water such as metal rods, shopping carts... - put more drinking fountains along the bike path - put TOILETS on both ends of the Pilot Program (Clearwater street and Oso or Egret Park or at the end of Oros street)
- Stronger more visible outreach in under served communities
- Balancing recreation with wildlife and the environment is difficult under best circumstances, but when there is no funding to control the recreational usage, it is the wildlife/environment that is damaged/destroyed.
- Increase number of activities. Maybe provide icecream truck - fishing gear rentals - concert/music events...make it a real "River festival". I think outreach and signage could have been better too.
- All: Bathrooms (No more "PASSIVE" parks) Kayaking: Area in middle of kayaking route for beginners to exit Fishing: no 3 prong hooks clean-up or get fine
- better put in spot. Kayak rentals on site.
- STOPPING IT
- Better access points, more of the river should be opened up.

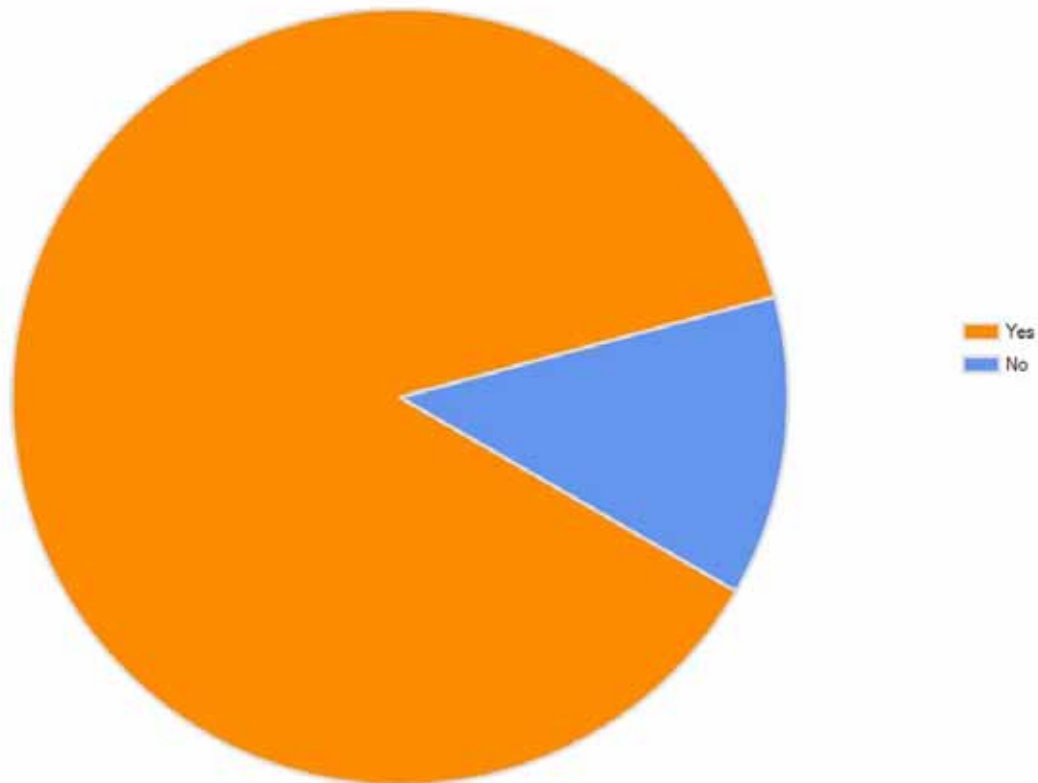
- Have it run for a longer period of time.
- Simplify the signs posted on the river itself. The rules are out of control on the signs - you need reading glasses to read them all. Signs directing people to parking from Riverside to Marsh St. It is really easy to get lost unless you are from the hood.
- More things to do! Then there will be more of a market, and hopefully some of the competition will give a lower price!
- stop discrimination against disabled people.
- Bathrooms at put in and take out.
- I felt that this time around it was more fun, but not enough or more emphasis was made on educating the participants on information about the river.
- More kayaks?
- Better signage/training for people, boats, and bicycles along the Bike Path. I witnessed three 'wrecks' in less than an hour on fhte bike path, one serious.
- Make it affordable for all
- The put-in and take-out places were not easily accessible or marked. Information on the website was incorrect, with regards to the location of the put-in, and the availability of a shuttle. As a solo female kayaker, it would be difficult, although not impossible, to complete this trip. Luckily I reconnassained the trip before trying it, and luckily there were a number of police/park officers on hand for a television shoot who could answer my questions and point me in the right direction.
- Longer season... And more water- a little higher water levels.
- Adopt more of what is available in cities across the country/world. Let the public use the river year round as long as conditions allow. Stop deciding what is "safe" for someone to use.
- Better access to transportation. Showers, clean water to wash silt dirt water off. Longer portion of river.
- Communication with the companies running the kayak trip was sketchy at times
- Need a better place to get onto and off of the river. It was really difficult getting the kayaks out of the river.
- Operations at check in and paperwork.
- Street signs on the bike path are needed, the access entrances especially. We had to escort 2 people off of the river due to their inability to continue the kayak trip due to fatigue. It would be helpful to call for assistance if the streets are clearly marked from the river access points
- More funding for more rangers. Increase days and hours.

Question 11: Do you believe a recreation zone along the LA River benefits most or all communities/people of Los Angeles?

Yes: 87.5%

No: 12.5%

Do you believe a recreation zone along the LA River benefits most or all communities/people of Los Angeles?



Why (please specify):

- Most of those who live along the river and people across LA could care less about the river. There is only a small, small group of people who have any interest in the river. Most of those who do have a financial stake in what goes on there.
- Being able to use the river makes its protection important to you in a more personal way. You want to preserve it so that others can experience it as well.
- Yes. The river is in driving distance for a massive population and is a perfect outdoor day activity.
- Benefits everyone! We may not live right next to the River but it's a destination we can all share and it would be wonderful to have more events that are open to the public.
- Yes, but am concerned with 'how to protect visitors' from crime, car burglaries, the homeless who live on the islands there (came across a full encampment of what appeared to be illegal Latinos (am from LA and speak some Espanol) -- all in all, we need more parkland and better enforcement of rules. The Angeles Crest and specifically Azusa Canyon used to be wonderful -- in recent years the trash, crime, parking and tagging is unbelievably out of control. All rec areas above the Basin are in

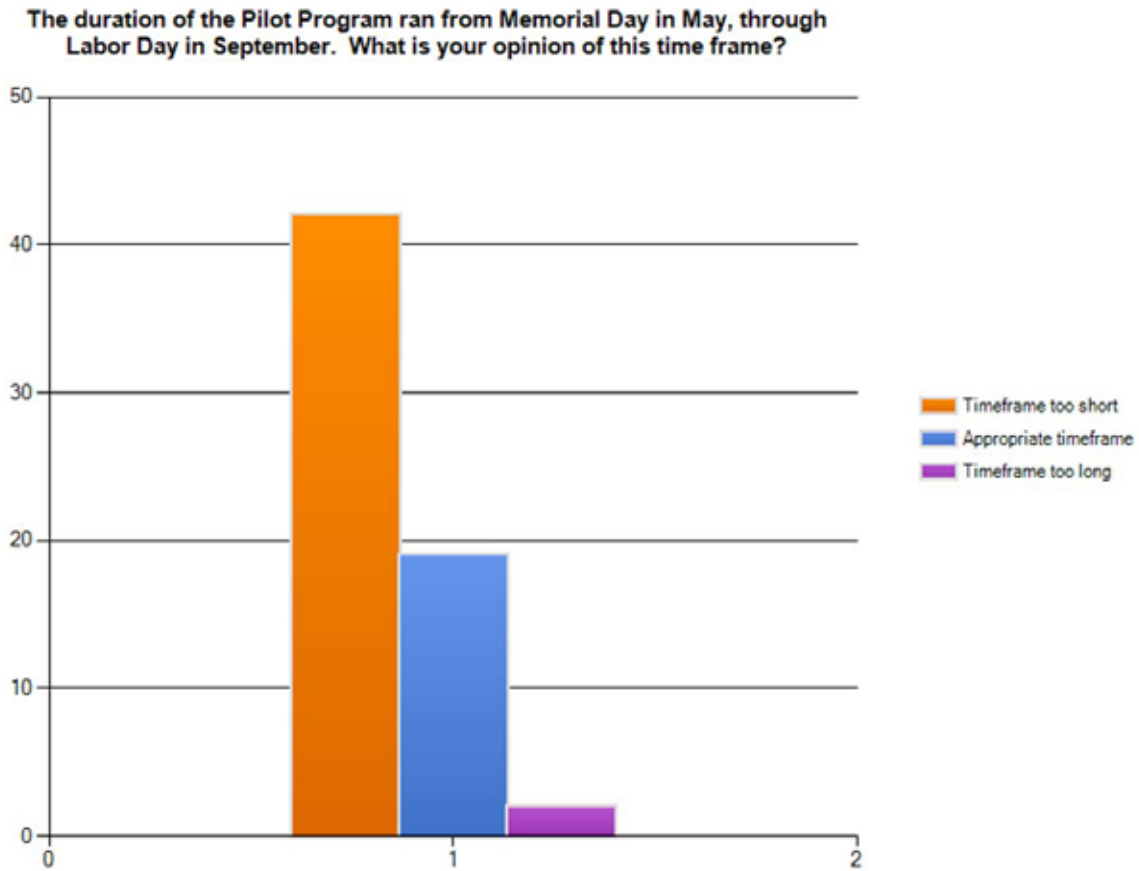
horrible shape. I've taken pictures as I've fished up some canyons and sent them to (I hope) the right people in power. We need help up there, in the river bottom, in our parks.

- Most great cities have a river running through them that bring life and commerce to the cities. We need one here.
- It benefits the Greater Los Angeles Area by increasing recreational activity options for everyone.
- It crosses through several diverse communities.
- It brings awareness to the whole city to be mindful of our environment, while promoting a healthy lifestyle and supporting local businesses
- Yes, but the water trail and access to it must be made easier for the average user to handle on their own.
- Theoretically the whole city can come to enjoy it.
- It's unique, so it draws people from all over. And I think everyone can identify the LA River as being part of their city, even if it's not very close to them.
- Open space opps
- If people knew about it & came to see it, I think it would raise conscious about what the LA river offers & want it can offer. All of LA needs more green & active space for people.
- Los Angeles is huge city and it did not benefit most of the people, but some who know about it. I believe it will attract and benefit more and more people in the future.
- nature = mental and physical health
- it benefits a very limited number of people
- The LA river is a great asset for our city- we should celebrate it!
- It creates an outdoor space for nearby community to utilize. Eventually you end up seeing familiar faces..like you do at the local coffee shops.
- It allows Angelenos to become more involved with the city, and therefore create a sense of belonging and fellowship.
- only 3,000 people of population of 3,863,839 (at 150,000.00 est cost)
- it is a positive life style improvement that gets the neighborhood together
- exercise, environmental awareness etc...
- ALL PEOPLE, HOPEFULLY TO TAKE WALKS, RUN, BUT ALSO MANY USE IT FOR NEGATIVE ACTIVITIES ie ROBBERY, DRUGS
- The community has a right to the river. The river brings awareness to the need for habitat restoration and water conservation.
- those who are adjacent to the river
- It benifits the developers
- More outdoors activities available to all of L.A.
- River goes through lots of overlooked communities. Incorporating greenspace will help revitalize the neighborhoods, better health, decrease crime, basically nothing bad.
- discriminates disable safety access
- It contributes to the identity of LA as a beautiful natural space.
- Expensive
- Crime decreases are more people are present. More people taking an active interest in the river and community
- Of course! It's a way to bring Angelenos closer to the roots of where our city basically began along the river. It serves as a way to be more active and provide healthy activities like biking and kayaking along the river.
- It is a great recreational area

- The recreation zone benefits mostly those adjacent communities, not outlying communities.
- As it currently stands, the LA River is a concrete-channeled, walled-off eyesore. I believe that a recreation zone along the river would open it to the public, both for personal enjoyment in a park-like atmosphere, but also help people to understand their watershed and local ecology.
- Because Italy's nature access is in the middle of the city - and being around nature helps to center, balance and calm people down.
- Outdoor green space is important to city dwellers. A little bit of wild. Not manicured park.
- Absolutely. Everyone needs a safe, green space to develop relationships with each other.
- Lot of opportunity for experiences, new business, guides, employment and safety and commercial appeal.
- It brings people and revenue to the neighborhood with exposure to the businesses

Question 12: The duration of the Pilot Program ran from Memorial Day in May, through Labor Day in September. What is your opinion of this time frame?

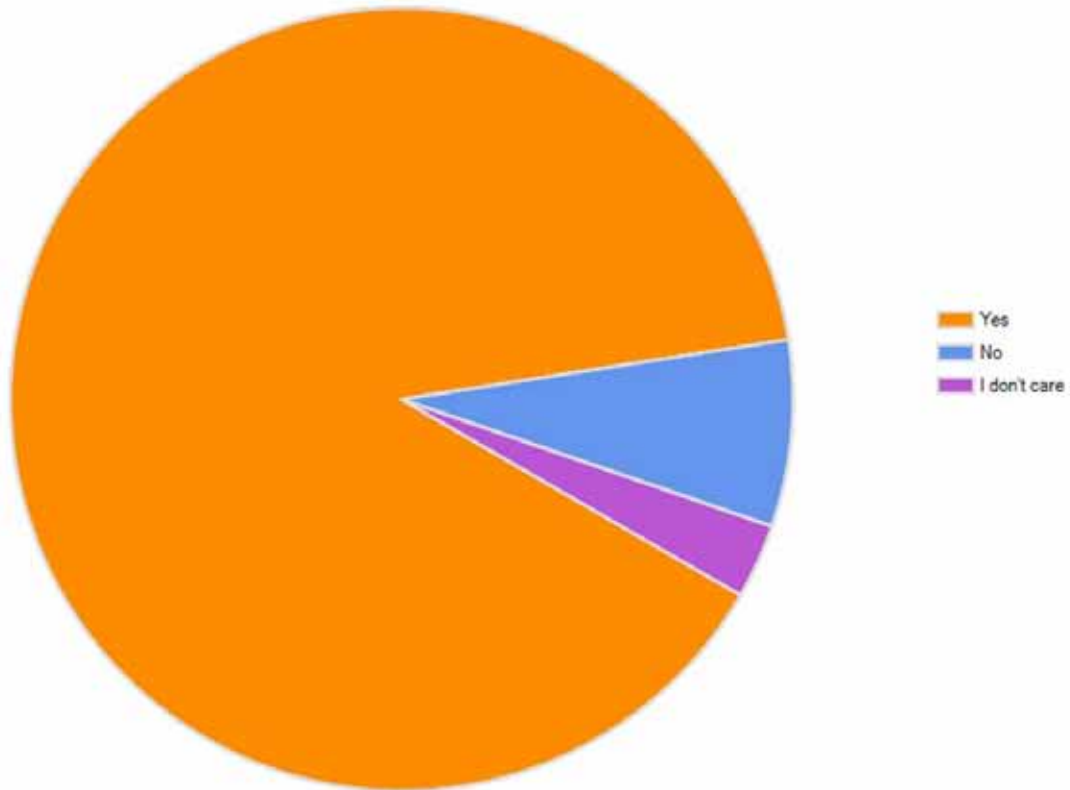
Timeframe too short: 66.7%
Timeframe appropriate: 30.2%
Timeframe too long: 3.2%



Question 13: LA City has no current plans to fund a recreation zone in 2014. Do you believe funding of this type of program in the future is a proper use of city money?

Yes: 89.2%
No: 7.7%
I don't care: 3.1%

LA City has no current plans to fund a recreation zone in 2014. Do you believe funding of this type of program in the future is a proper use of city money?



Question 14: Please provide any additional comments below.

- Glad the city does not plan to fund this project again. Hopefully they will stick to that. The city is rated as having the worse streets in the US, can't fix them, can't fix sidewalks, can't trim trees, can't afford to fund pensions for its employees and is going to stick the taxpayers with bond measures that taxpayers will pay for far to many years into the future and cannot afford to spend huge sums of money on things like this that benefit a very few people. They are also foolishly trying now to get the USACE to spend over a billion dollars, most of which will come out of LA taxpayer pockets for years and years and years.
- It's all dependant on the weather -- last year was a drought, but if El Nino returns we all know what happens. The river bed right now looks inviting, green and growing like a real river bed. But if we get even 10" in two months it will look thrashed. Kayaking will have to be adjusted according to (danger of) flow.
- The City needs to fund this, it is essential. It provides a community gathering place and a place for people to commune with nature and get exercise.
- There should be more signage and education promoted to keep this area safe, it is a neighborhood with elderly, children, lots of dogs and people need to aware to be careful and respectful of their community.
- What was the total cost of the program? It could help for folks to know.
- I would like to see additional ways that the river recreation zone could be integrated with educational outreach in local schools, and perhaps a dock to allow people to small or unable to kayak a chance to go out in the river and touch the water.
- It is so great to see the city investing in public spaces. The river is like our beach on this side of LA. The city should continue to invest in it--and it should improve facilities/amenities at the beaches. Miami is a good example to LA for what it can do in public spaces like the beach!
- I think the pilot program offers Los Angeles an excellent opportunity not only to reclaim the rest of the Los Angeles River, it offers the city an excellent opportunity to make the river a mixed use showcase, along the lines of the great rivers of Europe, the Savannah River through Savannah, GA, and the San Antonio (TX) Riverwalk.
- number of three trips per vendor is too much. Overlaps on both ends of recreation zone had happened what caused tension, crowd and negative impact on the trip schedule. - number of customers per one trip should be max 14 plus two or three guides. I think that the amount of people on the trip should not be bigger than 17 including guides. Bigger number can cause long stretch of kayakers on the river what is hard to manage and keep an eye as well to have a better, more direct contact with kayakers. It also might cause delays with the trip schedule - minimum time distance between the vendors should be 1.5 hour or more. This will provide enough time for vendors to begin and finish trip without collision and unnecessary pressure.
- When we have been informed by Representative from the Council Districts that Los Angeles City is facing a financial crisis in the next few years, I believe the City should focus on critical services first. Especially since the City is looking for additional tax revenues.
- My answer to no. 13 is "I don't know" what the funding will be used for. Also, as far as the length of time, it can run well through September since it is still hot out.
- I believe the cost is too high for the amount of people taking advantage of the program. (See Comment #11) Furthermore, the city is not able to fund a project of this type in our current economic period. We have many more urgent needs. The City of Los Angeles supports "ARBOR" study alternative #20. If its agreed upon with the Feds, we must come up with just over a half a

billion dollars for "non- recreation" along the river. Any "recreational" projects will have to be an additional funding source... which is in conflict with our current economic period.

- Keep up the good work.
- I LIKE THE IDEA OF A RECREATION ZONE NOT USING THE RIVER WATER FOR KAYAKING AND DEFINITELY NOT FOR FISHING, THAT IS WRONG. GREAT TO SEE PEOPLE WALKING, RUNNING, BIKING BUT I HAVE SEEN THOSE WHO ARE USING DRUGS AND HEARD ABOUT ROBBING OTHERS...MORE VIGILANCE WOULD HELP
- I think the City is spending too much money on just the river at the expense of other parks & rec opportunities in other parts of town. There are not that many parts of the river that are rehab-able for recreation and you're ignoring areas like South Central that are no where near the river. In the meantime, communities like Elysian Valley & Atwater are overrun by people who want to visit the river, but are the communities that are not equipped with the infrastructure to handle the influx of people and development you're attracting there. Nothing short of eminent domain is going to make the bike path wider thru Elysian Valley because our stupid Mayor Garcetti allowed new building developments to get zero setbacks on the river side of property while he was City Councilmember. No big picture thinking whatsoever.
- Please not just continue the program, but EXPAND it! Help our river in its evolution to become a more recognizable river!
- stop wasting tax payers money. the city should be focusing on fixing the city.
- Thank you!
- I would have loved to take my kids on a trip but it was too expensive.
- I would truly like to become much more involved in any way to help out the cause. Feel free to contact me for any volunteer work or etc.
- The lack of a paddling program in the Sepulveda Basin this summer pushed all the paddling action into Elysian Valley. See my comments above about community conflict.
- As an engineer, I can understand the need to channelize the LA River, and at times make it inaccessible to the public. However, I do not believe that the current situation is ideal, and can be improved upon for the benefit of the public, the city's image, and the local ecology.
- The River starts in the Valley.
- I hope the City makes sure this is open again next year ... Opportunities for residents and businesses.
- Please allow the LA River to join the ranks of other rivers that are accessible and available to the public to use and enjoy.
- Of course the city does not plan to fund. It never funds programs that should be and wastes monies in other areas
- If you could support with partnerships in corporate underwriting or sponsorships it could help. This could be a tourist draw and could be self sustaining. I said no to city funding because I believe there are bigger priorities for the city but it's an important program to be championed regardless of the support.
- This is an amazing survey.

Los Angeles River Recreation Zone Pilot Program – Focus Group Notes September 24, 2013

Overview

This forum served as an opportunity to informally engage a small group of stakeholders representing a variety of groups and perspectives around the recent Los Angeles River Recreation Zone Pilot Program (pilot program). The session was moderated by Jeff Klein and was facilitated through a series of prompting questions. The following is an overview of the feedback that was collected from the participants. Comments were typed as participants spoke, and while not an exact transcript, the comments were not edited following the meeting and largely reflect the language used by the participants.

Discussion Questions & Responses

Community Impacts: What were the community's perceptions and relationships with the river prior to the pilot program?

- Overall it was positive experience during the summer. Before the recreation zone, the relationship to the river was hands off largely except for the few brave souls who have been venturing into the river to feed the ducks, fish, etc. It was the community's sole access to the water. When the bike path came in, the initial thought was it was a welcoming idea to renovate that space. And largely it was pedestrian use initially but now it's more bicycles. Used to be all ages that would walk along it. I lived there all of my life and my engagement was hands off--I wasn't sure if the water was clean, was sewage, I really had no true sense or appreciation with what was down there. The transient traffic was also an issue. Issues with drugs and illicit activities which also fed the hands-off impression. And that it wasn't safe. Post-bike path has been a nightmare. They [the City] didn't listen to what the community told them, that it was heavily pedestrian used space and that those needs to be taken into account. None of that was factored in nor was the historic use of the space considered. There have been multiple injuries, conflicts, etc. Small percentage of cyclists use the bike path as training and get pissed off that there are people walking on it. They feel that it's ONLY for bikes. Working for common ground to educate pedestrians AND cyclists. LACBC has been trying to help with this. In an ideal world, two uses would be separated.
- I have been walking there for several years taking dogs, etc. but now can't on the bike path. As a kayaking guide it was a little scary taking clients across the path and we had to be cautious to stay out of the way of the bike path. My impression was that people are now looking more at the river because the kayaks are there. There is more focus on the river and seeing people IN the river brings it more to people's attention.
- Before kayaks were in there you'd assume it wasn't safe/clean but when you see kayaks it changes the impression.
- Came to live in Elysian Valley because of the river. Used to ride from our loft downtown to the river but liked the view down here because everything else is concrete jungle. The view of the river is amazing. I wouldn't go in the water the first time that I saw it. When there is rain, it's dirty.

Same with the ocean. Have talked to people in the neighborhood, people had good relationships with the river before the pilot program, would take dogs down, etc. Many really enjoyed it.

- Before the recreation zone, LA Conservation Corps and the MRCA removed a really big homeless encampment, 3 trucks worth including stairs, toilet, etc. That stuff wasn't being removed before the recreation zone. That's a big contrast.
- Prior to the recreation zone, the first sign [of river improvement] was the fisherman...they began to pull fish out of the river that were large, and they said they were eating them.
- FoLAR did an analysis of the fish and they were quite clean.
- People now know what he means when he says he lives near the LA River. The image of the river has changed dramatically.
- The whole community is now in the lime light, now everyone knows about Atwater, Elysian Valley, etc.
- [During the City Council election] in the media they would always mention Echo Park, Silver Lake, Los Feliz, but now the river has brought Elysian Valley to the map.
- Was also at Balboa Park/Sepulveda paddling program last year. It was very grown around, you were isolated and no one could see you on the river. The visibility of this year's program was MUCH higher because it's in the middle of communities where lots of media people live. There was some media coverage last year but this year there was much more and it was throughout the summer, not just when there was a press event or press release. Much of the recent coverage was more spontaneous.
- I have been in lots of kayak meetings, including last year for Sepulveda, and pointed out that this is historic and they need a publicist. Then CNN, BBC, etc. covered it, there was a press conference, etc. The media was more sustained this year. Many elected officials also paddled this year too. Social media has also been a huge part of the additional media coverage.

Environmental Issues: Since the program started, how, in any way has the increased usage affected the river environment?

- Any time you start a program, you have to look at the environmental impacts, but it can take a long time to figure out what the impacts may have been. Noticed that the people who come down for fishing leave a lot of trash. Before, only neighborhood people would fish, but now with more and folks who may not live in the neighborhoods fishing, it's bringing more trash which has been one drawback. Don't think kayaking had any impact.
- The birds tended to stay in position [when kayakers went by on the river]. The egrets and herons towards the end of the season seemed to adjust and hang out while people were around. Seemed OK. They weren't scared. Pretty good representation of birds was seen, but there were more in Sepulveda [last year]. There was a family of cormorants. Didn't see many fish. Saw lots of mosquito fish, but no bigger fish.
- I saw fish last year by Taylor Yard that are so big relative to the water levels that they were partly out of the water wiggling to get through. Saw birds picking up and eating fish. Lewis McAdams has said that the river hasn't changed all that much, it's peoples' attention and perception of it that has. Saw photos of people who were standing on the sand bars in the river and you're not

supposed to do that. So maybe it would be good to spend more time reminding people to stay in the boat and to stay off of the habitat. More education needed to let folks know those areas are off limits.

- There is some perception that there was additional water released somewhere to supplement the flows which isn't true to the best of my knowledge.
- As a user, it was unsettling when people were out with protest signs saying that what we were doing was damaging the environment.
- Not much has changed in the general environment; if anything you saw some semblance of clean up before the pilot program by MRCA. For impact to wildlife... there is some impact, if you're inexperienced [at kayaking], could easily end up in the vegetation. Did see one bird that was stressed when we were passing through. He kept hopping around and it looked like he was protecting a nest. It's a real concern, and in the future, more should be done to have a zone that keeps people away from habitat areas.
- If we know where the nesting are, we could place sign in those areas to keep people away.
- When they do the bird surveys for the LA River clean-up in May, the biologist will flag nests. FoLAR gave their data to the MRCA, who gave to the CDFG (California Department of Fish and Game) and they accepted it. There were no nests found or flagged before the clean-up this year. The recreation zone process was so fast, and there was no money, so it was rushed.
- There was a stilt nest in July in the flat section on the east side of the river.
- If outfitters/rangers come across a nest, they could flag it or something.

What about parking and neighborhood impacts?

- Parking is difficult as a user if you're from the outside. Doing the shuttling two cars thing is hard.
- Parking was manageable, but if there was less impact especially on Clearwater St. it would be a good thing.
- The only big issue I saw was parking for group bike rides, especially on Sundays with the kayaking too. Parking was packed on residential streets.
- Would recommend that potentially a parcel could be leased to make parking possible. Having more people and positive uses around have a broader positive impact on the community.
- Ditto—where the old Kmart used to be [at San Fernando Road and Fletcher] could have been used, and if there had a shuttle it would have helped. There needs to be a way for people to find staging areas for drop-off, pick-up, and delivery to make it work, so you don't have an issue in Elysian Valley neighborhoods.
- The site by community garden is used a lot for filming crew parking. We have asked the City to do traffic studies in this area, especially with industrial sites being changed.

Recreation impacts...what are your thoughts?

- Anything that gets people hydrated [i.e. connected to water] in the middle of their city and engaged with the outdoors is a good thing. Many things still need to get done...connecting to the river is more of an adventure for many rather than a daily relationship. Increasing urban river recreation is very consistent with national trends, and the idea of 'infill recreation'.

- From a planning perspective the recreation is going to be facilitated to expand. In addition to the media coverage, the bike path will be completed from Canoga to Long Beach. More connector trails will be implemented. Initially the recreation zone program was going to start at North Atwater Park, but because of construction and public concern, the pilot program river reach was shortened. Once that bridge is done and the Glendale/Hyperion bridge is completed, there's the possibility of starting kayaking at Chevy Chase. The Army Corps' ARBOR study could start being implemented in 5 years. Could be more and more opportunities for kayaking (e.g. Sepulveda, Long Beach)
- Could more water be added?
- More recharge is going on in the watershed, but there are many factors go into what the flows are in the river. There are many water inputs.
- The recreation element is here to stay. It's not going to go away. It has attracted plenty of people from outside, and it has moved plenty of people from within to go out when they wouldn't have before. But this comes with conflicts. Many people are converging in small space...pedestrians versus bikes...bikes versus pedestrians versus kayaks. The extra planning needs to happen. Neighbors welcome the attention and the extra recreation. But some neighbors do have an issue with OVER recreation and wouldn't like to see it get so out of control. People come in and don't have a sense of the neighborhood. They park backwards on the wrong sides of the street, block driveways, park at the end of the street where you're not supposed to...people are kind of clueless. People aren't always sensitive to the neighborhood. Also, you having large groups going down the street and leaving trash, etc. Need a campaign and education about being considerate of the residential community.
- As an 'outsider' I always feel a little badly because there's really no where to park and it feels weird parking in front of folks' houses.
- There is potential to upgrade the quality of fishing activity...once people need a permit they know more about what they are doing. There's an opportunity for the community to learn about how to fish, how to handle equipment, what the fish are, why not to leave fishing line on the river, etc. It's a healthy marker of a river to have fishing. When people fish, it's a conservation mindset that ties into knowledge, responsibility and a code that may not have been there before.
- Perhaps this is an opportunity to have more recreational fishing clinics, education, etc. The need for enforcement is important. During this period there was active patrol, and the community welcomed it. It provided a sense of greater safety and people seemed to be more responsible. Since the zone closed and enforcement is gone, these groups [doing things they aren't supposed to do] are coming back because they know there is no enforcement. It isn't clearly defined who the 'go to' folks are to get order now that the rangers are gone.

And public safety?

- Having recreation on the river will improve public safety. When you enter the kayak experience though there are hazards. There are rebar stakes sticking out of the water that we saw and tried unsuccessfully to pull out...the idea that this hazard couldn't be corrected on the spot was troubling. It can't be removed physically. There is stuff like that that should be corrected ahead of the next recreation zone. Outside of the water, you have positive uses displacing the bad element.

That is a good thing. As this unfolds and continues to grow, LAPD needs to be plugged in so they feel they have the enforcement capacity so there isn't a hesitation on any agency's part to be proactive. The idea of call boxes and street markers would be a welcoming thing.

- Public safety...when this program was going on there was less nuisance activity and there was much more of a presence. MRCA being there was great too. LAPD would come out some times and patrol the bike path in their cars. The ARBOR program would have a 16' access road that could help with access/patrols in the future.
- Worried sometimes what would happen if there is an emergency as signs and locational information was challenging. The past few weeks we have seen people coming out of the river at night.
- I had an experience with someone who was hurt while we were paddling. When we called for help, there was hesitation of some agencies. We called a ranger, they said call to call 911 and then 911 said they could send a helicopter, but we just needed someone to help them get us out of the river corridor. It was very confusing and it took 2 hours to get out. My stepdaughter's head/neck locked in a weird position and she was in extreme pain and needed help to get out because she couldn't walk the distance back to the car/staging area. We just needed someone to come to the fire road. It was frustrating. Only because I had a friend with the MRCA [at another site/facility] was I able to get someone out.
- Recommendation—people have been asking for a river authority organization. This is a model that people want to work toward. It's just a matter of money and structure. In the meantime, if you do another season, not sure if there is a way to have a briefing for all of the officers and law enforcement folks to come in order to facilitate better coordination. Take them out to see the new signs, call boxes, etc. and give them an orientation. There aren't so many officers that you can't inform them all. One thing I have heard is that some neighborhood activists complain incessantly, call the police when there are problems in or along the river, and then LAPD will come, look around quickly then leave without addressing the issue. Some officers are not willing to go down into the river. They may just need an orientation to the river environment.
- There's a culture of wearing blinders. What happens after the recreation zone is over? Who will address issues? The access points [i.e. openings in the railing along the bike path] also have not been "closed". The stencils are not gone yet. We want to make sure that when the recreation element comes in and then they are done, that they replace what was there, and not abandon the area and leave the temporary modifications there.
- There is a lack of resources...there are only 8 police cars for northeast LA. Maybe when the economy picks up there will be an opportunity to expand these resources.
- Having a single entity that you knew where to go when there are issues would be great...like a central coordinating entity.

Do you think things will revert back to how they were before the pilot or do you think there has been more permanent change?

- The attention that the river has drawn has created and sustained a steady stream of new people. We used to know who was who in the neighborhood. The pop-up café, art walk, etc. are bringing in new attention and people.
- There's not a ton of retail now, but some of the businesses would be supported by the recreation zone. Mobile vending is something that people are interested in too, for better or worse.
- There is also the element of "hey, there is no patrol anymore so it's back the way it was" so some of the nuisance activities may be ramping up again. The longer there is no patrol, the more likely it will be to go back to the way it was.

Where should this go in the future?

- Keep trying to imagine which beach community this would most be like [in terms of character and identity]...it's very similar in some ways [e.g. a natural resource based recreation area, lots of residences, parking issues, etc.]. Would like to see controlled growth and the full recreational potential of the river fulfilled. I know folks who train whitewater...would love in the long term, in a perfect world, for white water parks. It's hard to get to the beach, so people having access to the river is really amazing and would provide these types of opportunities.
- Having a full water recreation opportunity from the valley to downtown would be amazing. Security is important too.
- Personally what I like about the river is that it isn't so amazing that everyone flocks there, and it being a little rough keeps it a little low key and peaceful. There is something so expansive about it beyond who lives there. Don't want the river to be a place you don't want to go because it's too stressful. Would like to see on every block those kids that live there turn into river stewards. ...all of them, not just 10 or so who can participate in a program. Would like to see a river culture and knowledge/wisdom and make it a feature of their lives. Like kids who grow up in the mountains and have an understanding of that environment from living in it.
- The element of maintaining the natural element of the river where it doesn't go Hollywood on us, not a glittery place, a place to enjoy the serenity. I'd like to see outside groups be conscious of this. As development unfolds, would like to see that the community employed in these efforts so they have a stake in the future of the river and feel a part of these unfolding developments. The barrier that divides the river and the path (the fence/railing) it's uninviting. Would like to see that open up. Want to see benefits to the community. Whether it's a recreation center, a library, new business that serves the community IN the community. Would like to see the element of the river maintained so it is still unique and a draw as something natural.
- I would love to see organic development along the river, not Santa Monica Promenade or the Grove...want to see more organic and compatible development. Don't want to see neighbors get displaced. Dolores Place School is a Title 1 school (low income with federal funding). With all of this action going on, don't want to displace people who live here.
- If I had my magic wand, I would want to create zoning and code enforcement for everything that lines the bike path, including making more consistent fencing, and better continuity along that interface. More continuity with the vegetation/landscaping too. Low scale development.
- This is happening...the RIO design overlay zone for new construction will address some of these issues.

- The Metrolink central facility and freeways and pollution--if it's cleaned up it would take awhile. So boosting recreation may not be too great [because of air quality issues and public health].
- Would like to see Metrolink relocated out of area
- Recreation ties people to the river in positive ways and educates them and gets them thinking about 'why there is trash and how did it get there' and 'why is the river paved'. Leads to greater thought and awareness.
- The people who live in the area know more about the river than anyone else. Worth emphasizing.

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Appendix F: LA River Recreational Zone Pilot Period – Public Feedback Meeting October 2, 2013

LA River Recreation Zone Pilot Period – Public Feedback Meeting

October 2, 2013

The following is a summary of public comments made at the October 2, 2013 public meeting where people were invited to provide feedback regarding the summer, 2013 Los Angeles River Recreation Zone Pilot Program.

Fishing Activities

- What do we know about fishing activity? Heard people talk and complain about fishing line being discarded into the river. If there's any data or accounts about it, it would be helpful to document it.
- There are not many places people fish. Marsh Park is one site, as well as where Shoredale Ave. meets the river—there is fishing all the time down there. Saw a cormorant (bird) that had a fishing hook stuck in him. Some people fish on the east side of the river too. One time I was paddling and a line was cast into where we were paddling. I wish there was better fishing etiquette.
- I see hooks left on the ground and some trash too. Weights and hooks are found on the sidewalk next to the water. Pretty much the same types of fishing folks were out on the river as there was before the pilot project, but I maybe saw a small increase in fishing.
- Fishermen come in on bicycles in some cases.
- Fly fishermen usually fish upstream of Fletcher towards Atwater Village.
- It's such an easy way to get down onto the river for people and families. If there was a chance for fishing education about lead, three prong hooks, etc. and what is appropriate for these types of fishing conditions, that would be great. Education programs are needed.
- At the Glassell Park Neighborhood Council meeting, many in attendance were interested in fishing education programs.

Neighborhood Impacts/Crime

- I thought it was great having new people out on the river and thought the pilot program was successful. Having patrols was helpful in cutting crime and to benefit the community in general by having all of that activity going on. There's a little bit of traffic pressure put on the streets right around the kayak put-in and take-out areas. Maybe move the take-out point downstream and have take-out at Egret Park. Oros St. which is a "hammerhead" street was pressured. Some folks were confused about where they were supposed to take-out, but in general, it wasn't too bad. And in general, property and graffiti crime was down. I live on Oros St. and there was a huge change for the positive with regard to crime. Hanging out and smoking dope in the park and tagging wasn't as appealing to people when every 10 minutes someone is coming through with a kayak. Any park-like use in that area is going to improve the sense of well-being of the community, property value, more community pride, etc. Brings in something that is special about your community.

Restrooms

- Restrooms are an issue. There's a guy who was having work done on his house and had a portable toilet for the workers and many people were begging to use it. The nearest restrooms were not that close and people didn't know where to go to find them. Many didn't know what to expect on the kayak trips, how long they would be out there, and they didn't plan for restroom use, etc. But where to put them, how to pay for them, how to manage them, more complicated questions.
- Not having bathrooms was an issue for outfitters, especially in the morning, and there was no place to send clients. If someone were to provide one, the take-out point would be better than the put-in site. It was very uncomfortable for folks to not have a restroom to use.
- People engaged in recreational cycling, running, etc. often stop for a break and there's nowhere appropriate to go use a restroom (Oros St. resident). Having public restrooms would be a huge vandalism target, but not having restrooms is a problem.
- Public urination is a form of vandalism too. People complain about vandalism to restrooms, but public urination isn't good either

Dogs

- Outfitters didn't see many dogs. There were a few down at the river, mostly on the east side of the river, but pretty infrequent. One time a guy had his 3 dogs swimming in the river and it interfered with the kayaks and was a safety issue.
- Saw a photo online of a guy with a dog riding in the kayak with him.

Future Scope of Pilot Program

- Don't want it expanded (Atwater Village resident), but whatever Elysian Valley wants is fine with them.
- Would love to see the time period expanded but weather issues could be a problem. Would also like to see the physical zone expanded.
- There is a problem with accessing the river in some neighborhoods, which is an issue in Atwater Village area. Also people get confused about the idea of "recreation". Some neighborhoods have access points that would get overwhelmed (logistics would be a problem in some neighborhoods). Parking is especially a problem. There isn't much parking now and there could be impacts to neighborhoods.
- At Oros St. we didn't have problems with parking (Oros residents). People would drive down the street to load their kayaks, but parking was never a problem.

User Conflicts

- The speed of the bicycles on the bike path is a problem. Like a freeway. Tough for accessing the river.
- A very important question is to figure out the density of people who can/should be out on the river at any one time. It could reach a threshold and demand will like go up. We want to make it as open as possible, but when one of the kayaking vendors

increased to 3 trips per day at the end of season, it got to be more difficult to avoid overlapping, etc. Need careful coordination between group/guided trips.

Parking & Shuttle Use

- The shuttle from Home Depot and use of bicycles (by outfitters) was a little difficult. Eventually folks parked on Riverside Dr. Need to talk to the community about parking on Riverside Dr. The shuttle vendor started getting a little annoyed with the kayakers. If the Elysian Restaurant opened permanently, parking will continue to be more of a problem in that area. The Neighborhood Council is looking at traffic studies which might be helpful for figuring out some of the future pilot program logistics. For one outfitter, they ended up parking clients at Home Depot, folks would bike up to the put-in area and then paddle down.
- The vendor for the shuttle didn't do the 15 min. at each spot that they were supposed to be and this messed up the kayak vendors' schedules. There were also issues with people bringing stuff they shouldn't take in the kayak, but then they weren't near their cars to leave stuff behind. Then the vendors became liable for their "stuff".

What does the community want in the future?

- Would like to see the season extended (time period). Would relieve pressure of everyone crammed their trips within a few months.
- Stagger the organized trips carefully.
- Having a longer period would help with the positive benefits of having more people around (displacing graffiti, crime, etc.).
- Would like to see more flexibility with put-in and take-out areas. Would be better for the neighbors who want to use the river to be able to access it close to home. Also, it would make it easier for folks who may not be physically able to handle the full trip.
- Having several intermediate access points would be problematic. I would support distinct access points, but maybe one mid-point access point would work best.
- A put-in site at Marsh Park would be good so folks could paddle in just the flat, calm, deep water area.
- Labor Day weekend, kayakers entered at Sunnynook Dr. and Legion Lane. I (a resident) told them they were not allowed to put in there. They were parked too close to my residential driveway too.
- It would be helpful to identify an area that could be used for technical practice (like a rapid area, some gates, etc., similar to what you find in a whitewater park)
- The MRCA noted that most likely you couldn't start the program earlier in the year because of bird nesting season, so would likely it would have to be extended at the end of the season.
- Could community paddles at Marsh Park be extended if it was smaller area used, guided, etc.? Would like to see more community paddling events.

- Eagle Rock resident: Heard about it late in the season and I went 3 times and am now a 'convert'. Absolutely loved it and fell in love with the activity, and the river is only 10 minutes from home. It was a staggering experience...I would do anything to help make it continue in the future with an extended the season.
- Is there a way to open up "off season" for community paddles/events? Maybe frame as a "Mayor's Day" paddle or "Council District" paddle. Would need political support.
- Is there something akin to "ski patrol" that could be used? The MRCA has a mountain bike patrol unit that has done some river patrol too. They are trained about river uses as well as some water rescue. An element of the mountain bike unit will probably morph into more of a river patrol unit.
- Would like to see it open as much as possible.
- People have been complaining about the lack of maintenance and patrol on the river, but it costs a lot of money. Could there be a recreation zone sponsor to provide private money to facilitate the patrol and maintenance? On beaches they have sponsorships sometimes (like Dreamworks sponsoring trash cans on beach). What do people think?
- Like the idea because the amenities are so badly needed. It's only going to be to the community's benefit.
- The more you provide positive uses it displaces negative uses. It would make it a safer community.
- Resident who runs along the river noticed the taggers are back now that the recreation zone is closed.
- Need refinement in communications about rain and emergency closures. Would be great to have a more streamlined way to get the info out quickly via social media, news, etc. real time. Mostly it's an issue for independent paddlers rather than people with vendors/outfitters.
- Vendors had to call folks when the river closed and found out many came far distances and spent money to participate, and when there were closures, there was great disappointment.
- Additional signage about where to access the river would help to keep people from parking in the neighborhoods where they are not supposed to. If you've not accessed the river before, it's hard to figure out. Need directional signage.
- The quality of the water is what constantly comes up as a concern. It takes money to do the testing, but it would be great if there could be info on the website about where the water comes from, what's in it and not in it, and to give them an orientation. Make data available to folks.
- The overall sense of security and safety increasing has been one of the great transformative parts of the experience. The more this increases, the greater sense of attachment and the sense of this being a special place increases, and you had people talking to each other who wouldn't before. You had people crossing social boundaries. This is a huge benefit and important to convey to the City. It's truly transformative.

Appendix G: 2014 Anticipated Projected Budget

2014 Anticipated Projected Expenses:

One time expense requiring a depreciation, replacement, or sinking fund:

<u>Item</u>	<u>Amount (approx.)</u>
Kayaks, paddles, PFD, etc.	\$25,919
▶ Replacements (two year cycle)	\$12,959
River net radio system	\$10,000
▶ Replacements (five year cycle)	\$2,000
Signage	\$22,500
▶ Replacements (two year cycle)	\$11,250
Safety/rescue equipment	\$9,000
▶ Replacements (three year cycle)	\$3,000
Port-a-Potties portable toilets, and service	<u>\$1,000</u>
Subtotal	\$97,628

Yearly recurring expenses:

<u>Item</u>	<u>Amount (approx.)</u>
Safety training	\$10,000
Website and administrative support	<u>\$5,000</u>
Subtotal	\$15,000

Payroll Costs:

<u>Item</u>	<u>Amount (approx.)</u>
Ranger program delivery	\$33,000
Ranger patrol	\$124,700
Maintenance	\$20,000
Fire division	\$10,000

Planning staff	\$10,000
Subtotal	\$197,700
Program Total	\$310,328

Labor Reduction Strategies:

- MRCA River Cadet Program
- MRCA Volunteer River Patrol to assist with in-water programs